

FAREHAM

BOROUGH COUNCIL

COUNCIL MEETING SUMMONS

Members of Fareham Borough Council are hereby summoned to attend a meeting of the Council to be held in the Council Chamber, Civic Offices, Fareham, on **MONDAY, 8 JUNE 2015**, commencing at **6.00 pm**.

The Mayor: Councillor Michael Ford, JP

The Deputy Mayor: Councillor Connie Hockley

Councillor David Norris	Councillor Leslie Keeble
Councillor Brian Bayford	Councillor Tim Knight
Councillor Susan Bayford	Councillor Arthur Mandry
Councillor Susan Bell	Councillor Kay Mandry
Councillor John Bryant	Councillor Sarah Pankhurst
Councillor Pamela Bryant	Councillor Roger Price, JP
Councillor Trevor Cartwright, MBE	Councillor Dennis Steadman
Councillor Peter Davies	Councillor David Swanbrow
Councillor Marian Ellerton	Councillor Katrina Trott
Councillor Jack Englefield	Councillor Nick Walker
Councillor Keith Evans	Councillor David Whittingham
Councillor Geoff Fazackarley	Councillor Paul Whittle, JP
Councillor Nick Gregory	Councillor Christopher Wood
Councillor Tiffany Harper	Councillor Seán Woodward
Councillor Trevor Howard	



1. Prayers

The meeting will commence with a short service of prayers.

2. Apologies for Absence

3. Minutes (Pages 1 - 10)

To confirm as a correct record the minutes of the Council Meeting held in 14 May 2015.

4. Mayor's Announcements

5. Executive Leader's Announcements

6. Executive Members' Announcements

7. Declarations of Interest

To receive any declarations of interest from members in accordance with Standing Orders and the Council's Code of Conduct.

8. Deputations

To receive any deputations of which notice has been given.

9. Adoption of Local Plan Part 3: The Welborne Plan (Pages 11 - 282)

A report of the Director of Planning and Development.

10. Adoption of Local Plan Part 2: Development Sites and Policies Plan (Pages 283 - 622)

A report of the Director of Planning and Development.

11. Changes to Council Agenda Items (Pages 623 - 626)

A report by the Monitoring Officer.

P GRIMWOOD
Chief Executive Officer

www.fareham.gov.uk
29 May 2015

**For further information please contact:
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FAREHAM

BOROUGH COUNCIL

Minutes of the Council

Date: Thursday, 14 May 2015

Venue: Ferneham Hall/Council Chamber - Civic Offices

PRESENT:

D J Norris
(Mayor)

M J Ford, JP
(Deputy Mayor)

Councillors: B Bayford, Mrs S M Bayford, Miss S M Bell, J V Bryant, Mrs P M Bryant, T M Cartwright, MBE, P J Davies, Mrs M E Ellerton, J M Englefield, K D Evans, G Fazackarley, Miss T G Harper, Mrs C L A Hockley, T J Howard, L Keeble, T G Knight, A Mandry, Mrs K Mandry, R H Price, JP, D L Steadman, D C S Swanbrow, Mrs K K Trott, N J Walker, P W Whittle, JP, C J Wood and S D T Woodward



1. APOLOGIES FOR ABSENCE - MORNING SESSION

Apologies for absence for the morning session were received from Councillors N R Gregory, T J Howard, Mrs S Pankhurst and D M Whittingham.

(1) Welcome and Presentation of Awards

Following the meeting being opened with prayers led by the Mayor's Chaplain, Reverend Dr Ian Meredith, the Mayor extended a warm welcome to all guests at this annual meeting of the Council and went on to announce the Citizens of Honour for 2015.

He presented badges to Denise Batu, Victor Rutland, Sharon Noble and Tony Brown.

Tiffany Desmond, Charlie Wilson and Harry Smith were announced as the Young Citizens of the Year and the HMS Collingwood Cup was presented to Royal Marine Band Colour Sergeant Phil Trudgeon.

2. ELECTION OF MAYOR

On the Council being invited to submit nominations for the election of Mayor, it was proposed by Councillor S D T Woodward and seconded by Councillor T M Cartwright "that Councillor Mike Ford be elected Mayor of Fareham for the municipal year 2015/16." On the motion being put to the meeting it was declared CARRIED unanimously.

RESOLVED that Councillor M J Ford be elected Mayor of Fareham for the municipal year 2015/16.

After Councillor M J Ford had received the personal congratulations of The Mayor, he retired from the meeting to be robed and upon his return signed the statutory declaration of acceptance of office.

(1) COUNCILLOR MIKE FORD, MAYOR, IN THE CHAIR

The Mayor thanked the Council for his election. He informed members that Reverend Mike Terry and Reverend Nicky-Sue Terry would be his Chaplains for the year and that he had asked Mrs June Hays to co-ordinate an ecumenical chaplaincy for the year. He also announced that the Mayor's charity appeal would this year be in support of the Dave Wellman Cancer Trust and the Gosport and Fareham Inshore Rescue Service.

The Mayor then went on to name his wife, Mrs Anne Ford, as Mayoress for the year and invested her with the chain of office.

3. ELECTION OF DEPUTY MAYOR

On the Council being invited to submit nominations for the election of Deputy Mayor of Fareham for the municipal year 2015/16, it was proposed by Councillor S D T Woodward and seconded by Councillor Miss T Harper "that Councillor Mrs Connie Hockley be elected Deputy Mayor of Fareham for the

municipal year 2015/16". On the nomination being put to the meeting, it was declared CARRIED unanimously.

RESOLVED that Councillor Mrs C L A Hockley be elected Deputy Mayor of Fareham for the municipal year 2015/16.

After receiving the personal congratulations of the Mayor, Councillor Mrs C L A Hockley signed the statutory declaration of acceptance of office and thanked the Council for her election. She announced that her husband, County Councillor Geoff Hockley, would be the Deputy Mayor's Consort. The Mayor then invested the Deputy Mayor and Deputy Mayor's Consort with their chains of office.

(1) Vote of Thanks

It was proposed by Councillor S D T Woodward and seconded by Councillor P W Whittle, JP "that the best thanks of the Council be accorded to Councillor David Norris and Mrs Pamela Norris for their services as Mayor and Mayoress during the past municipal year". On being put to the meeting the motion was declared CARRIED unanimously.

RESOLVED that the best thanks of the Council be accorded to Councillor David Norris and Mrs Pamela Norris for their services as Mayor and Mayoress during the past municipal year.

Councillor D J Norris replied to the vote of thanks and expressed his appreciation of the support he had been given throughout her year of office. The Mayor then presented Councillor D J Norris with his Past Mayor's badge and Mrs Pamela Norris with her Past Mayoress' badge.

4. MAYOR'S CADET

The Mayor presented his Mayor's Cadet for 2015/16, Cadet Flight Sergeant Gabriella Lashmore of 1350 Fareham Squadron Air Training Corps with her badge of service.

5. ADJOURNMENT UNTIL 2.30PM

It was proposed by Councillor S D T Woodward and seconded by Councillor T M Cartwright "that this meeting now adjourn and resume at 2.30pm in the Council Chamber in the Civic Offices, Fareham".

On being put to the meeting, the proposition was declared CARRIED unanimously.

6. APOLOGIES FOR ABSENCE - AFTERNOON SESSION

Apologies for absence for the afternoon session were received from Councillors N R Gregory, Mrs S Pankhurst and D M Whittingham.

7. MINUTES

RESOLVED that the Mayor be authorised to sign as a correct record the minutes of the meeting of the Council held on 23 April 2015.

8. MAYOR'S ANNOUNCEMENTS

The Mayor reminded members that Reverend Mike Terry and Reverend Nicky-Sue Terry would be his chaplains and that he had asked Mrs June Haye to co-ordinate the chaplaincy for the year.

The Mayor also reminded members that his charity appeal would support the Dave Wellman Cancer Trust and the Gosport and Fareham Inshore Rescue Service.

The Mayor announced that the charity launch would take place on Sunday 31 May at the Holiday Inn, Titchfield from 12 noon and that the first charity event would be a tea party in the Parlour on Thursday 4 June at 2:30pm with a talk on Guide Dogs by Myra Pritchard and Lyn Godwin.

The Mayor also announced that there will be a Sponsored Round the Isle of Wight Bike Ride on Saturday 11 July with a 9am start. He encouraged everybody to sign up to take part in the ride or to sponsor a willing participant.

9. DECLARATIONS OF INTEREST

There were no declarations of interest made at this meeting.

10. APPOINTMENT OF THE EXECUTIVE**(1) Executive Leader**

At the annual meeting in May 2012, Councillor S D T Woodward was elected to be the Executive Leader for a term of 4 years.

(2) Number of Other Executive Members

The Council was advised that the Executive Leader would be appointing five other members to form the Executive to work alongside him. He also advised that Councillor T M Cartwright would be appointed as the Deputy Executive Leader.

(3) Appointment of Other Executive Members

The Council was advised that the Executive Leader would be appointing Councillors Miss S Bell, T M Cartwright, K D Evans, Miss T Harper and Mrs K Mandry to serve as Executive Members for 2015/16.

(4) Areas of Executive Responsibility

The Council was advised that the Executive Leader would be allocating responsibilities to the Executive portfolios for the Municipal Year 2015/16, as follows:-

Planning and Development - Councillor K D Evans;
Leisure and Community - Councillor Miss S Bell;
Health and Housing - Councillor Mrs K Mandry;
Public Protection - Councillor T M Cartwright;
Streetscene - Councillor Miss T Harper; and
Policy and Resources - Councillor S D T Woodward.

11. APPOINTMENTS OF COMMITTEES AND ALLOCATION OF SEATS

The Council received a report by the Chief Executive Officer, providing the calculations for political balance relating to the allocation of seats on committees and panels for the municipal year 2015/16.

The report asks the Council to confirm the functions and appointment of committee seats as well as the role of Chairman and Vice-Chairman for each committee. The minority group is invited to appoint opposition spokesmen to each of the Executive portfolios.

RESOLVED that the Council approves:

- (a) the committee functions and number of seats on each committee for the municipal year 2015/16, as listed at paragraphs 5, 6 and 7 of the report;
- (b) the allocation of seats to political groups for the municipal year 2015/16, as shown in Appendix A of the report;
- (c) the nominations of the political groups to seats on committees, deputies and spokesmen, for the municipal year 2015/16, as shown in Appendix B attached to these minutes; and
- (d) the appointment of a Chairman and Vice-Chairman for each committee for the municipal year 2015/16, as shown in Appendix B attached to these minutes.

12. STANDARDS ARRANGEMENTS - APPOINTMENT OF DESIGNATED INDEPENDENT PERSONS

The Council was reminded that the Localism Act implemented significant changes to the Standards regime and that at its meeting in June 2012, the Council appointed Mr David Basson and Mrs Mary Kilbride as the Council's two Designated Independent Persons, as required under section 28(7) of the Localism Act 2011.

RESOLVED that Mr David Basson and Mrs Mary Kilbride be confirmed as the Council's two Designated Independent Persons for the municipal year 2015/16.

13. APPOINTMENTS TO OUTSIDE BODIES

The Council was reminded that it was required by Standing Order 10 to make appointments to outside bodies, other than those appointments which were required by law to be made by the Executive. Council therefore considered the report of the Director of Finance and Resources on the appointments to be made and also received guidance on the duties and responsibilities of members when acting as an appointee to an outside body.

The Executive Leader advised that a number of deletions would also be made as the outside body either no longer existed or had not met for some time.

In considering the appointments to the Citizens' Advice Bureau (no.3), it was AGREED that Councillor L Keeble be appointed as the representative and Councillor T J Howard be appointed as the deputy representative for 2015/16.

In considering the appointments to the Community Safety Partnership (no.5), it was AGREED that Councillor Mrs M Ellerton be appointed as the representative for 2015/16.

In considering the appointments to the Crofton Community Association (no.9), it was proposed and seconded that Councillor C J Wood be appointed as the representative. On being put to the meeting it was declared LOST, 4 members voting in favour, 21 members voting against and 2 members abstaining. It was further proposed and seconded that Councillor C J Wood be appointed as the deputy. On being put to the meeting it was declared LOST, 4 members voting in favour, 21 members voting against and 2 members abstaining.

In considering the appointments to the Daedalus Strategy Group (no.10), it was proposed and seconded that Councillor C J Wood be appointed as the representative. On being put to the meeting it was declared LOST, 1 member voting in favour, 21 members voting against and 5 members abstaining.

It was further proposed and seconded that Councillor C J Wood be appointed as the deputy. On being put to the meeting it was declared LOST, 1 member voting in favour, 21 members voting against and 5 members abstaining.

It was proposed and seconded that the description of the purpose of the organisation be amended to show that 2 representatives and no deputies should be appointed and that Councillor T G Knight be appointed as the second representative alongside Councillor A Mandry for 2015/16. On being put to the meeting it was declared AGREED, 25 members voting in favour, 1 member voting against and 1 member abstaining.

It was AGREED that Fareham and Gosport MIND (no.16) be removed.

It was AGREED that Fareham Housing Market Partnership (no. 19) be removed.

In considering the appointments to the Fareham North West Community Association Management Committee (no.20), it was AGREED that Councillor Mrs C L A Hockley be appointed as the representative for 2015/16 in place of Councillor D Whittingham.

It was AGREED that Fareham Technology Forum (no. 21) be removed.

In considering the appointments to the Hammond Memorial Hall Trust (no.24), it was AGREED that the description of the purpose of the organisation be amended to show that the current appointments are for a 4 year term and that it be noted that Reverend Stephen Girling has moved away and is therefore no longer appointed. The Council will be notified of his replacement in due course.

In considering the appointments to the Hampshire and Isle of Wight Local Government Association (no.25), it was AGREED that Councillor K D Evans be appointed as the deputy for 2015/16 in place of Councillor Mrs C L A Hockley.

It was AGREED that the Hampshire Buildings Preservation Trust (no. 26) be removed.

In considering the appointments to the Hampshire County Council South Area Road Safety Council (no.27), it was AGREED that Councillor Mrs M Ellerton be appointed as the representative for 2015/16.

In considering the appointments to the Hampshire Partnership (no.29), it was AGREED that Councillor K D Evans be appointed as the deputy for 2015/16 in place of Councillor Mrs C L A Hockley.

In considering the appointments to the Health Review Panel (Portsmouth City Council) (no.31), it was AGREED that Councillor B Bayford be appointed as the representative for 2015/16.

It was AGREED that the Joint Authorities Gypsies and Travellers' Panel (no. 35) be removed.

In considering the appointments to the Local Children's Partnership (no.37), it was AGREED that Councillor Miss S Bell be appointed as the representative for 2015/16.

It was AGREED that the Locks Heath Day Centre Group (no. 42) be removed.

In considering the appointments to the Police and Crime Panel (no.46), it was AGREED that Councillor Mrs M Ellerton be appointed as the deputy for 2015/16.

In considering the appointments to the Project Integra Management Board (no.50), it was AGREED that Councillor Miss T Harper be appointed as the representative and Councillor Mrs K Mandry be appointed the deputy for 2015/16.

It was AGREED that the Strategic Partnering Board (Hampshire) (no. 62) be removed.

In considering the appointments to the Transport for South Hampshire Joint Committee (no.67), it was NOTED that the name be amended to the Solent

Transport Joint Committee and that the status of the representative be amended to Observer.

It was AGREED to add the Hampshire and IOW Community Safety Alliance with a description of "The group looks at risks, priorities, emerging issues for CSPs and also influences the commissioning of funding and opportunities for collaborative working. Chaired by the Police and Crime Commissioner" and that Councillor T M Cartwright be appointed as the representative with a status of Committee Member.

Subject to the amendments agreed as listed above, the Council RESOLVED that:

- (a) representatives for 2015/16 be appointed to the organisations as set out in the appendix to the report;
- (b) the outside bodies that have not met within the municipal year be deleted (No. 19); and
- (c) the guidance to members on their duties and responsibilities as appointees to outside bodies be noted.

14. EXECUTIVE LEADER'S ANNOUNCEMENTS

The Executive Leader announced that the Planning Inspector, David Hogger had written to the Council to advise that he had found both the Local Plan Part 2: Development Sites and Policies and the Local Plan Part 3: The Welborne Plan sound.

The Executive Leader confirmed that there would be a special meeting of the Council on Monday 8 June 2015 to consider the adoption of the plans and that this meeting would replace the meeting of the Executive which had been scheduled for that date.

15. EXECUTIVE MEMBERS' ANNOUNCEMENTS

The Executive Member for Public Protection was pleased to announce as Chairman of Fareham's Community Safety Partnership that the "Access All Areas" event would be held during July and August 2015 at locations across on the Borough. Once again, the event will be supported by many partners and sponsors, including retailers, local clubs, the police and the fire and rescue service. The scheme is designed to reduce anti-social behaviour and allow youngsters from 11 – 17 years old to participate in activities they may not otherwise have the opportunity to try.

The Executive Member was also very pleased to announce that funding of £21,000 had been received from the Police Crime Commissioner. Last year over 2000 children took part and there was a corresponding significant drop in anti-social behaviour during this period.

16. PRESENTATION OF PETITIONS

There were no petitions presented at this meeting.

17. DEPUTATIONS

There were no deputations given at this meeting.

18. REPORTS OF THE EXECUTIVE

(1) Minutes of meeting Monday, 20 April 2015 of Executive

RESOLVED that the minutes of the Executive meeting held on 20 April 2015 be received.

(2) Schedule of Executive Member and Officer Delegated Decisions

RESOLVED that the Schedule of Individual Executive Member Decisions and Officer Delegated Decisions be received.

19. REPORTS OF OTHER COMMITTEES

(1) Minutes of meeting Wednesday, 22 April 2015 of Planning Committee

RESOLVED that the minutes of the meeting held on Wednesday, 22 April 2015 of the Planning Committee be received.

20. QUESTIONS UNDER STANDING ORDER 17.2

There were no questions submitted for this meeting.

21. MOTIONS UNDER STANDING ORDER 15

There were no motions submitted for this meeting.

22. POLICY FRAMEWORK

RESOLVED that the policy framework for 2014/15 be confirmed as comprising those plans and strategies identified in the table below:

Policy / Strategy	Last adopted or approved by	Date
Sustainable Community Strategy	Council	1 February 2010
Housing Strategy	Council	22 April 2010
Food Safety Service Plan	Council	29 May 2014
Licensing Policy	Council	16 December 2010
Development Plan: <ul style="list-style-type: none"> • Fareham Core Strategy • Fareham Borough Local Plan Review 2000 	Council Planning and Transportation Committee	4 August 2011 23 March 2000
Community Safety Strategy	Council	29 May 2014
Corporate Strategy	Council	9 October 2014

23. REVISED STANDING ORDERS WITH RESPECT TO THE APPOINTMENT, DISMISSAL AND DISCIPLINE OF EMPLOYEES

The Council considered a report on the revised Standing Orders with respect to the appointment, dismissal and discipline of employees.

During a debate on the item, it was proposed by Councillor P J Davies that the wording of paragraph 3.1 (d) of the Standing Orders as attached at Appendix A to the report be amended to remove the words “as husband and wife” and replace them with “as a couple”. Having been duly seconded, the amendment was agreed.

RESOLVED that the Council notes the required amendments to the Standing Orders with Respect to the Appointment, Dismissal and Discipline of Employees and adopts the revised version, as attached at Appendix A to the report, subject to the amendment in paragraph 3.1 (d) to replace the words “as husband and wife” with “as a couple”.

(The meeting started at 10.30 am
and ended at 3.16 pm).

FAREHAM

BOROUGH COUNCIL

Report to Council

Date **8 June 2015**

Report of: **Director of Planning and Development**

Subject: **ADOPTION OF LOCAL PLAN PART 3: THE WELBORNE PLAN**

SUMMARY

The Welborne Plan Examination has been concluded with the provision of the Planning Inspector's report to the Council. The Inspector has concluded that the Welborne Plan provides an appropriate basis for the planning of the new community. The Inspector found that a limited number of main modifications are needed to the Welborne Plan in order to make the plan sound and capable of adoption. The Council may now adopt the Welborne Plan in accordance with the Inspector's recommendations.

RECOMMENDATIONS

That the Council approves:

- (a) that the Welborne Plan and the Welborne Policies Map be adopted, as attached at Appendix 3 and which incorporates:
 - i. the Inspector's main modifications to the Welborne Plan (Appendix 1); and
 - ii. the minor modifications (Appendix 2 – Part 1) and subsequent minor changes (Appendix 2 – Part 2) to the Welborne Plan.
- (b) that the Director of Planning and Development, in consultation with the Executive Member for Planning and Development, be authorised to publish and circulate in accordance with the statutory requirements, an adoption notice, a sustainability appraisal report (Appendix 4) and the adopted version of the Welborne Plan, as soon as reasonably practicable after adoption.

INTRODUCTION

1. The Welborne Plan is the third document in the Fareham Local Plan. Together with the adopted Core Strategy (adopted August 2011) and the Development Sites and Policies Plan it forms the Local Plan for Fareham Borough. It has now reached the stage when, following the receipt of the Planning Inspector's Report, the Council may resolve to adopt the Plan.
2. The preparation of the plan has taken a number of years. The plan is based on the findings from evidence studies, the sustainability appraisal, the habitats regulations assessment, and the responses to the various consultations undertaken by the Council and as part of the Examination process.
3. The Examination process is an independent assessment carried out by an inspector into whether the Plan is sound, whether the Plan has been prepared in accordance with the Duty to Cooperate, and legal and procedural requirements.
4. The National Planning Policy Framework (NPPF) states that for a Plan to be “sound”, it should be:
 - Positively prepared – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
 - Justified – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
 - Effective – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
 - Consistent with national policy – the plan should enable the delivery of sustainable development in accordance with the policies in the NPPF.
5. Following approval by the Council on 13 February 2014 the Pre-Submission Draft Welborne Plan was published for representations from 28 February 2014 until 11 April 2014. The representations received, together with all the supporting background evidence, were submitted with the Draft Welborne Plan in June 2014 to the Planning Inspectorate for Examination. The Inspector conducted hearing sessions between 15 October 2014 and 23 October 2014 where various matters of concern to a number of parties were debated.
6. In December 2014 the Council received the Inspector's Preliminary Findings letter. This letter identified a number of shortcomings within the plan which related directly to soundness, and as a result, the Council was requested by the Inspector to address these shortcomings through a series of main modifications to the Welborne Plan.
7. At a special meeting of the Council on 21 January 2015, the Council subsequently authorised for a schedule of main modifications to the Welborne Plan to be published for a six-week period of public consultation. In addition, the Council also authorised for the submission of the main modifications to the Inspector, following completion of the six-week consultation period. All Council members were informed on 24 March 2015 that the schedule of main modifications to the Welborne Plan, as authorised by the

Council, had been submitted to the Inspector alongside the consultation responses and the Council's response to Representations on the main modifications.

8. In addition to main modifications, at the 21 January 2015 Council meeting, the Council also authorised for a schedule of minor modifications to the Welborne Plan to be published for a six-week period of public consultation. Minor modifications were not requested by the Inspector as they do not directly relate to soundness, but are made for the purpose of correcting typographical errors or to provide additional clarity within the Welborne Plan. The schedule of minor modifications was not formally requested by the Inspector, however for complete clarity, the schedule of minor modifications was submitted to the Inspector on conclusion of the consultation period.

INSPECTOR'S REPORT AND RECOMMENDATIONS

9. The Inspector's report was received on 12 May 2015. The report concludes that the Welborne Plan provides an appropriate basis for the planning of Welborne, providing that all of the Council's main modifications are made to the plan. A copy of the Inspector's Report, together with the main modifications appendix to his report, is attached at Appendix 1.
10. The Inspector's Report was published on the Council's website on 13 May 2015.
11. In total, 23 main modifications are listed by the Inspector. They include –
 - A commitment to a Review of the Local Plan;
 - The allocation of a single site for a secondary school close to the District Centre;
 - Directing the provision of the new Household Waste Recycling Centre in the employment area in the southern part of the site to the west of the A32, rather than leaving the location undetermined;
 - Production of a new Phasing Plan to be included within Chapter 10 of the Plan;
 - Removal of references to the deferral of infrastructure provision; and
 - Clarification regarding monitoring and review.
12. The Inspector concluded that without inclusion of the main modifications, the plan would not be sound and/or legally compliant. As such, the Council requested that the Inspector recommended main modifications to make the Plan sound and legally compliant, and therefore capable of adoption.
13. All of the main modifications to the Welborne Plan, as recommended by the Inspector, must be included in order for the Plan to be sound. All of the main modifications are unchanged from the main modifications that were considered by the Council at its meeting of 21 January 2015 and which were subsequently published for public consultation. All of the responses to the consultation were taken into account by the Inspector in reaching his decision.
14. In respect to minor modifications, these are not an issue of soundness and the Inspector's Report makes reference only to minor modification AM49. The schedule of minor modifications is attached at Appendix 2 – Part 1.

15. In addition to the minor modifications, a number of additional minor changes have been made to the Welborne Plan. As with the minor modifications, these correct only typographical, grammatical or consistency errors and do not change the overall direction, shape or emphasis of the documents or raise any significant new issues. The list of changes is presented at Appendix 2 – Part 2.
16. A new Policies Map for the complete Fareham Borough Local Plan (Core Strategy, DSP Plan and Welborne Plan) will be produced to take into account the adopted policies in both the DSP Plan and the Welborne Plan. The Local Plan Policies Map will fully replace the existing adopted Local Plan Review 2000 Proposals Map for the Borough.
17. The Welborne Plan and Policies Map as proposed to be adopted and incorporating the Inspector's main modifications, the minor modifications and the additional minor changes is attached at Appendix 3.
18. As soon as possible after adoption of the Welborne Plan, the Council must make the adopted version of the Plan, together with an adoption statement and the sustainability appraisal report available at the Civic Offices and at other appropriate locations (libraries) within the Borough. The adoption statement must also be published on the Council's website, sent to the Inspector and sent to all persons who asked to be notified of the adoption. The sustainability appraisal adoption report is attached at Appendix 4.
19. Decisions on planning applications for Welborne will need to be made in accordance with the Welborne Plan, any other relevant Development Plan policies and national planning policy.

RISK ASSESSMENT

20. If the Council decided not to adopt the Welborne Plan it must withdraw the plan and there would be a number of consequences.
21. Failure to deliver a sound Welborne Plan would mean that the vision for development in the Borough, as set out in the adopted Core Strategy would not be completed. The Welborne Plan is required to set out the expectations of the Council and other key bodies when considering future planning applications for Welborne. In addition to determining applications at Welborne, an up to date planning strategy will assist the Council in resisting unnecessary and undesirable development elsewhere in the Borough.
22. The risk associated with adoption of the Welborne Plan is the potential for a legal challenge in the High Court. Such a challenge could not be to the content of the plan but that a procedural requirement was not complied with when the plan was prepared or adopted. Legal advice has been taken during the process of plan making, to ensure that the risks are minimised. The Inspector is also required to check that the plan has complied with legislation and he has concluded that the Welborne Plan meets those that he is required to consider (see paragraph 85 of the Inspector's Report).

SUMMARY

23. The Council should agree to adopt the Welborne Plan and Policies Map, incorporating all main modifications, as recommended by the Planning Inspector, as well as all minor modifications and all minor changes for the reasons set out in the report. The Council should also carry out the statutory requirements associated with adoption of the plan.

Appendices:

Appendix 1: Inspector's Report (including the Main Modifications Appendix)

Appendix 2 – Part 1: Schedule of Minor Modifications

Appendix 2 – Part 2: Additional Minor Changes

Appendix 3: The Welborne Plan (Adoption Version)

Appendix 4: Sustainability Appraisal adoption report for the Welborne Plan

Reference Papers: None.

Background Papers: None.

Enquiries:

For further information on this report please contact Claire Burnett (Ext 4330) or Adam Collier (Ext 4328).



Report to Fareham Borough Council

by David Hogger BA MSc MRTPI MCIHT

an Inspector appointed by the Secretary of State for Communities and Local Government

Date 12 May 2015

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 20

REPORT ON THE EXAMINATION INTO THE WELBORNE PLAN

Document submitted for examination on 23rd June 2014

Examination hearings held between 15th October 2014 and 23rd October 2014

File Ref: PINS/A1720/429/6

Abbreviations Used in this Report

AA	Appropriate Assessment
HRA	Habitats Regulations Assessment
HWRC	Household waste recycling centre
LDS	Local Development Scheme
LP1	The Fareham Local Plan Part 1: Core Strategy
LP2	The Fareham Local Plan Part 2: Development Sites and Policies
LP3	The Fareham Local Plan Part 3: The Welborne Plan
MM	Main Modification
NPPF	National Planning Policy Framework
PUSH	Partnership for Urban South Hampshire
SA	Sustainability Appraisal
SANGS	Suitable Alternative Natural Green Space
SCI	Statement of Community Involvement
SCS	Sustainable Community Strategy
SDC	Strategic Design Code
SPA	Special Protection Area

The Core Documents referenced in the foot-notes can be found in the Examination library

Non-Technical Summary

This report concludes that the Fareham Local Plan Part 3: The Welborne Plan provides an appropriate basis for the planning of Welborne, providing a number of modifications are made to the plan. Fareham Borough Council has specifically requested that I recommend any modifications necessary to enable the plan to be adopted.

All the modifications were proposed by the Council and I have recommended their inclusion after fully considering the representations from other parties on the issues raised.

The Main Modifications can be summarised as follows:

- a commitment to an early review of the local plan (i.e. LP1, LP2 and LP3);
- clarification regarding ease of movement across the A32 for pedestrians and cyclists and with regard to other traffic management measures, road junctions and the provision of pedestrian and cycle links;
- clarification regarding settlement buffers and the protection of long distance views towards Welborne, for example from Portsdown Hill;
- a requirement to give due regard to matters of noise, light pollution and air quality in the consideration of proposed development;
- clarification regarding strategic design codes;
- clarification regarding the Council's approach towards the timing of the provision of office development;
- clarification regarding Impact Assessments for retail and leisure proposals;
- the allocation of a single site for a secondary school close to the District Centre;
- clarification regarding affordable housing provision;
- the promotion of development that looks to the south for its main highway links;
- clarification regarding allotment provision;
- clarification regarding energy use; water efficiency and flood risk;
- the household waste collection centre to be located to the west of the A32; and
- the inclusion of a phasing plan and a strengthened commitment to monitoring and review.

Introduction

1. This report contains my assessment of the Fareham Local Plan Part 3: The Welborne Plan (LP3) in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the duty to co-operate, in recognition that there is no scope to remedy any failure in this regard. It then considers whether the Plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework (paragraph 182) makes clear that to be sound, a Local Plan should be positively prepared; justified; effective and consistent with national policy.
2. The starting point for the examination is the assumption that the local authority has submitted what it considers to be a sound plan. The basis for my examination is the Submission Plan (June 2014) which is broadly the same as the document published for consultation in February 2014. I am also aware of the Suggested Change to the Welborne Plan, subsequently proposed by the Council, regarding a revised approach to secondary school provision at Welborne, with the identification of an additional alternative location for the school near to the proposed District Centre.
3. Following the hearing sessions the Council submitted, at my request, further evidence and clarification on a number of matters. I have taken into account the Council's submissions and the other related consultation responses received from interested parties.
4. My report deals with the main modifications that are needed to make the Welborne Plan sound and legally compliant and they are identified in bold in the report (**MM**). In accordance with section 20(7C) of the 2004 Act the Council requested that I should make any modifications needed to rectify matters that make the Plan unsound/not legally compliant and thus incapable of being adopted. These main modifications are set out in the Appendix.
5. The Main Modifications that are necessary for soundness all relate to matters that were discussed at the Examination hearings. Following these discussions (and consideration of many of the post-hearing matters referred to in paragraph 3), the Council prepared a schedule of proposed main modifications and produced an Addendum to the combined Sustainability Appraisal, Strategic Environmental Assessment and Habitats Regulations Assessment¹. This schedule and the Addendum have been subject to public consultation for six weeks and I have taken into account the consultation responses in coming to my conclusions in this report.

Assessment of Duty to Co-operate (the duty)

6. Section s20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on them by section 33A of the 2004 Act in relation to the Plan's preparation.

¹ Core Document CD-53

7. Concerns were raised that the duty has not been met, primarily because there has been no reconsideration of the sub-regional housing figures. I address this matter in paragraph 13 below.
8. The Duty to Co-operate Statement of Compliance² confirms that the Council has liaised with neighbouring local planning authorities and other relevant parties. The role of the Partnership for Urban South Hampshire (PUSH), which is a well-established body in terms of joint working, has been significant in engendering co-operation and it is clear that PUSH will continue to have a role in formulating the up-date of the spatial strategy for the area. Concerns were expressed regarding the status of PUSH as a non-elected body. Whilst this is correct, I am satisfied that this partnership of 12 local authorities has appropriate objectives, is well structured and provides a valuable mechanism through which cross-boundary issues can be identified and addressed.
9. As well as co-operation with adjoining authorities (and in particular Winchester City Council whose boundary runs to the north of Welborne), there has been regular engagement with a number of interested parties, including the Environment Agency, Natural England and the Solent Local Enterprise Partnership. The Welborne Standing Conference has been established to provide a platform for debate and the dissemination of information and encompasses a wide range of interests, for example community groups, education establishments, business groups and registered housing providers.
10. The Council has worked collaboratively with neighbouring authorities and other bodies and consequently it can be concluded that that LP3 (as modified) is effective and adequately addresses cross-boundary and strategic matters. The duty to co-operate has been met.

Assessment of Soundness

Preamble

The Relationship between LP3 and LP1 (the Core Strategy)

11. Paragraph 1.17 of the plan explains that LP3 has been prepared within the framework provided by the Core Strategy (LP1) and in particular policy CS13 is relevant because it sets out the broad requirements for Welborne. A large number of respondents object to the principle of development at Welborne but that principle has already been debated at the Examination into LP1 and has consequently been embedded within the adopted policy framework for the Borough. It was not the function of this Examination to review strategic matters which are outside the scope of the submitted plan. Similarly the level of housing need was questioned from both ends of the spectrum (i.e. from exceeding the need, to failing to meet the need) and questions were asked regarding the relationship between this plan and the Development Sites and Policies Plan (LP2). However, overall housing figures are also a strategic matter which, although they are currently being addressed by PUSH, fall outside the scope of this Examination.

² Core Document SD04

12. In any event the Council is fully aware of the need to have an up-to-date local plan in place and it is proposing to start work this year on the preparation of a single local plan for the Borough. Although this programme is reflected in paragraph 1.29 of LP3, a more detailed timetable for the review has now been agreed and it is important that this is referred to in LP3 in order that the Council's commitment to ensuring that the LP will remain positively prepared, justified and effective is clear. To that end **MM1**, which sets out the detailed timetable for the review, is recommended.

The Housing Requirement

13. As referred to above some representors made reference to a perceived shortfall in housing numbers in the Borough. Some suggested that the difference between the 6,500–7,500 dwellings referred to in LP1 policy CS13 and the approximately 6,000 dwellings currently proposed at Welborne, should be redistributed elsewhere in the Borough. However, the role of Welborne is to contribute towards meeting sub-regional housing need and not just the needs of Fareham. In that respect I agree with the LP1 Inspector, who in paragraph 28 of his Report³, rejected the view that any reduction in Welborne's housing numbers should be added to the 'rest-of-the-Borough requirement' and concluded that any re-assignment of sub-regional housing requirements within the area is more appropriately considered at the sub-regional level (i.e. by PUSH).
14. Nothing has changed that is of such significance that would justify taking a different approach. Indeed work is currently underway on preparing a revised South Hampshire Strategy and the Council is committed to a review of the Local Plan (i.e. LP1, LP2 and LP3)⁴, with work commencing this year and submission to the Secretary of State in 2017.
15. Taking into account the characteristics of the location, the constraints to development, the requirement for a high standard of sustainable design and layout and the Council's objective of creating 'a new garden community' (policy WEL33), I am satisfied that the figure of 6,000 dwellings is justified and in all other respects sound.

Public Consultation

16. There were a number of criticisms about the amount and the effectiveness of the public consultation undertaken by the Council, including from some of the community groups. As I have already alluded to above, the starting point for the Council was policy CS13 of the adopted LP1 which establishes the principle of a development area at Welborne and sets out the high level requirements. It is clear that many of the respondents were objecting to the principle of the development and were concerned that the Council was not prepared to reconsider the whole concept of a strategic development area. However, unless there was overwhelming evidence that circumstances had changed to such a degree that the justification for the new settlement could be successfully challenged, then, in broad terms, there was no other course available to the Council than the one it has taken. No such overwhelming evidence was submitted.

³ Core Document EV32

⁴ Core Document CD-32

17. At the hearing session I requested further information from the Council regarding the monitoring of community engagement and Core Document CD-34 was subsequently submitted. This provides a further explanation of the processes and procedures followed by the Council and includes an overview of the non-statutory consultation undertaken, which I consider to have been appropriate.
18. It is inevitable that the Council is unlikely to agree with all the representations that have been made but this does not mean that those representations have not been considered. The Council has demonstrated that the requirements of its Statement of Community Involvement (SCI) have been met and that the statutory consultation has been undertaken in accordance with the relevant Regulations⁵. I am satisfied that the Council is fully aware of the opinions that have been expressed and that no-one has been unduly disadvantaged by the approach taken by the Council towards consultation.

Main Issues

19. Taking into account all the representations, written evidence and the discussions that took place at the examination hearings I have identified seven main issues upon which the soundness of the Plan depends.

Issue 1 – Are The Principles of the Development at Welborne Sound – including proposed land uses, settlement separation and broad matters of layout and design (policies WEL1 to WEL8)?

The Vision for Welborne

20. LP3 clearly sets out the vision for Welborne, which will be a distinct sustainable and balanced community, with the emphasis on self-containment. That vision is broadly based on the principles set out in policy CS13 of the adopted LP1. The plan covers the period up to 2036 and sets out what is expected by the Council in terms of, for example, land uses, movement, biodiversity, landscape protection and delivery.
21. There is a reliance on the preparation of a significant amount of further documentation and advice, for example a Structuring Plan, a comprehensive Masterplan, Design Codes and various transportation documents⁶. However, it is inevitable that in complex circumstances such as this, further more detailed advice and the formulation of additional evidence will both be required. This does not render LP3 unsound but indicates that the submitted plan is based on a proportionate evidence base which is sufficiently flexible to enable up-dates and revisions to be made as appropriate. Local Plans should be aspirational but realistic⁷ and the Council has broadly achieved that objective.
22. Policy WEL2 establishes the high level development principles but a number of respondents suggested that greater emphasis should be placed on the relationship between Welborne and the town of Fareham to the south. I agree

⁵ Core Documents FBC06 and SD05

⁶ Appendix 3B of Core Document CD-10

⁷ NPPF para 154

that in the interests of sustainability (including minimising the impact of the development on the nearby countryside and smaller settlements to the north), wherever possible, those links to the south should be strong. To that end the Council is proposing to include firstly an additional criterion in policy WEL2 that refers to the need to ensure that Welborne will form a functional part of Fareham and wider South Hampshire and secondly a specific reference to the provision of access principally from the south. This will ensure that the most appropriate strategy is being promoted by the Council and therefore **MM2** is recommended.

23. There were a number of objections to **MM2**, suggesting that even more should be done to encourage movement to the south and discourage movement to the north of Welborne. Whilst I understand those concerns I am satisfied that the Council has established the appropriate framework to achieve this objective and that there is no reason to doubt that the matter will be considered in more detail (for example in terms of highway design and traffic management measures) at the Concept Masterplan stage.
24. The Strategic Framework Diagram⁸ establishes the broad structure for growth at Welborne and identifies the general location of the various land uses, highway connections and green infrastructure. A small number of respondents objected to some of the proposed land uses identified on the Diagram, for example in relation to parts of the area identified for employment land and as landscape buffers. However, I am satisfied that the Council's approach to the broad disposition of land uses (for example as summarised in Core Document CD-10) is sound. I consider that, subject to amendments to reflect changes as a result of the MMs, the Diagram satisfactorily encapsulates the main components of the proposed development.

The Settlement Boundary

25. In terms of the proposed settlement boundary the CS provides an indication of the location of Welborne but the Council undertook consultation on four options in 2012⁹ and prepared a Sustainability Appraisal (SA) in 2013¹⁰. Consideration was given to the constraints to development, for example, agricultural land value, biodiversity, flood risk and highway capacity. Consequently further consideration was given by the Council to the options and to the evidence, before it concluded that the boundary as currently identified in LP3 is the most appropriate.
26. The NPPF confirms that the benefits of high quality agricultural land should be taken into account; the impact of development on biodiversity should be minimised; flood risk (as a consequence of development) should not be increased elsewhere; and that sustainable transport should be promoted. The evidence submitted demonstrates that the Council has taken into account all these issues (and others) in determining the boundary and there have been no substantive objections to the Council's approach from the relevant statutory consultees.
27. It is almost inevitable that, in a situation such as this, it will not be possible to

⁸ Appendix B2 of LP3

⁹ Core Document FBC16

¹⁰ Core Document SA03

fully heed every specific piece of advice in the NPPF. However, taken as a whole, I am satisfied that the Council has adopted an appropriate balance between competing requirements and I therefore conclude that the proposed boundary of Welborne is justified and in all respects sound.

The Settlement Buffers

28. A number of concerns were expressed by interested parties regarding the potential width of the proposed buffers and their effectiveness in achieving appropriate visual and physical separation between Welborne and nearby settlements. The submitted policy (WEL5) refers to buffers with a minimum width of 50m but there is no indication of the basis on which the Council may require buffers of a greater width. There is therefore a lack of clarity as to how a decision maker should react to such a proposal¹¹.
29. The Council is therefore proposing additions to the policy to include a requirement for site sections to accompany any relevant planning application to demonstrate that visual and physical separation would be achieved and to also explain the circumstances where wider buffers may be required. This will ensure that satisfactory buffers will be provided and reflects the most appropriate strategy to follow and **MM3** is therefore recommended.
30. Objections to **MM3** were submitted, primarily on the basis that the proposed buffers would not be sufficiently wide to achieve satisfactory separation. However, having re-visited the area and taking into account the Council's strengthening of policy WEL5 and the additional post-hearing evidence that I requested from the Council (which is embodied in Core Document CD-38), I consider that there is no substantive reason to conclude that a clear separation between Welborne and other nearby development could not be satisfactorily achieved, thus ensuring that the separate identity of settlements would be retained.

Design

31. Policy WEL6 sets out the general design principles for the new community but makes no reference to issues of noise, light pollution and air quality. Whilst consideration of these issues may be implicit in a number of policies, a core planning principle is the provision of a good standard of amenity for the occupants of land and buildings¹². Further explanatory advice is contained in the Planning Practice Guidance and I consider that the Council's approach to these matters should be made more explicit in order to demonstrate effectiveness and consistency with national policy and to provide the 'hook' on which to 'hang' any further technical assessments that may be required to accompany future planning applications at Welborne. Therefore **MM4**, which requires consideration to be given to the three issues referred to above, is recommended.
32. Criterion iii of policy WEL6 refers to the provision of well-connected neighbourhoods. There is a risk that the A32 could act as a barrier between the eastern and western parts of the proposed settlement. In the interests of functionality and the creation of safe and accessible environments, with a

¹¹ NPPF paragraph 154

¹² NPPF para 17

strong sense of place¹³, it is important that such a risk is avoided. Therefore a reference to prioritising pedestrian and cyclist movement across the main road is required in order to reflect the most appropriate strategy and also encourage sustainable travel. Details of any such schemes would be considered at the planning application stage. **MM5** is therefore recommended.

33. In order to ensure that the general design principles, established primarily in LP3, are developed in more detail the Council is proposing that Strategic Design Codes (SDC) are prepared to accompany planning applications. The SDCs would be subject to public consultation. However, in order to clarify the process, including in relation to the triggers for a review of an SDC, the Council is proposing changes to policy WEL7 which I agree are necessary to ensure that the plan is effective and therefore **MM6** is recommended.

Conclusion on Issue 1

34. The principles of the development at Welborne, as modified, provide an appropriate framework from which more detailed proposals can evolve and as such they are sound.

Issue 2 – Whether or not the policies relating to Economy and Self-Containment, including school provision, are sound (policies WEL9 to WEL16)

Scale and Location of Employment Provision

35. The Council confirms that, broadly, the objective is to provide the appropriate balance between the jobs available and the number of workers living in the new community, thus contributing towards self-containment. LP3 allocates approximately 20 ha of land for employment uses, a figure which is based primarily on the conclusions of the Welborne Employment Strategy¹⁴. Policy WEL9 establishes the framework within which more detailed consideration can be given to the scale and type of employment proposal – a framework that provides the foundation for the more detailed Structuring Plan and Masterplan. It is clear that in terms of both scale and location of employment provision, there is an appropriate degree of flexibility thus ensuring that any changes in economic circumstances could be adequately taken into account. This level of economic growth is supported by PUSH and the Solent Local Enterprise Partnership and no substantive evidence was submitted to justify significantly revising the Council's approach and I am satisfied that in this regard LP3 is sound.

Office Provision

36. In terms of office provision concern was expressed by a representor about the advice in LP3 that office development is likely to be included in later phases of the development because there is currently an oversupply of vacant office floorspace in South Hampshire. This may be the case but there is no advice on how a decision-maker should react to an office proposal should it be

¹³ NPPF paragraph 58

¹⁴ Core Document EV46

submitted earlier than anticipated. The Council agree that greater clarity should be provided and have confirmed that in principle any appropriate proposal for office development would be supported at any time in the development of Welborne. I agree that this is necessary to demonstrate that the plan has been positively prepared and recommend **MM7** accordingly. There is no reason to doubt that the Council will monitor office floorspace provision in the Borough, including within any framework to be provided by the forthcoming review of the South Hampshire Strategy.

District and Local Centres

37. Policies WEL10 and WEL11 relate to the proposed District and Local centres and refer to the need to produce retail impact assessments but do not include any such requirement for leisure development. There is a lack of clarity and consistency between the two policies which the Council proposes to address by way of changes to the policies and the supporting text – including reference to the need for impact assessments in relation to leisure proposals. These changes are necessary to ensure that the most appropriate strategy will be followed by the Council and therefore **MM8** is recommended.
38. Concern was expressed regarding the relationship between Welborne, Fareham and Wickham (in terms of retail provision) but the policies will ensure that the retail needs of Welborne will be met without significant harm to other existing shopping areas.

The Proposed Secondary School

39. Initially the Council allocated a site to the west of Welborne for a secondary school. However, following reconsideration of the matter and further public consultation, the Council decided to identify two potential sites for such a school. The preferred location remained to the west, whilst the alternative would be on a more central site adjacent to the District Centre. The Council argues that this provides a more flexible basis for decision making¹⁵.
40. The first issue to address is whether or not the identification of two potential sites is appropriate. The Council's justification appears to be based on the largely unresponsive response it received to the initial proposal for a single site to the west (for example from the site promoters and Winchester City Council). It is my opinion, however, that the Council's revised approach of identifying two potential sites for the secondary school produces uncertainty over the provision of a very important element in the overall infrastructure for the settlement and that it does not reflect the most appropriate strategy when considered against the reasonable alternatives. The NPPF advises that it should be clear to a decision maker how to react to a development proposal¹⁶ and in this case that would not be achieved. To provide clarity and certainty only one site should be allocated for a secondary school.
41. The next step is therefore to draw a conclusion regarding which of the two potential sites is justified and deliverable. The site to the west includes about 6.7ha of playing fields (plus a green zone) that would be located within the

¹⁵ Para 6.5.15 of Core Document CD-13

¹⁶ Para 154

boundary of Winchester City Council¹⁷ in the area known as the Knowle Triangle. The City Council has identified the land as a settlement gap within the City Local Plan Part 1 and it unanimously approved a Notice of Motion¹⁸ confirming that the land should be retained as an open and undeveloped green buffer between Knowle and Welborne. There is also objection to playing fields at this location from, among others, local residents and the promoters of Welborne.

42. It would be important to optimise the use of playing fields of this scale and therefore, even if not provided from the outset, there is likely to be pressure for the provision of flood lighting, fencing, some all-weather surfacing and covered areas for storage. In those circumstances the land at Knowle could not accurately be described as open and undeveloped. In any event it is clear that Winchester City Council is unlikely to support any such proposals for the site should a planning application be submitted.
43. The alternative is a site wholly within Fareham Borough, adjacent to the proposed District Centre. Although the Council acknowledges that this is an accessible location it is concerned that it would result in a reduction in the amount of housing close to the Centre and that it would leave a prominent undeveloped gap until the school is built. In terms of the 'loss' of housing there is no substantive evidence that the viability of the District Centre would be under threat. The Centre would still be located close to other areas of housing and employment and it is possible that linked trips could occur which may contribute to meeting sustainability objectives and contribute to the Centre's viability. In any event the very fact that the Council has proposed the central site as an option indicates to me that the Council must consider such a proposal to be sound. With regard to the 'undeveloped gap' there is no reason why this should be seen as a negative element in the character of the area and there may be opportunities for short-term uses or environmental improvements that would satisfactorily assimilate the 'gap' into the street-scene. In any event the 'gap' will only be a relatively short-term phenomenon in the life of the settlement.
44. For the reasons given above I conclude that the location of a secondary school to the west of the settlement is not sound because there is insufficient evidence to demonstrate that the playing fields are deliverable or that it reflects the most appropriate strategy when considered against the reasonable alternatives. Conversely I am satisfied that the location of the school in the central location is sound. Although not of fundamental importance it has been acknowledged by the Council that there is potential for the land in the Knowle Triangle to be used as Suitable Alternative Natural Green Space (SANGS), for which there is currently a shortfall against requirements (see Issue 5) and this adds weight to my conclusion. I therefore recommend **MM9** accordingly.

Healthcare

45. Strong concerns were raised by some local residents regarding healthcare provision at Welborne. The related infrastructure requirements are set out in the Infrastructure Delivery Plan¹⁹ and are referred to in policy WEL14 but

¹⁷ See Appendix 6A of Core Document CD-13

¹⁸ 2nd April 2014

¹⁹ Core Documents EV27 and EV29

much of the concern was focussed on the ability of the Queen Alexandra Hospital to cater for the additional population. The Council has undertaken significant consultation with a range of healthcare providers, including the Portsmouth Hospitals NHS Trust who did not submit an objection. No substantive evidence was submitted to demonstrate that the healthcare needs of Welborne residents would not be met.

Conclusion on Issue 2

46. I conclude that, as modified, the policies relating to the economy and self-containment (including school provision) are sound.

Issue 3 – Whether or not the policies for Providing Homes are sound (policies WEL17 to WEL22)

The Housing Market

47. The Council anticipates the delivery of about 6,000 homes by 2036 and policy WEL17 establishes the approach to be taken in terms of mix, accessibility standards and private rented housing. The housing market is in a state of almost constant change but delivery is a key objective of the Council and therefore it is appropriate for the policy to reflect a relatively flexible approach. This is clearly an issue where monitoring will be an important component and there is no reason to doubt that any significant changes in current circumstances would be identified by the Council and acted upon accordingly.

Affordable Housing

48. LP1 (policy CS13) has an expectation of 30-40% affordable housing provision at Welborne and policy WEL2 of LP3 confirms that the overall aim is to deliver 30% affordable housing. It is acknowledged by the Council that there is a significant need for this type of housing but it argues that this need must be balanced against the overall viability of the development. Considerable work has been undertaken on assessing viability, particularly in terms of infrastructure provision²⁰ and it can be concluded that the provision of a higher percentage of affordable housing would place at risk the provision of the essential infrastructure. The Council has achieved an appropriate balance and its overall approach on this matter is sound.
49. The Council consulted on the Welborne Planning Obligations and Affordable Housing Supplementary Planning Document (SPD) in summer 2014. Following consideration of the responses the Council decided to remove references to the deferral of affordable housing provision from policy WEL18 and to provide further clarity to both the policy and the supporting text. The proposed changes to policy WEL18 provide clearer advice without being overly prescriptive and are reflective of the current evidence available. **MM10** is therefore recommended.

²⁰ Core Document EV30

Gypsies, Travellers and Travelling Showpeople

50. The provision of sites for Gypsies, Travellers and Travelling Showpeople is addressed by policy DSP14 of the Council's Development Sites and Policies Plan (LP2). However, LP2 does not cover Welborne and therefore on this issue there would be a policy vacuum. It is therefore appropriate for LP3 to include WEL22, which sets out the criteria against which any such proposal at Welborne would be considered and the plan is sound in this respect.

Conclusion on Issue 3

51. The policies for providing homes at Welborne, as modified, are sound.

Issue 4 – Whether or not the policies on Transport and Movement are sound (policies WEL23 to WEL28)

The Transport Evidence Base

52. It is clear that a major concern of many local residents and other interested parties is the traffic implications of the proposed development. Strategic transport modelling has been undertaken on behalf of the Council²¹ and this concludes that any increase in traffic levels could satisfactorily be addressed by way of mitigation measures at key locations. Whilst I understand the concerns, there is no substantive evidence that would enable me to conclude that the Council's strategy, to which neither the Highways Agency (now re-named Highways England) or the Highway Authority objects, is not justified, deliverable and in all other respects sound.

New Junction 10 on the M27

53. The development of Welborne is heavily reliant on the provision of a new junction 10 on the M27. A number of options have been assessed, including in terms of sustainability, and the conclusion is summarised in the Preferred Option Note²², which has been agreed by the Highways Agency, the Highway Authority and the Borough Council.
54. Currently it is anticipated that delivery of the all-moves junction would commence in 2018/19 (being brought forward from the original date of 2021/22), with work on the A32 north and south of the motorway commencing in 2016/17. A significant financial contribution towards the upgrade of the junction has been awarded by the Solent Local Enterprise Partnership and further funding would be secured through developer contributions. The Council is confident that the timescales are realistic and achievable and that funding will be forthcoming. The improved junction is a key element in the success of Welborne and there is no reason to doubt the commitment and confidence displayed by the Council and the other interested parties to ensuring that this key piece of infrastructure is delivered in a timely manner.

²¹ Core Documents EV16 and EV39 to EV45

²² Core Document EV47

Traffic Management

55. In order to ensure that traffic from Welborne does not result in significantly harmful consequences for highway safety on the road infrastructure to the north (for example through Wickham) it is important that every effort is made to ensure that the development looks to the south for its main transport links and that, through appropriate traffic management, vehicular traffic is 'directed' away from some of the more constrained parts of the network. The Council is proposing a number of changes to policies WEL2, WEL23 and WEL25 which will strengthen the commitment to securing a development that would result in movement patterns compatible with the highway infrastructure in the area.
56. It is argued by representors that insufficient measures are proposed to direct traffic to the south. I understand the concerns relating to an increase in north-bound traffic movements, for example towards Wickham, but that has to be balanced against the need for vehicles to move satisfactorily around the proposed development; the fact that the traffic modelling does not indicate any significant highway problems that cannot be appropriately mitigated (and the lack of any substantive evidence to the contrary); the fact that two significant 'attractors' of traffic (i.e. Fareham town centre and the M27) lie to the south; and the fact that the Highway Authority has not objected to the Council's approach. On the evidence before me I am satisfied that the Council's approach is sound and **MM11** and **MM14**, which both refer to the southward links, are therefore recommended. It was suggested that Managed Motorways should be referred to as a means of achieving freer flowing traffic but in the current circumstances there is insufficient justification for such a reference.
57. Paragraph 7.24 of the plan refers to the provision of four road junctions with the A32 within Welborne. The Council considers that, at this stage, this requirement is too prescriptive and I agree. It is therefore recommended that the specific number of junctions is deleted (**MM12**). Similarly the reference to the provision of junction signals in paragraph 7.27 (1) is too prescriptive at this stage and lacks justification. It is recommended that this reference is deleted and replaced by wording that refers to traffic management measures (**MM13**).

Bus Rapid Transit Link

58. A bus rapid transit link is proposed from Welborne to Fareham town centre and preliminary design feasibility work has been undertaken. There was criticism that in some more central locations the buses would not be segregated from other traffic, thereby slowing down the journey time. This may be the case but the proposed route²³ would include dedicated bus lanes and other mitigation measures and overall I am satisfied that the evidence demonstrates that this is an aspirational but realistic proposal.

Potential for a Railway Station

59. Consideration has been given to the provision of a station on the Fareham to Eastleigh railway line to serve the new settlement. However, the evidence

²³ Page 45 of Core Document EV17

does not demonstrate that such a proposal would currently be viable. Nevertheless policy WEL26 seeks to 'protect' land for such provision and this is an appropriate approach to take so that the opportunity to promote sustainable transport in the future is not lost.

Pedestrian and Cycle Links

60. Policy WEL28 establishes the need to provide good pedestrian and cycle links and paragraph 8.38 identifies a number of corridors where such provision could be considered. A Minor Change proposed by the Council will also make reference to these links after paragraph 7.52. Concerns were expressed regarding the delivery of these links but they do not form a specific component of the policy and it is appropriate, in the interests of sustainability, that the Council should identify its aspirations in this regard.

Conclusion on Issue 4

61. I am satisfied that the policies on Transport and Movement, as now proposed, are sound.

Issue 5 – Whether or not the policies on Green Infrastructure are sound (policies WEL29 to WEL35)

The Solent Special Protection Area

62. A number of threats to the Solent Special Protection Area (SPA) from the development at Welborne were identified and in consultation with Natural England it was agreed by the Council that, in terms of providing mitigation, it would be appropriate to apply the same Suitable Alternative Natural Green Space (SANGS) standards as are used in relation to the Thames Basin and Dorset Heathlands SPAs. In addition to the SANGS a financial contribution would be required towards implementing the Solent Disturbance and Mitigation Strategy. Whilst it is correct that these two SPAs display different characteristics to the Solent SPA, the Council has taken a pragmatic, proportionate and reasonable approach to a situation where there is no nationally adopted guidance on mitigating the effect of development on internationally important sites and on this basis I am satisfied that the Council's overall approach is sound.
63. The issue then becomes whether or not the figure of about 84ha (representing only 70% of the SANGS standards) is justified. Firstly the figure is expressed as a minimum; secondly any development proposals would have to be accompanied by a detailed assessment of the consequences of the development on biodiversity, thus ensuring that any potential adverse impacts could be addressed in detail at that time (a full HRA will be required and an Appropriate Assessment of the potential risks to the SPA); and finally it is noted that Natural England has no objection to the Council's approach and that the Statement of Common Ground between the two parties confirms that, in their view, policy WEL30 is based on the best available information and that it would ensure that adverse effects on sensitive sites would be avoided.
64. In situations such as this there is always a degree of uncertainty about the

potential impact of a development on internationally protected sites – only when residents have moved in can the impact be more accurately assessed. Nevertheless the Council, in partnership with other interested parties, has adopted an approach which will ensure that appropriate mitigation or avoidance measures are in place to afford protection to the Solent SPA. Over 77ha of SANGS provision could be accommodated on or immediately adjoining the site and because significant areas of potential SANGS are in the ownership of the principal landowners at Welborne, substantial areas of SANGS could be delivered in the earliest stages of the development. Other land could be identified for SANGS, for example at Pook Lane and along the eastern edge of Welborne but the location and final amount of SANGS provision (and/or financial contribution towards other mitigation measures) will be determined through the Habitats Regulations Assessment process. The final 'package' must be able to demonstrate that any adverse impacts on the SPA will be avoided or appropriately mitigated.

65. At the hearing session I requested further evidence on the issue of SANGS and the Council consequently submitted Core Document CD-41. This provides further explanation about how SANGS can be delivered and confirms that the site promoters, the Council and Natural England have engaged in extensive discussions on the matter. There is no reason to doubt that those discussions will continue. It is also noted that a Solent Disturbance and Mitigation officer has been appointed and an interim SPA wide mitigation strategy has been agreed – both indications of the Council's strong commitment to protecting the Solent SPA. I consider that the Council's approach to the protection of the internationally important site is sound.
66. Concerns were raised regarding the impact of the development on the New Forest SPA, which is over 20km away by road. The Welborne Plan HRA Appropriate Assessment Report²⁴ makes reference to the potential for mitigation measures to be required, should they be justified, but concludes that on the evidence available there would be no adverse impacts from the proposed development on the New Forest SPA²⁵. Even if it could be demonstrated that this conclusion is flawed, planning applications at Welborne would have to be accompanied by appropriate evidence to demonstrate that the issue has been considered and, if necessary, satisfactorily addressed.

Green Links

67. Policy WEL32 establishes the principle of providing enhanced connections from Welborne to nearby settlements and the wider countryside. Examples of potential routes are listed in the supporting text. Concerns were expressed about the robustness of the policy in terms of implementation but at this stage I consider that the policy satisfactorily establishes the principles to be considered and provides the 'hook' on which more a more detailed assessment of the options can be 'hung' as part of the comprehensive masterplanning process.

Allotments

68. In terms of allotment provision the Council identified an error in the table of

²⁴ HRA04 Paragraph 5.3.42

²⁵ Paragraph 6.7.13

open space requirements set out in policy WEL29. The reference should be to 0.13ha of allotment provision per 1,000 population (not 0.34ha), in order to accord with the Council's Allotment Strategy. It is therefore recommended that the table and relevant supporting text is amended to reflect the accurate requirement (**MM15**).

The Setting of Welborne

69. Of particular importance is the setting of the proposed settlement. Policy WEL33 requires the provision of structural landscaping but does not provide any advice on areas of particular sensitivity. The Council is therefore proposing to strengthen the policy by making specific reference to the need to have regard to the landscape quality to the north and east of Welborne and views from the south and Portsdown Hill. This clarification is necessary in order to provide consistency with national policy in terms of requiring good design and conserving and enhancing the natural environment and is therefore recommended (**MM16**). Concerns were raised regarding the need to provide more detailed advice on landscaping and in particular structural planting but I am satisfied that policies WEL33 and WEL34 provide sufficient advice for the needs of a decision-maker.

Conclusion on Issue 5

70. The policies on green infrastructure, as modified, are sound.

Issue 6 – Whether or not the policies on Energy, Water and Flooding are sound (policies WEL36 to WEL40)

Energy

71. Policy WEL36 – Energy, whilst establishing the requirement for an Energy Strategy to accompany planning applications, affords applicants a high level of flexibility. One of the core planning principles²⁶ is support for a transition to a low carbon future and the use of renewable resources. It is likely that a zero carbon homes standard will be implemented in 2016 but in the meantime it is important that sufficient weight is attached to this objective in planning policy documents. It is therefore recommended that policy WEL36 is strengthened to refer to the achievement of high energy efficiency standards for all buildings and that clarification is given as to how a lack of viability should be demonstrated if the 10% of dwellings built to Passivhaus standard (as is required by policy WEL36) cannot be achieved (**MM17**).

Water

72. Account must be taken of water supply and disposal and the matter is clearly of concern to a number of representors. However, these are issues that are largely in the hands of the developers in liaison with the water companies (being a de-regulated market) but I am satisfied that the evidence shows that there are a number of viable options available to deliver the necessary

²⁶ NPPF paragraph 17

infrastructure²⁷. The onus will be on the developers to demonstrate, at the planning application stage, that the proposed wastewater solution meets the requirements of policy WEL37 and also those of the Environment Agency. Policy WEL37 sets out the Council's approach but lacks sufficient detail in terms of the information required, both in terms of waste water conveyance and treatment and also phasing. The Council is therefore proposing to strengthen the policy and I agree that this is necessary to ensure that LP3 is justified and effective and therefore recommend **MM18**.

Flood Risk

73. In terms of flooding and sustainable drainage systems a number of concerns were raised, including in the public consultation responses regarding the recent Ministerial Statement²⁸, which I have taken into account. In particular the potential consequences of the development in terms of downstream flood risk are feared by some residents and doubt was cast over the delivery and maintenance of the required infrastructure (see Issue 7).
74. A fundamental requirement of policy WEL39 is the provision of a site-specific flood risk assessment and a comprehensive strategy for a sustainable drainage system. I understand why some respondents consider that this work should be done now and not as part of an outline planning application process. However, until more detailed work is done in terms of the layout and the disposition of land uses, there is the risk that any such detailed assessments would become redundant and I am mindful that the NPPF advises that the evidence base should be proportionate. The Environment Agency strongly supports policy WEL39²⁹ and I consider that the Council's broad approach accords with the advice in paragraphs 100 and 162 of the NPPF. However, the order and contents of policy WEL39 lack clarity and depth. It is therefore recommended that the policy is strengthened in order to ensure that site specific flood risk assessments are undertaken and that the quality of any sustainable drainage systems are of an appropriate standard (**MM19**).

Household Waste Recycling Centre

75. Policy WEL40 proposes a household waste recycling centre (HWRC) either to the east or west of the A32. Concerns were expressed regarding the visual impact of such a facility to the east of Welborne and also to the fact that in terms of phasing it is unlikely that a site to the east of the main road would be available until relatively late in the development of the settlement. I have attached significant weight to the latter concern because, in the interests of sustainability, the provision of such a facility should be made as soon as is practicable. Consequently it is recommended that only one site is identified for the HWRC to the west of the A32 and also that, in the interests of resident's living conditions, it is a requirement that any such facility is not located adjacent to existing or proposed residential areas (**MM20**).

Conclusion on Issue 6

76. With the proposed modifications it can be concluded that the policies relating

²⁷ Core Document CD-25

²⁸ Core Document ND16

²⁹ Core Document CD-26

to energy, water and flooding are sound.

Issue 7 – Whether or not the Council's approach to Phasing, Delivery and Monitoring is sound (policies WEL41 to WEL43 and chapter 11)

77. Concerns were raised regarding the provision of infrastructure and it was suggested that many elements of the proposal (for example schools, flood attenuation measures and health services) should be brought forward. The Council has undertaken a number of viability assessments and has reacted in a pragmatic way when issues of concern have been identified (for example in response to the conclusions of the Stage 2 Viability Testing document³⁰ which at that stage questioned the viability of the proposed development). The weight that the Council is placing on delivery is reflected in the fact that the Council has commissioned CBRE to provide advice on viability and deliverability throughout the planning application process and that a Strategic Delivery Group is in place, comprising a range of partners who are all seeking a co-ordinated approach towards successfully delivering the new community. Concerns were raised regarding the future maintenance of sustainable drainage systems and the potential for future contamination of the source protection zones but no substantive evidence was submitted that conclusively demonstrates that routine maintenance would not be undertaken or that there would be a high risk of water contamination.
78. Whilst I understand the desire for, and reasoning behind, early infrastructure provision, I consider the Council's approach to be reasonable, pragmatic and balanced. The Council (with the assistance of service providers) will monitor the implementation of LP3 and there is no reason to doubt that it would react appropriately to any change in circumstances should they occur.
79. Initially LP3 did include a phasing plan but the Council decided to remove it from the document, fearing that it would quickly become superseded by the developer's own phasing plan that would be submitted alongside the initial planning application, as required by Policy WEL41. The Council is required to demonstrate that the plan will be effective (i.e. deliverable) and to that end it is important that a phasing programme is in place against which the delivery of the development, including the essential infrastructure, can be measured. I accept that circumstances can change but the monitoring of the plan will enable the Council to consider the consequences of any such changes should they occur.
80. The Council and the main promoters of the development have therefore drawn up a new Phasing Plan which clearly establishes the broad expectations of the Council. No substantive objections have been raised by service providers to the Phasing Plan and in the interests of effectiveness I recommend that it is included in LP3 (**MM21**).
81. Following consideration of responses to the draft Welborne Planning Obligations and Affordable Housing SPD, the Council has decided to remove references to the deferral of infrastructure provision in policy WEL41 and provide greater clarity on infrastructure delivery. This will ensure that this

³⁰ Core Document EV30 (paragraph 1.52)

element of the plan is justified and effective and therefore **MM22** is recommended accordingly.

82. The delivery of Welborne will inevitably be complex because of its scale, range of land uses and the period of construction. It is therefore imperative that appropriate and robust monitoring measures are in place to ensure effective delivery. To that end the Council is proposing to clarify its approach and confirm that monitoring will be undertaken regularly throughout the year (via Strategic Group Meetings); that the Welborne Standing Conference would be advised of any risks to delivery; and that the Council's Monitoring Report (published annually) would include information about the delivery of Welborne. These changes are recommended in the interests of effectiveness (**MM23**).
83. Policy WEL42 safeguards land for specific development and some concerns were raised by representors regarding the appropriateness of such an approach. A balance needs to be reached between providing a level of certainty in terms of the location, inter-relationship of land uses and delivery of the various elements of the new community; and the need for flexibility, primarily in terms of delivery and viability. It would clearly be impossible to address every potential permutation in terms of progress on the delivery of Welborne but I am satisfied that the Council is aware of the need to undertake comprehensive monitoring which should alert it to any unforeseen change in circumstances. The Council has rightly placed the emphasis on securing its aspirational vision for Welborne but recognises the need to retain a realistic degree of flexibility and I consider that this approach is adequately reflected in policy WEL42 and its supporting text.

Conclusion on Issue 7

84. A more robust approach to the consideration of viability, delivery and monitoring is now proposed by the Council thus ensuring that LP3 is sound in this respect.

Assessment of Legal Compliance

85. My examination of the compliance of the Plan with the legal requirements is summarised in the table below. I conclude that the Plan meets them all.

LEGAL REQUIREMENTS	
Local Development Scheme (LDS)	The Welborne Plan is identified within the approved LDS dated February 2014 which sets out an expected adoption date of Winter 2014/2015. The Plan's content and timing are broadly compliant with the LDS.
Statement of Community Involvement (SCI) and relevant regulations	The SCI was adopted in January 2011 and consultation has been compliant with the requirements therein, including the consultation on the post-submission proposed 'main modification' changes (MM)

Sustainability Appraisal (SA)	SA has been carried out and is adequate.
Appropriate Assessment (AA)	The Habitats Regulations AA (January 2014) Report concludes that the Welborne Plan may have some negative impact on internationally important ecological sites, for example the Solent Maritime SAC, in terms of wastewater treatment and discharge. However, more recent evidence demonstrates that wastewater can be satisfactorily dealt with, without harm to important ecology. Natural England is satisfied with the Council's approach. AA has been carried out and at this stage is adequate.
National Policy	The Welborne Plan complies with national policy except where indicated and modifications are recommended.
Sustainable Community Strategy (SCS)	Satisfactory regard has been paid to the SCS.
Public Sector Equality Duty (PSED)	The Welborne Plan complies with the Duty.
2004 Act (as amended) and 2012 Regulations.	The Welborne Plan complies with the Act and the Regulations.

Overall Conclusion and Recommendation

86. The Plan has a number of deficiencies in relation to soundness and/or legal compliance for the reasons set out above which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explored in the main issues set out above.
87. The Council has requested that I recommend main modifications to make the Plan sound and/or legally compliant and capable of adoption. I conclude that with the recommended main modifications set out in the Appendix the Fareham Local Plan Part 3: The Welborne Plan satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.

David Hogger

Inspector

This report is accompanied by the Appendix containing the Main Modifications

Appendix – Main Modifications

The modifications below are expressed in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text.

The page numbers and paragraph numbering below refer to the submission local plan, and do not take into account the deletion or addition of text.

Ref	Page	Policy/ Paragraph	Main Modification
MM1	8	1.29	<p>Commitment to a Review of the Local Plan <i>Amendments to paragraph 1.29</i></p> <p>PUSH has committed to undertake a review and update of the South Hampshire Strategy, to take account of the most up-to-date background evidence, including the Strategic Housing Market Assessment (SHMA), and to extend the timeline of the Strategy to 2036. At their meeting of 25th March <u>2014</u>, the PUSH Joint Committee resolved to commence a proposed programme of work on the update commencing in April 2014, with publication of the final Strategy predicted for early 2016. The Council's commitment to an early review of the Local Plan is reiterated in the Local Development Scheme.</p> <p><u>The Council is committed to review the Local Plan, and this is set out in the Council's Local Development Scheme (Revised September 2014), which was agreed at Fareham Borough Council's Executive Meeting on the 1st September 2014. The Council's timetable for the Local Plan Review allows the Authority to take account of the current review of the South Hampshire Strategy. The timetable for the review of the Local Plan is as follows:</u></p> <ul style="list-style-type: none"> • <u>Summer 2016 – Consultation on Draft Plan (Regulation 18)</u> • <u>Summer 2017 – Publication of Proposed Submission Plan (Regulation 19)</u> • <u>Autumn 2017 – Submission to Secretary of State (Regulation 22)</u> • <u>Winter 2017 – Examination (Regulation 24)</u> • <u>Spring/Summer 2018 – Adoption of Local Plan (Regulation 26)</u> <p><u>The Local Plan review undertaken by the Council will be comprehensive in nature, updating and reviewing the adopted Core Strategy, Development Sites and Policies and Welborne Plans together, to form one Local Plan.</u></p>
MM2	20-21	WEL2	<p>New first bullet point</p> <ul style="list-style-type: none"> • <u>The new development through its location, layout, housing and employment offers, transport links and social, economic and environmental aspects will form a functional part of</u>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>Fareham and the wider South Hampshire area;</u></p> <p>Amendment to the 6th bullet point (4th sub-bullet) in relation to emphasising the relationship between Welborne and Fareham to the south</p> <ul style="list-style-type: none"> • Based on the revised Transport Strategy, <u>The following key principles apply in relation to transport:</u> <ul style="list-style-type: none"> ○ To support the sustainability of the new community, the aim will be to create high levels of self-containment; ○ The development 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 be <u>principally to / from the south</u> via the A32 and junction 10 of the M27; ○ The rate of development will be linked to the funding and provision of the necessary transport infrastructure; ○ Carefully designed transport interventions will minimise the traffic impacts on the local and strategic road network and mitigate any environmental impacts;
MM3	38	WEL5	<p>Clarification regarding consideration of settlement buffers <i>Insertion of clarification text below 2nd paragraph of WEL5</i></p> <p><u>Planning applications will be accompanied by site sections through the respective settlement buffers to demonstrate that the visual and physical separation will be achieved. The width of the settlement buffers in each case shall be no less than stipulated below and should be increased to a width of no less than 75 metres in the following circumstances:</u></p> <ol style="list-style-type: none"> i. <u>Where development located immediately adjacent to a settlement buffer is greater than 2-storeys or 8.5 metres in height;</u> ii. <u>Where noise-generating uses are proposed to be located immediately adjacent to a settlement buffer or;</u> iii. <u>Where a 50 metre wide settlement buffer would not enable a 75 metre separation between buildings in Welborne and buildings within a neighbouring settlement.</u>
MM4	45	WEL6	<p>Add a criterion relating to noise, light pollution and air quality <i>Insertion of additional criterion to end of list</i></p> <p>v. <u>the issues of noise, light pollution and air quality have been considered in developing proposals, and shall set out the measures necessary to mitigate any likely impacts.</u></p>
MM5	45	WEL6	<p>Take measures to ease pedestrian/cycle movement across the A32 <i>Amendment to criterion iii.</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>iii. The layout and design will help to create safe well-connected neighbourhoods, <u>and have particular regard for ensuring that proposals maximise opportunities to prioritise pedestrian and cyclist movement across the A32;</u></p>
MM6	46-47	WEL7	<p>Clarification regarding strategic design codes <i>Amendment to 1st, 3rd and 4th paragraphs</i></p> <p>Strategic design codes shall be prepared by the site promoters, to cover at least the areas within their own control. The strategic design codes shall be submitted for approval by the Council either, accompanying initial <u>outline, reserved matters or detailed</u> planning applications or alongside any applications for detailed consent or reserved matters for the relevant phase or development. <u>Where the strategic design codes are not submitted with initial outline planning applications, high-level development principles shall be submitted with the Structuring Plan, in accordance with the Welborne Design Guidance Supplementary Planning Document.</u></p> <p>Planning permission will be granted for <u>subsequent applications</u> proposals which are in accordance with the design principles set out within the Welborne Strategic Framework, the relevant comprehensive masterplan and the strategic design codes. The Design and Access Statement which accompanies planning applications for each phase of the development shall clearly set out how the relevant sections of the strategic design codes <u>approved with the initial applications</u> have been complied with.</p> <p>The strategic design codes shall be subject to review and revision, <u>as required by the Local Planning Authority,</u> throughout the course of the development period to ensure that they remain up to date and relevant, and to ensure that they support and do not harm the deliverability of each development phase.</p>
MM7	54	5.17	<p>Clarification regarding the Council's approach towards office development <i>Addition to end of paragraph 5.17</i></p> <p><u>However, if office proposals come forward on any of the land allocated for employment uses earlier than anticipated, they will be supported from the outset, provided that the proposals are otherwise in accordance with the Plan.</u></p>
MM8	61 & 63	WEL10 & WEL11	<p>Clarification regarding Impact Assessments for retail and leisure development <i>Amendment to 6th paragraph of policy WEL10</i></p> <p>The scale and type of retail <u>and leisure</u> development at the District Centre shall be appropriate to the centre's function and position within Fareham's retail <u>hierarchy of centres.</u> All retail <u>and leisure</u> development proposals will require an impact assessment to demonstrate that they can comply with policies within the Local Plan and that they do not adversely impact in</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Fareham Town Centre or Wickham.</p> <p><i>Amendment to 4th paragraph of policy WEL11</i></p> <p>Robust-Comprehensive impact assessments shall be undertaken to accompany planning applications for all retail and leisure proposals to demonstrate that they will not give rise to significant adverse impacts on Fareham's Town Centre or Wickham's centre and range of services proposed at the Local Centre will be consistent with the role of the Local Centre and its place within Fareham's hierarchy of centres serve to complement the function of Welborne's District Centre and will not adversely complete with it or with Wickham's centre.</p>
MM9	74	WEL16	<p>Allocate a single site for a secondary school close to the District Centre <i>Amendment to policy WEL16</i></p> <p>One minimum 7 form entry secondary school shall be provided on a site of at least 9 hectares at the broad location <u>adjacent to the new district centre</u> in the west of Welborne as indicated on the Fareham Policies Map and on Appendix B.3 of this plan.</p> <p>The school shall be phased to enable an initial intake of pupils by the end of Main Phase 3, or as agreed with the Council <u>in consultation with Hampshire County Council as Local Education Authority</u>. In the period prior to the first intake at the Welborne School, site promoters shall work positively with Hampshire County Council to ensure that the capacity at surrounding schools is sufficient to meet the needs of Welborne, including contributing to the delivery of temporary additional capacity, where required by the Welborne development.</p> <p>The secondary school site shall be:</p> <ol style="list-style-type: none"> <li data-bbox="630 1373 1495 1563">i. Large enough to enable appropriate landscaping to minimise the visual impact of the school into the Knowle Triangle and Knowle itself; <u>Designed and laid out to ensure it is appropriately related to the district centre, in a sympathetic manner</u> taking into account surrounding uses and constraints; <li data-bbox="630 1570 1495 1659">ii. Well and safely connected to new and existing pedestrian and cycle routes, including to Welborne's green corridor network; <li data-bbox="630 1666 1495 1727">iii. Provided with or in very close proximity to bus stops for conventional bus services and for BRT; <li data-bbox="630 1733 1495 1854">iv. Be transferred by the developers to Hampshire County Council or to the relevant education provider at the time agreed with the Council and in a form consistent with the relevant site transfer requirements. <p>Detailed proposals for the school's layout shall ensure that all of the school buildings can be accommodated within the plan boundary. The intended uses within Knowle Triangle shall be consistent with the role of that land as a settlement gap between</p>

Ref	Page	Policy/ Paragraph	Main Modification
			Welborne and Knowle, as set out within Winchester City Council's Local Plan Part 1.
MM10	81-82	WEL18	<p>Clarification regarding affordable housing provision <i>Amendment to policy WEL18</i></p> <p>Development at Welborne shall provide a total of 30% affordable housing. (approximately 1,800 homes) with an initial tenure split of 70% affordable or social rent and 30% intermediate tenures. The tenure split will be kept under review based on evidence of need.</p> <p><u>Each residential phase of development shall be expected required to meet the target of 30% affordable housing provision unless a robust and transparent viability appraisal proving this not to be possible is accepted by the Council.</u></p> <p><u>In exceptional circumstances where viability considerations require, the minimum affordable housing numbers on any phase will be 10% (subject to viability and the implications for other infrastructure) and the maximum required will not normally exceed 40%.</u></p> <p><u>Where it is agreed that a residential phase will not meet the 30% target of affordable housing, the subsequent phase or phases will be expected required to meet that shortfall in addition to the 30% target if possible in viability terms.</u></p> <p><u>The initial tenure split will be 70% affordable or social rent and 30% intermediate tenures. The tenure split will be kept under review phase by phase based on evidence of need and viability.</u></p> <p>A range of affordable housing types, sizes and tenures shall be delivered within each residential phase. The precise number and mix of affordable homes within each phase shall be agreed with the Council, having regard to the nature of the phase to be developed, and the identified need for affordable homes <u>and its viability</u> at the time the phase comes forward.</p> <p>Approximately 15% of all affordable homes delivered within each phase of the development shall be designed to meet higher accessibility standards equivalent to the Lifetime Homes standards. The precise proportions shall reflect evidence of <u>need demand</u> at the time the phase comes forward and will be subject to the need to ensure that the phase remains economically viable.</p> <p>Planning permission will be granted for affordable homes that are integrated with the market housing, within the overall limits set out below, and are designed and will be constructed to the same or higher standards. Affordable housing may be clustered in small groups.</p> <p>Each residential phase of development shall be expected to meet</p>

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Ref	Page	Policy/ Paragraph	Main Modification
			<p>the target requirements (set out in the first paragraph of this policy) unless a robust and transparent viability appraisal proving this not to be possible is accepted by the Council. In such cases, the Council will consider alternative delivery mechanisms including the Joint Venture Housing Company (JVHC). Where such alternative delivery mechanisms are not viable, feasible or desirable, flexibility may be applied to the target level requirements within this policy, consistent with the Council's deferral of contributions policy (See WEL41 and the Welborne Planning Obligations SPD). Where a case for deferral is accepted, the absolute minimum level of affordable housing within any residential phase of development will be 10%.</p> <p>Where an agreed deferral of affordable housing results in any residential phase of the development not meeting the 'normal' target requirements of this policy, subsequent phases will be expected to provide affordable housing deferred from the previous phase(s). This will be in addition to meeting that phase's own normal 'target' provision, but will be subject to an overall maximum level of 40% of the housing within any one phase being delivered as affordable housing.</p>
MM11	92	Policy WEL23	<p>Promote development that looks to the south for its main highway links <i>Amendment to criterion iii.</i></p> <p>iii. <u>Achieves a development which is southwards-facing in transport terms through the masterplan layout and delivery of access via the A32 and an improved junction 10 of the M27;</u></p>
MM12	94	Paragraph 7.24	<p>Introduction of flexibility regarding access links to the A32 <i>Amendment to 1st sentence</i></p> <p>The spine streets will use Knowle Road as the northern edge of a network box. This access will link back to the A32 at a <u>a number of locations (including Knowle Road / A32 junction).</u></p>
MM13	94-95	Paragraph 7.27	<p>Clarification regarding traffic management on the A32 <i>Amendment to the final sentence of item 1.</i></p> <p>It is likely that junction signals will be required. Whilst some works may be required at this junction to discourage additional traffic movements travelling north through Wickham, it may be more appropriate to manage this additional demand through traffic management measures in the town centre and appropriate measures will need to be identified and locally agreed.</p>
MM14	97	Policy WEL25	<p>Clarification regarding principal access being from the south <i>Amendment to the 1st paragraph</i></p> <p>The principal vehicular access to Welborne will be from the <u>south via the A32 and junction 10 of the M27.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification						
MM15	106	Policy WEL29	<p>Clarification regarding allotment provision <i>Amendment to allotment row in table</i></p> <table border="1"> <thead> <tr> <th>Type of open space of GI</th> <th>Minimum standard (per 1,000 population)</th> <th>To include</th> </tr> </thead> <tbody> <tr> <td>Allotments</td> <td>0.34 0.13 hectares</td> <td></td> </tr> </tbody> </table>	Type of open space of GI	Minimum standard (per 1,000 population)	To include	Allotments	0.34 0.13 hectares	
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MM16	114	Policy WEL33	<p>Structural planting including the protection of long-distance views including from Portsdown Hill <i>Insertion of additional paragraph after the 1st paragraph</i></p> <p><u>Structural landscaping schemes will show how they respond positively to areas of high landscape quality to the north and east of the site and take into account any material impact on long distance views of the site from Portsdown Hill to the east and across the site from the south.</u></p>						
MM17	117	Policy WEL36	<p>Clarification regarding optimising energy efficiency <i>Amendment to criteria ii.</i></p> <p>ii. Achieve <u>high</u> energy efficiency standards for all buildings, including <u>meeting the Passivhaus Standard</u> if appropriate; and</p> <p><i>Amendment to final sentence to provide clarification on optimising energy efficiency:</i></p> <p>Proposals for residential development shall incorporate 10% of dwellings built to 'Passivhaus' <u>sStandard</u>, unless it can be demonstrated to be unviable- <u>by means of a financial assessment which clearly demonstrates the maximum proportion of dwellings built to Passivhaus Standard which can be achieved.</u></p>						
MM18	120-121	Policy WEL37	<p>Clarification regarding water efficiency, supply and disposal <i>Amendment to 2nd paragraph, insertion of new 3rd paragraph and amendment to last paragraph</i></p> <p>Proposals for each phase of development shall be permitted only where they include the provision of infrastructure for <u>adequate sustainable potable water supply.</u></p> <p><u>Planning application(s) for development will only be permitted where they include details of a comprehensive and waste water conveyance and treatment solution for Welborne, including details on the phasing of new waste water infrastructure. Development of any phase must which meets the required environmental standards and not result in an adverse impact in water quality or increase the risk of sewer flooding as a result of the waste water flows from the development.</u></p> <p>Proposals for residential development at Crockerhill Industrial Park should demonstrate how the existing nearby dwellings <u>at Crockerhill</u> may be connected to the Welborne <u>sewerage waste water network.</u></p>						

Ref	Page	Policy/ Paragraph	Main Modification
MM19	123	Policy WEL39	<p>Clarification regarding flood risk and sustainable drainage systems <i>Amendments to policy WEL39</i></p> <p>The site promoters shall carry out Initial or outline planning applications for Welborne must include a site-specific flood risk assessment for the development site, to demonstrate that the proposed development will not increase flood risk on the Welborne site or elsewhere.</p> <p>The development of Welborne shall manage flood risk, <u>in accordance with the findings of the site-specific flood risk assessment</u> through the integration of Sustainable Drainage Systems (SuDS). A comprehensive <u>site-wide SuDS Strategy showing the principles of delivery, future management and maintenance across Welborne</u>, shall be prepared and submitted with the initial planning applications.</p> <p>The <u>type of SuDS proposed at Welborne, based on by the site-wide SuDS Strategy</u>, shall:</p> <ol style="list-style-type: none"> i. Manage surface water arising from the development within the site, with no net increase, and where possible, a reduction in run-off rates and volumes; and ii. Control run-off and prevent flooding for up to a 1 in 100 year rainfall event with a 30% allowance for climate change; and iii. Follow the SuDS management train and be fully integrated with the green infrastructure network; <u>and</u> iv. <u>Be designed and built to the appropriate adoptable standard, as agreed with the Council and the appropriate SUDS Adoption Body.</u> <p>The site promoters shall carry out a flood risk assessment for the development site, to demonstrate that the proposed development will not increase flood risk on the Welborne site or elsewhere.</p>
MM20	125	Policy WEL40	<p>Allocation of a site to the west of the A32 for a household waste collection centre <i>Amendments to policy WEL40</i></p> <p>A new HWRC Household Waste Recycling Centre will shall be developed as part of at Welborne within the main employment areas in the south of Welborne, either east or west of the A32. The location of the Household Waste Recycling Centre shall be shown on the comprehensive masterplan that supports the initial planning applications.</p> <p>Subject to securing the full funding package, <u>land to locate the HWRC shall be completed by the end of Main Phase 3 made available to enable delivery of a fully operational HWRC on completion of 1000 dwellings, or as agreed with the Council in consultation with the County Council, as waste disposal</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>authority.</u></p> <p>The new facility will require:</p> <ol style="list-style-type: none"> i. A site amounting to 0.8 hectares, which is suitable for a split-level facility and at a location agreed with the Council; ii. Appropriate design and layout to facilitate integration alongside B1, B2 or B8 employment uses; iii. Direct highway access which avoids any adverse highway impacts on the <u>A32, M27 junction 10</u> or to internal site routes; iv. <u>to not be located directly adjacent to existing or proposed residential areas;</u> ivv. To be designed to avoid adverse impacts on the amenity of any nearby residential areas; and vvi. To incorporate landscape screening to ensure that the facility is not intrusive into significant views from the surrounding area and from the M27 motorway. <p>Storage space for domestic waste and recyclable materials awaiting collection must be provided for <u>at</u> all domestic and non-domestic buildings.</p>
MM21	126-129 & 133	Paragraphs 10.5-10.23 and Policy WEL41	<p>New phasing plan <i>Amendment of Phasing Plan paragraphs 10.5 – 10.23</i></p> <p><u>Phasing Plan</u></p> <p><u>10.6a The delivery of housing and employment floorspace is dependent upon a range of factors including market conditions. The Council recognises that the site promoters have aspirations for the early delivery of employment floorspace which is in excess of the indicative employment development trajectory set out in Table 10.2 of this Plan. The Council is supportive of early delivery of employment floorspace should sufficient market demand exist and suitable infrastructure is in place. However, the Phasing Plan set out below, and the monitoring framework in Chapter 11 is based on the indicative trajectory for employment floorspace which has arisen from the evidence available in the Welborne Employment Strategy and set out in Table 10.2. The description of employment land phasing is not an absolute cap on what may be achievable in each phase.</u></p> <p><u>10.6b 10.5 Main Phase 1 (2015 – 2019)</u> <u>Commencement on site, initial major infrastructure and local road mitigation.</u></p> <p><u>Key outcomes –</u></p> <ul style="list-style-type: none"> • <u>Approximately 500 homes located adjacent to the District Centre and to the north of Knowle Road.</u> • <u>1,000 sq. m employment floorspace</u> • <u>District Centre commencement including the foodstore, and initial community facility</u> • <u>Local Centre commencement</u>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>Critical Infrastructure –</u></p> <ul style="list-style-type: none"> • <u>Initial works to Junction 10 of M27, including access from the A32 and associated roads</u> • <u>Local Highway Network Improvements</u> • <u>Enhanced public transport</u> • <u>Pedestrian and cycle links</u> • <u>Initial utilities strengthening</u> • <u>Diversion of large diameter water mains</u> • <u>Initial primary school provision</u> • <u>Green Infrastructure, including SANGS</u> • <u>Initial structural planting</u> • <u>Sustainable Drainage systems</u> <p><u>10.6c 10.7 This main phase represents initial site preparation and the delivery of infrastructure required to unlock the early stages of development. Increased capacity in utilities infrastructure and the road network will be required before the next phase can be commenced. For roads, this will include site accesses from the A32 and Knowle Road, as well as initial improvements to the existing eastbound on-slip to Junction 10 of the M27. In relation to utilities, the primary electricity sub-station required to serve Welborne will need to be completed as well as the provision of sufficient foul water disposal capacity to serve at least the initial and following main phase, potentially including a new trunk sewer to Peel Common Waste Water Treatment Works. In addition, Portsmouth Water will have to divert an existing large diameter water main to allow this site to be developed. The works along the A32 provide the opportunity for a service corridor to be delivered at the same time as the proposed road improvements. Similarly, a high pressure water main to the south of the site is likely to require diversion in this or the next phase of development with the new north-south link providing the opportunity for a service corridor to be created in this part of the site.</u></p> <p><u>10.6d 10.8 Development within this initial phase will focus on areas close to the A32, with commencement to the District Centre likely. A start may also be made on the construction of the Local Centre, to the north of the Knowle Road, which would help support new residential development in that area. In total, approximately 500 home completions are anticipated during this main phase, close to the A32 both north and south of the Knowle Road and around the Local and District Centres, and will entail the delivery of residential, employment and retail floorspace. North of Knowle Road, the Local Centre will start to be developed, commencing with some initial retail units and residential areas. In the southern part of the site, the District Centre will be commenced with the foodstore, some shops and initial community facility. The initial community facility may be used for the delivery of health care services on site in the first phase of development. Initial primary school provision will be made. Some 1,000 sq. m of employment floorspace is anticipated in this phase in the southern part of the site, west of the A32. An early start of employment space for small</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>businesses, including the incubation centre is envisaged, which will help support self-containment. In total, approximately 500 home completions are anticipated during this main phase, close to the Local and District Centres. If more homes and employment space can be delivered over this period this will be encouraged.</u></p> <p><u>10.6e 10.9</u> During this phase, Welborne's green corridor network will begin to be delivered, concentrating initially on enhancements to existing links which relate to the areas being developed at this stage and securing key green infrastructure assets, including pedestrian and cycle links to important destinations including secondary schools off site. Sufficient SANGS will need to be delivered, in this and subsequent phases prior to residential development, to support the avoidance or mitigation of potential damage to sensitive sites. Similarly, complementary green infrastructure, including open space and playing fields will need to be delivered in each phase to serve the growing community.</p> <p><u>10.6f 10.10</u> Main Phase 2 (2019-2022) <u>Completion of Junction 10 of the M27, development around the district and local centres.</u></p> <p><u>Key outcomes –</u></p> <ul style="list-style-type: none"> • <u>1,000 homes</u> • <u>5,850 sq. m employment floorspace</u> • <u>District Centre completed</u> • <u>Local Centre completed</u> <p><u>Critical Infrastructure –</u></p> <ul style="list-style-type: none"> • <u>Upgrade to Junction 10 of M27 complete</u> • <u>Physical works required to deliver BRT to the site</u> • <u>Enhanced public transport</u> • <u>District Community Centre</u> • <u>Pedestrian and cycle links</u> • <u>Initial playing pitches and sports provision</u> • <u>Green Infrastructure, including SANGS</u> • <u>Sustainable Drainage systems</u> <p><u>10.6g</u> The second main phase will see the pace of development and investment in infrastructure increase. Key pieces of infrastructure required in this phase are the first primary school, early in the phase and the upgrade to Junction 10 of the M27 to provide an all-moves junction, by the end of the phase will be the completion of the upgrade to Junction 10 of the M27 to provide an all-moves junction. Both This will be required to be fully operational before the next main phase can commence. The main internal road network will begin to take shape during this phase.</p> <p><u>10.6h 10.9</u> During the second main phase, development will continue north of Knowle road, including at both the District and Local Centres which will be at least partially completed by the</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>end of the phase. It is also anticipated that the redevelopment of the Crockerhill site will commence during this phase Local Centre and near the District Centre, both of which will be at least partially completed by the end of the phase. By the end of this phase some 1,500 dwellings will have been completed at Welborne.</p> <p><u>10.6i</u> 10.10 Employment development during this phase will be focused south of the District Centre, to the west of the A32, with the potential for a Business Incubation Centre to promote promoting indigenous economic growth within the new community, supported by a training and skills programme. <u>Development of this part of the site provides the opportunity to lay out the new north-south link and other elements of the new internal road network, providing the opportunity to move water mains and other services to suitable alignments.</u></p> <p><u>10.6j</u> 10.11 The first primary school is expected to be delivered relatively early in this main phase, located adjacent to the Local Centre. It is anticipated that the development of the District Centre during this main phase will include the main community building, <u>linked to shared facilities in the primary school</u> which will provide a range of community facilities that are needed to support the early residents, <u>including the opportunity for health care and other services to be provided at Welborne prior to bespoke facilities being constructed.</u> It is also anticipated that the main foodstore for Welborne will be developed during this phase which will both help support self containment and will provide support for the economic viability of development. Providing these facilities and services early during these early phases will be crucial for establishing a sense of place for Welborne at the outset and providing a focus for new residents and visitors. This phase also provides the first opportunity to deliver a Household Waste Recycling Centre.</p> <p><u>10.6k</u> 10.12 The green corridor network and the first significant green open spaces will be delivered during this second strategic <u>main</u> phase. Towards the end of this period, <u>local</u> work is anticipated to begin on formalising the main central park to ensure that the growing number of residents have sufficient formal green infrastructure. In addition, Fareham Common will need to be laid out to achieve SANGS standards out during this phase, with access provided from Welborne and from north Fareham.</p> <p><u>10.6l</u> 10.13 Main Phase 3 (2022-2026) <u>Central part of the site and main internal road network</u></p> <p><u>Key outcomes –</u></p> <ul style="list-style-type: none"> • <u>1,360 homes</u> • <u>18,500 sq. m employment floorspace</u> • <u>District Centre development</u> • <u>Local Centre development</u>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>Critical Infrastructure –</u></p> <ul style="list-style-type: none"> • <u>Enhanced public transport</u> • <u>Primary care centre</u> • <u>Secondary School</u> • <u>Second primary school</u> • <u>Pedestrian and cycle links</u> • <u>Green Infrastructure, including SANGS</u> • <u>Central Park</u> • <u>Sustainable Drainage systems</u> <p><u>10.6m</u> The third main phase will see the development start to take shape as significant residential and employment areas and community facilities are delivered. Key pieces of infrastructure required by the end of this main phase include the second primary school, the primary care health centre(s), the central park and the on-site routing for the Bus Rapid Transit (BRT) service. These will all be required before the next main phase can commence.</p> <p><u>10.6n</u> 10.14 Residential development during the third main phase will continue to the north and east of the central park, and will begin to develop to the west of the park, with the main internal spine road network route providing access and BRT services to key areas including the new secondary school <u>mainly be located in the centre of the site, taking shape around the central park. The new north-south route parallel to the A32 will also be completed. The main internal spine road network route providing access and BRT services to key areas will be delivered, including the new north-south route parallel to the A32.</u> During this phase, at least one supported housing scheme, such as extra care accommodation, is expected to be completed. <u>Residential development at the Crockerhill Industrial Park, to the east of the A32, is also anticipated in this phase.</u> Overall, by the end of this main phase, some 2,860 homes will have been delivered at Welborne.</p> <p><u>10.6o</u> 10.15 The main employment areas to the south of the central park will continue to be developed during the third main phase. This is likely to focus on the area to the west of the A32, potentially including the employment areas closest to the District Centre. The District Centre itself (as well as the Local Centre) should have been completed by the end of this phase.</p> <p>10.16 This phase also provides the first opportunity to deliver a Household Waste Recycling Centre within one of the employment areas to the west of the A32.</p> <p><u>10.6p</u> 10.17 The green corridor network will be continued during this main phase and the central park will be expected to be substantially complete by the end of this phase to ensure both that the growing number of residents benefit from this key strategic open space and also to ensure that the new secondary school is well connected by sustainable travel routes to the completed housing areas east of the park.</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>10.6g 10-18 <u>10.6g</u> Main Phase 4 (2026-2030) <u>Completion of residential development to the west of the A32 and commencement to the east</u></p> <p><u>Key outcomes –</u></p> <ul style="list-style-type: none"> • <u>1,360 homes</u> • <u>24,500 sq. m employment floorspace</u> • <u>District Centre development</u> • <u>Local Centre development</u> <p><u>Critical Infrastructure –</u></p> <ul style="list-style-type: none"> • <u>Third primary school</u> • <u>Community hub</u> • <u>Pedestrian and cycle links</u> • <u>Green Infrastructure, including SANGS</u> • <u>Sustainable Drainage systems</u> <p>10.6r <u>10.6r</u> Main Phase 4 is anticipated to involve considerable residential development to the west of the central park and is also likely to see the completion of residential areas north of Knowle Road and north of the site. In addition, the areas of housing east of the A32 are likely to be commenced during this main phase. Finally, the redevelopment of the Dean Farm area from employment to residential is expected to take place during this main phase. By the end of Main Phase 4 about 4,220 homes will have been completed at Welborne. <u>Development of the western part of the site (north of Funtley) will need to accommodate the future provision of a new rail halt on the Fareham to Eastleigh rail line, unless it is demonstrated that it is not technically feasible or viable to deliver this before the end of the Plan period.</u></p> <p>10.6s 10-19 <u>10.6s</u> With respect to <u>other</u> infrastructure, the key items to be delivered during this phase include the third primary school and the completion of the Community Hub. This phase will also need to include the completion of a range of green infrastructure assets, including the community playing pitches and the laying out of the strategic green infrastructure areas, adjacent to the Welborne site, to SANGS standards.</p> <p>10.6t 10-20 <u>10.6t</u> A significant quantity of employment floorspace is likely to be completed during Main Phase 4, potentially amounting to about 24,500 square metres. However, the net employment floorspace added during this period <u>At some point in the development, the total employment net floorspace delivered will be reduced due to the expected loss of about 14,000 square metres to residential development at Dean Farm.</u></p> <p>10.6u <u>10.6u</u> <u>In addition, development will also commence to the east of the A32, with main road infrastructure and residential development commencing to the north of Roche Court.</u></p> <p>10.6v 10-21 <u>10.6v</u> Main Phase 5 (2030-2036)</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>Development of eastern part of the site</u></p> <p><u>Key outcomes –</u></p> <ul style="list-style-type: none"> • <u>1,780 homes</u> • <u>25,000 sq. m employment floorspace</u> • <u>District Centre development</u> • <u>Local Centre development</u> <p><u>Critical Infrastructure –</u></p> <ul style="list-style-type: none"> • <u>Enhanced public transport</u> • <u>Pedestrian and cycle links</u> • <u>Green Infrastructure, including SANGS</u> • <u>Sustainable Drainage systems</u> <p><u>10.6w</u> The final strategic phase will see Welborne substantially completed, with residential development at the west and north of the site being finalised, in addition to the completion of housing east of the A32, residential development to the east of the A32 completed both north and south of Roche Court. By the end of Main Phase 5, approximately 6,000 homes will have been completed.</p> <p><u>10.6x</u> 10.22 Employment land will continue to be developed during Main Phase 5, both east and west of the A32. Depending on take up, it is expected that by the end of this phase a net additional employment floorspace of about 60,000 square metres will have been completed at Welborne. However, even with strong take-up, it is not likely that all of Welborne's employment development will have been completed by 2036. Therefore, it is expected that a further 23,500 square metres of floorspace will be completed in the years following Main Phase 5.</p> <p><u>10.6y</u> 10.23 There are no other strategic infrastructure items phased to be completed during Main Phase 5. However, if any infrastructure from earlier phases has been delayed for any reason, this phase provides the opportunity to deliver these. In addition, where specific sites within Welborne have been 'safeguarded' in accordance with Policy WEL42 below, those sites may be released for alternative uses at the start of this phase.</p> <p><i>Amendment to paragraphs 1-4 of Policy WEL41:</i></p> <p>Initial planning applications for development at Welborne shall be accompanied by a detailed phasing plan and strategy for implementation of infrastructure delivery plan for the whole Welborne development. This phasing plan and <u>infrastructure delivery plan</u> implementation strategy will be guided by the Phasing Plan (set out within the <u>Concept Masterplan Phasing Plan Chapter 10 of the Welborne Plan</u>) and by the Infrastructure Delivery Plan that supports this plan. Once approved by the Council, the detailed phasing plan and <u>infrastructure delivery plan</u> implementation strategy will be kept under review over the life of the development, with changes</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>being submitted to the Council for approval alongside relevant planning applications.</p> <p>The phasing of development <u>and associated infrastructure</u> at Welborne shall be in accordance with the agreed detailed phasing plan and infrastructure delivery plan implementation strategy, unless it can be demonstrated that suitable appropriate infrastructure is available and the development can be adequately serviced.</p> <p>Some overlapping between one main phase and another may be acceptable, providing it can be demonstrated that the earlier main phase has been substantially completed and that any key infrastructure items, upon which the later phase depends, have been fully delivered.</p> <p>Proposals which would result in the delivery of unsustainable and isolated development, or that would place an adverse impact on the amenity of existing residents, for example by creating an infrastructure deficit, will be refused.</p>
MM22	132-134	Policy WEL41	<p>Remove references to the deferral of infrastructure provision <i>Deletion of final paragraph of policy WEL41</i></p> <p>Where, following an independently tested viability assessment, a deficit in the infrastructure (or affordable housing) provision necessary to serve any main phase of the development is accepted, the Council will employ its 'deferral of contributions policy', as set out within the Welborne Planning Obligations SPD. The objective of this policy will be to claw back any agreed deficit, subject to market conditions improving sufficiently to trigger the claw back element of the policy.</p>
MM23	138	Paragraphs 11.5 – 11.6	<p>Clarification regarding monitoring and review <i>Amendments to paragraphs 11.5-11.6</i></p> <p>11.5 Monitoring the outcomes of the policies in the Welborne Plan will be undertaken on a regular basis to enable early action to be taken to overcome any barriers to delivery of the plan's objectives and policies. <u>The Phasing Plan contained within Chapter 10 of this document sets out the key outcomes and critical infrastructure identified for each of the main phases of development. This has been produced to inform the understanding of the Plan, using the best information available. It should be recognised that the mechanism which will deliver Welborne, including critical infrastructure, will be the phasing plan, infrastructure delivery plan and s106 planning agreement approved alongside planning application(s) for the site. Nonetheless, the phasing plan in Chapter 10 provides a useful guide to the Council's expected outcomes, including infrastructure.</u></p> <p>11.6 Where appropriate, Borough wide targets which are</p>

Fareham Local Plan Part 3: The Welborne Plan
 Appendix to the Inspector's Report

Ref	Page	Policy/ Paragraph	Main Modification
			<p>monitored through the Council's Authority Monitoring Report (AMR) will be broken down and applied to the Welborne Plan area, so that the contribution of Welborne to Borough-wide targets can be seen on a local scale. Strategic Group meetings will be undertaken on a regular basis throughout the year to enable early action to be taken to overcome any barriers to delivery of the Plan's objectives and policies. Particular reference will be made to the <i>key outcomes</i> and <i>critical infrastructure</i> listed in the Phasing Plan in Chapter 10 of this Plan. Any risk to the timely delivery of either will be reported as an entry in the Delivery Risk Register which will be created and reviewed at the Group meetings. Given the wider public interest in the delivery of the Welborne project, it will be appropriate for changes in the Delivery Risk Register for Welborne to be reported to the Welborne Standing Conference as and when they arise and included in the Council's Authority Monitoring Report.</p>

Local Plan Part 3: The Welborne Plan

Schedule of Minor Modifications to The Welborne Plan Submission Version (June 2014)

January 2015

Introduction

This document comprises the schedule of all Minor Modifications that are proposed to the Welborne Plan Submission Version (June 2014) (SD01).

The Borough Council has identified a number of proposed changes which address typographical errors or provide additional clarity to the Welborne Plan. These are additional modifications to the Plan which do not directly relate to “soundness” but nonetheless improve the Plan. They include changes arising as a consequence of the proposed Main Modifications, updates, minor amendments to the supporting text and other changes which the Inspector has determined would not constitute Main Modifications. For clarity, these have been published and are available for public comment during the six-week period for Public representations commencing 26 January 2015.

The additional modifications include a large number of changes to Chapter 6 (AM42), Chapter 10 (AM57) and Chapter 11 (AM58). To aid clarity, those modifications are set out in Appendices A, B and C.

All changes are shown with additional text underlined and deleted text ~~struck through~~.

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
AM01	Page 1 - Section sub- heading	The Publication Draft Welborne Plan	To remove references to Publication Draft version of Plan and reflect the current position
AM02	Page 1 - Paragraph 1.2	This document is the second, or The 'Publication' draft of the Welborne Plan <u>was published in February 2014 for a period of representations, following the completion of which This is the version of the Welborne Plan that the Council intends to the Plan was submitted to the Secretary of State in June 2014</u> for independent examination, by a Planning Inspector, later in 2014.	To remove references to Publication Draft version of Plan and reflect the current position
AM03	Page 1 - Paragraph 1.3	This draft of the plan has been published now to provide an opportunity for you to comment before the Welborne Plan is submitted for examination. Any comments you make on the Publication Plan are important and will be submitted to the Planning Inspector for consideration alongside the Welborne Plan and its supporting documents. Please note that the ability to speak at the independent examination will be limited to those who have made comments seeking a change to the plan at this consultation stage, and have indicated a wish to appear before the Inspector.	To remove references to Publication Draft version of Plan and reflect the current position
AM04	Page 1 - Paragraph 1.4	The purpose of the independent examination will be <u>is</u> to consider whether the Welborne Plan is legally compliant (i.e. if it has been prepared in accordance with the law set out in planning legislation) and whether it is a 'sound' plan. To be considered 'sound' a plan must meet the criteria set out in paragraph 182 of the National Planning Policy Framework (see extract below). Therefore, any comments received regarding this Publication Plan must address issues of legal compliance and soundness.	To remove references to Publication Draft version of Plan and reflect the current position
AM05	Page 2 - Section sub- heading	How to Respond to the Consultation on this Plan	To remove references to Publication Draft version of Plan and reflect the current position

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
AM06	Page 2 - Paragraph 1.5	The Publication Welborne Plan as well as the Sustainability Appraisal and the evidence base that has informed the objectives and policies within this plan can all be viewed online at: http://www.fareham.gov.uk/have_your_say/. All of the above documents are available to view at the Civic Offices in Fareham and the Publication Plan and Sustainability Appraisal are available at Fareham Library.	To remove references to Publication Draft version of Plan and reflect the current position
AM07	Page 2 - Paragraph 1.6	In making comments, it is helpful if you identify the part of the plan you are commenting on and explain the reasons for your comments. If you wish to send any comments to the Council, then please complete the response form available online. Alternatively, a paper copy of the response form is available at the Civic Offices and at Fareham Library and this should be returned to the Welborne Planning Team at: Department of Planning and Environment Fareham Borough Council Civic Offices Civic Way Fareham Hampshire PO16 7AZ	To remove references to Publication Draft version of Plan and reflect the current position
AM08	Page 2 - Paragraph 1.7	The six week period of consultation commences on Friday 28th February 2014 and will conclude on Friday 11th April 2014. All comments must be received by the Council no later than 5pm on Friday 11th April. As this is a statutory stage of consultation, no late comments can be accepted.	To remove references to Publication Draft version of Plan and reflect the current position
AM09	Page 3 - Paragraph 1.8,	<i>Addition of bullet points to end of list:</i> <ul style="list-style-type: none"> <u>A 6-week period of consultation on the Proposed Submission Draft Welborne Plan starting in February 2014; and</u> <u>A 6-week period of consultation on the Suggested Change to the Draft Welborne Plan - identifying an additional alternative location for the Secondary School, starting in June 2014.</u> 	To remove references to Publication Draft version of Plan and reflect the current position

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
AM10	Page 3 - Paragraph 1.9; 1 st sentence	These and other opportunities provided interested parties, developers, residents and landowners with the chance to express their views on the issues and options that emerged during the early strategic masterplanning work as well as on the initial <u>all</u> stages of preparation of the Welborne Plan.	To remove references to Publication Draft version of Plan and reflect the current position
AM11	Page 3 - Paragraph 1.10	Following the <u>completion of all</u> consultation period referred to in paragraph 4.7 <u>1.8 above</u> , this the <u>Publication Draft Welborne Plan (Submission version)</u> , together with the supporting evidence base, the final Sustainability Appraisal, Habitats Regulation Assessment and all of the comments representations submitted on the Publication Draft Welborne Plan received, will were be submitted to the <u>Secretary of State Planning Inspectorate</u> for independent examination. At the conclusion of the examination, and following publication of the Government Planning Inspector's report, the intention of the Council is to adopt the Welborne Plan will be adopted as Part 3 of Fareham's Local Plan. <u>The timeframe for All of the past and future stages in the preparation stages of the Welborne Plan can be seen are presented</u> in Figure 1.1 below .	To remove references to Publication Draft version of Plan and reflect the current position
AM12	Page 4 - Figure 1.1	Independent Examination (July 2014 - October December April 2014<u>2015</u>) Adoption of the Welborne Plan (Early <u>Spring</u> 2015)	To revise the Plan examination timescales.
AM13	Page 4 - Paragraph 1.11; 1 st sentence	The dates for all the future stages in this and all other <u>of Fareham's</u> Local Plan Development <u>Documents</u> can be found in the Local Development Scheme.	To reflect current status of Plan
AM14	Page 4 - Paragraph 1.13; 2 nd bullet	<ul style="list-style-type: none"> Local Plan Part 2 (Development Sites and Policies) - This part of the Local Plan sets out the Council's approach to managing and delivering development in the rest of Borough, outside of Welborne, for the period to 2026. This document <u>is subject to examination by the Planning Inspectorate from autumn 2014 through to spring 2015.</u> is also currently being consulted on at the Publication stage, prior to submission to the Secretary of State alongside the Welborne Plan later in 2014. The consultation period for Local Plan Part 2 also ends on Friday 11th April 2014. 	To remove references to Publication Draft version of Plan and reflect the current position

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
AM15	Page 9 - Paragraph 1.34; 2 nd & 3 rd sentences	The Final Sustainability Report ¹ that accompanies this Publication Draft <u>Submission</u> Welborne Plan presents the results of a detailed sustainability appraisal of the final strategic masterplan and of each of the policies within this plan. The Final SA report is being made available for public comment alongside this plan.	To remove references to Publication Draft version of Plan and reflect the current position
AM16	Page 9 - Paragraph 1.34a	<i>Insert new paragraph, 1.34a, below existing paragraph 1.34:</i> <u>To accompany the amendment to Policy WEL16 of the Publication Draft Welborne Plan regarding the location of the Secondary School, an Addendum to the combined Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA), and Habitats Regulations Assessment (HRA) was produced following submission of the Plan in June 2014^{19a}. This addendum report provided detailed assessment findings for an alternative secondary school location and was made available for public comment during July – August 2014.</u>	To provide update on the Sustainability Appraisal process
AM17	Page 9 - Paragraph 1.34a	<i>Insert new footnote 19a:</i> <u>^{19a} SA/SEA and HRA for the Welborne Plan – Addendum (Urban Edge, June 2014)</u>	To provide additional clarity on the Sustainability Appraisal process
AM18	Page 9 - Paragraph 1.34b	<i>Insert new paragraph, 1.34b, below new paragraph 1.34a:</i> <u>A second SA/SEA Addendum report was published in January 2015^{19b} to provide the information necessary under SA/SEA and HRA to accompany the Main Modifications to the Welborne Plan, which the Council consulted on in January 2015.</u>	To provide update on the Sustainability Appraisal process
AM19	Page 9 - Paragraph 1.34b	<i>Insert new footnote 19b:</i> <u>^{19b} SA/SEA and HRA for the Welborne Plan Modifications (Urban Edge, January 2015)</u>	To provide additional clarity on the Sustainability Appraisal process
AM20	Page 9 - Paragraph 1.36; last sentence	The Appropriate Assessment Report is forms <u>forms</u> part of the HRA ²¹ , and is being <u>was</u> made available for public comment alongside this Publication Plan <u>in February 2014</u> .	For additional clarity.

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
AM21	Page 9 - Paragraph 1.36a	<i>Insert new paragraph 1.36a, below paragraph 1.36:</i> <u>In addition, the impact of the change to WEL16 on the Habitats Regulations Assessment was considered through the Addendum report in June 2014, whilst an HRA screening assessment of the Main Modifications was provided through the second SA/SEA and HRA Addendum Report in January 2015.</u>	To provide update on the Habitats Regulation Assessment process
AM22	Page 11 - Footnote 24	²⁴ Chapter 10 below sets out the main policy for the 'deferral of contributions approach' and the Welborne Planning Obligations <u>and Affordable Housing</u> SPD will provide a full explanation of how the approach will operate. This SPD will be adopted at the same time as the Welborne Plan in early 2015	For consistency
AM23	Page 12 - Paragraph 1.48; last sentence	It was also tested with the local community at public exhibitions and through an online public survey in July 2012 and subsequently through the consultation on the Draft Welborne Plan in <u>from April 2013 May and to June 2013 and the period of representations on the Publication Draft Plan from February 2014 to April 2014.</u>	To reflect current status of Plan
AM24	Page 15 - Paragraph 1.61; 2 nd sentence	Finally, planning applications should be consistent with any relevant guidance provided by adopted Supplementary Planning Documents (SPDs) that support the Fareham Local Plan, including the Welborne Design Guidance SPD and the <u>Welborne</u> Planning Obligations <u>and Affordable Housing</u> SPD.	For consistency
AM25	Page 32 - Paragraph 3.45	They will also provide a greater level of <u>of</u> detail of <u>on</u> the broad layout and disposition of the main land uses, to set the parameters for each successive phase of the development.	To amend typographical errors
AM26	Page 33 - Paragraph 3.46	<i>Addition to end of paragraph 3.46:</i> <u>In the event that the strategic design codes are not submitted with initial outline planning applications, the high-level development principles that will guide the development of Welborne as a whole, will need to be clearly set out and accompany the Structuring Plan. Any high level design principles which accompany the Structuring Plan would need to be in accordance with the Welborne Design Guidance Supplementary Planning Document.</u>	For additional clarity.

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
AM27	Page 33 - Paragraph 3.47	<p><i>Addition to end of paragraph 3.47:</i></p> <p><u>In order to give sufficient guidance on what is required from the Structuring Plan, Comprehensive Masterplanning process and the Strategic Design Guides, the Council has prepared the draft Welborne Design Guidance SPD, which sets out those principles which should be further explored and incorporated into the relevant documents.</u></p>	For additional clarity.
AM28	Pages 38-39 - Policy WEL5	<p><i>Amendment to 2nd paragraph of WEL5:</i></p> <p>For each of <u>The settlement buffers allocated, as set out below, these are shown on Appendix B.3 and on the Fareham Policies Map. Development on land included within the settlement buffer allocations will generally be resisted and will only be permitted where:</u></p>	Grammatical correction
AM29	Page 44 - Paragraph 4.17	<p><i>Addition of new paragraph below existing paragraph 4.17:</i></p> <p><u>A key principle in the layout and design of Welborne will be the treatment of the A32 to ensure that land uses on the eastern side of A32 are properly integrated into the main community to the west side. In particular, through the use of prioritised crossing points that ensure safe pedestrian and cyclist movements to and from everyday facilities, as well as encourage wider community integration.</u></p>	For additional clarity to the supporting text as a consequence of Main Modification (MM5) to Policy WEL6.
AM30	Page 44 - Paragraph 4.18	<p><i>Addition to end of paragraph 4.18:</i></p> <p><u>The layout and design of Welborne will also need to ensure that it takes into account and effectively mitigates a number of potential environmental impacts, including noise, light pollution, and air quality within the site. Impacts on air quality outside of the site boundaries will need to be addressed through the Transport Assessment, and Environmental Assessment.</u></p>	For additional clarity to the supporting text as a consequence of Main Modification (MM4) to Policy WEL6.
AM31	Pages 44-45 - Policy WEL6	<p><i>Deletion of final paragraph of Policy WEL6:</i></p> <p>“In order to assist the process of comprehensive masterplanning and preparing the strategic design codes the Council will prepare the Welborne Design Guidance SPD, setting out those principles which should be further explored and incorporated into the above documents”.</p>	To be consistent with the revised approach of removing all references to SPDs in policy.

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
AM32	Page 46 - Paragraph 4.23	<p><i>Insert new paragraph below existing paragraph 4.23:</i></p> <p><u>It is recognised that at the time of submission of an outline planning application for Welborne, the design process may not be sufficiently advanced to enable the Strategic Design Codes to be provided. Policy WEL7 therefore, allows for the Strategic Design Codes to be submitted with subsequent detailed or reserved matter planning applications. Where Strategic Design Codes are not submitted with an outline planning application, high-level development principles will instead be provided to describe the design assumptions behind the key elements of the Structuring Plan. The development principles will guide all subsequent masterplans, detailed applications and the Strategic Design Codes by demonstrating how the following elements could function in technical and design terms:</u></p> <ul style="list-style-type: none"> • <u>Green and blue infrastructure;</u> • <u>Access and movement;</u> • <u>Land use;</u> • <u>Building heights and density; and</u> • <u>Character areas.</u> 	For additional clarity on the role and timing of Strategic Design Code to the supporting text as a consequence of Main Modification (MM6) to Policy WEL7.
AM33	Page 55 - Paragraph 5.24	<p><i>Addition to end of paragraph 5.24:</i></p> <p><u>All car and cycle parking in employment areas should be provided in accordance with the Non-Residential Car and Cycle Parking SPD.</u></p>	For additional clarity.
AM34	Pages 56-57 - Policy WEL9; item iii	<p>iii. Provide sufficient parking to cater for the needs of the employment development in accordance with the Non-Residential Car and Cycle Parking SPD;</p>	To be consistent with the revised approach of removing all references to SPDs in policy

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
AM35	Page 61 - Policy WEL10; 5 th paragraph	The District Centre shall be well connected to the employment areas, to the central park and to Welborne's residential areas through attractive and direct walking and cycle routes which make use of the green corridor network where possible. Bus stops shall be provided at the District Centre for local services and for the BRT. These bus stops shall be located in a highly visible and accessible position within the District Centre. Adequate parking for each use will need to be provided, in accordance with the Borough's Residential Car and Cycling Parking Standards SPD and the Non-residential Car and Cycle Parking Standards SPD.	To be consistent with the revised approach of removing all references to SPDs in policy
AM36	Page 62 - Paragraph 5.51; 3 rd & 4 th sentences	Where being proposed, these sorts of services <u>All planning applications for retail and leisure services within the Local Centre</u> will be required to demonstrate, through robust impact assessments that they will not give rise to significant adverse impacts on Fareham Town Centre or Wickham's centre. Impact assessments will also need to demonstrate <u>that retail and leisure proposals the Local Centre will be consistent with the role of the Local Centre and its place within Fareham's hierarchy of centres overall will serve to complement the function of the District Centre and will not adversely compete with it the District Centre or with Wickham's centre.</u>	To provide additional clarity to the supporting text as a consequence of Main Modification (MM8) to Policy WEL11.
AM37	Page 73 - Paragraph 5.91	The Strategic Framework Diagram (Appendix B.2) identifies the indicative location of the secondary school, at the western edge of the new community, immediately north of the District Centre, with the majority of its playing fields within the Knowle Triangle which is within Winchester City Council's area. The approximate location of the school is also indicated with a symbol on the Fareham Policies Map, <u>an extract of which is presented at and on Appendix B.3 of this plan.</u> This location emerged from the concept masterplanning work and from extensive engagement with the relevant landowners, Hampshire County Council, Winchester City Council and others <u>local communities.</u>	Revision to supporting text as a consequence of Main Modification (MM9) to Policy WEL16.
AM38	Page 73 - Paragraph 5.92	The location is designed to be highly accessible by sustainable travel modes from the main residential areas at Welborne, west of the A32, <u>and would provide additional footfall around the district centre. Furthermore, this location will also provide opportunities for a primary school to be delivered in close proximity to the secondary school.</u> It is also focussed on supporting the Community Hub as the smallest of Welborne's three centres and the adjacent primary school. In addition, the location will provide clear opportunities for pupils from Knowle to access a much closer school which will support significant reductions in vehicular travel to school for 11-16 year-olds from Knowle.	Revision to supporting text as a consequence of Main Modification (MM9) to Policy WEL16.

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
AM39	Page 73 - Paragraph 5.93	The location of the school, relatively close adjacent to the Knowle Road District Centre, will enable it to be constructed in line with its anticipated first intake of pupils in 2025/2026. The location and minimum size of the site required (9 hectares) will also ensure that the school's playing fields are incorporated alongside it, and the landscaping beyond these, are able to reduce the visual impact of Welborne into the rest of the Knowle Triangle, which will perform a SANGS role for Welborne.	Revision to supporting text as a consequence of Main Modification (MM9) to Policy WEL16.
AM40	Page 73 - Paragraph 5.94	In terms of the layout of the school the clear expectation is that the parts of the school that are located outside of the Welborne Plan boundary, and therefore outside of Fareham Borough, will comprise grass pitch playing fields with no buildings or permanent structures, beyond fencing and goal posts. This is essential in order to ensure that the Knowle Triangle will be able to perform its role as a settlements gap between Knowle and Welborne, as set out within the Winchester Local Plan Part 1. The layout of the school will need to respond to noise levels in external areas, and ensure that appropriate noise levels are achieved for external teaching and playing areas through the orientation of school buildings. Furthermore the location of the high and intermediate pressure gas pipelines will also need to be taken into account when determining the layout of the school.	Revision to supporting text as a consequence of Main Modification (MM9) to Policy WEL16.
AM41	Page 73 - Paragraph 5.95	As referred to above, the opportunity exists to deliver the a primary school and secondary schools within the 'education cluster' adjacent to the Community Hub District Centre in the west east of Welborne, as a single 'all-through school', and this will be explored further with the County Council. Developing an 'all-through school' in stages, as the new community evolved, could potentially facilitate an earlier provision of secondary education on site.	Revision to supporting text as a consequence of Main Modification (MM9) to Policy WEL16 and to provide additional clarity.
AM42	Pages 81–84 - Paragraphs 6.16 – 6.30	Amended Affordable Housing supporting text – see Appendix A to this Schedule	Revision to supporting text to provide clearer guidance on the Council's approach to delivering affordable housing as a consequence of Main Modification (MM10) to Policy WEL18.

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
AM43	Page 87 - Paragraph 6.50	<i>Addition of new paragraph below existing paragraph 6.50:</i> <u>All custom build proposals for plots at Welborne should be consistent with the Welborne Design Guidance SPD.</u>	For additional clarity.
AM44	Page 87-88 - Policy WEL21; 4 th paragraph	Custom-builders taking up plots at Welborne shall ensure that their proposals comply with relevant policies within the Fareham Development Plan and are consistent with the Welborne Design Guidance SPD and any relevant and approved strategic design codes.	To be consistent with the revised approach of removing all references to SPDs in policy.
AM45	Page 89 - Policy WEL22; 1 st paragraph	WEL22 - Gypsies, Travellers and Travelling Showpeople Provision for gypsies, travellers and travelling showpeople is not anticipated to be required at Welborne. However, a Any <u>Any</u> planning applications for one or more permanent pitches for gypsies or travellers at Welborne will only be permitted where it can be demonstrated that the proposal:	For additional clarity.
AM46	Page 91 - Paragraph 7.9	The Transport Strategy and the Strategic Framework have been developed in tandem, to develop revised high level transport principles for Welborne. <u>Transport modelling undertaken to date indicates that the majority of movements to and from Welborne will be to the south, including the M27.</u>	For additional clarity.
AM47	Page 91 - Paragraph 7.12	<i>Addition of new paragraph below existing paragraph 7.12:</i> <u>Travel planning will be used across the site to assist accessibility to and lead to a reduction in use of the private car. Initiatives will be delivered with each part of the site in accordance with the Framework Travel Plan.</u>	For additional clarity.
AM48	Page 97 - Paragraph 7.30	Any planning application for the site must be supported by a Transport Assessment to assess the phasing of the development against the implementation of various off-site highway improvements, including works to the M27 and A32 and any other primary or secondary links or junctions to mitigate the traffic impacts on the local and strategic road network and mitigate any environmental impacts, <u>including any impacts on air quality in the surrounding area.</u>	For additional clarity.

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
AM49	Page 102 - Paragraph 7.52	<i>Addition of new paragraph below paragraph 7.52:</i> <u>Paragraph 8.38 of this Plan identifies a number of links to the surrounding countryside which should be fully explored to create improved pedestrian and cycling links to surrounding communities and the surrounding countryside.</u>	For additional clarity.
AM50	Page 105 - Paragraph 8.9	One of the key aspects of the GI Strategy is to encourage the new community at Welborne to enjoy healthier life-styles. This will in part be achieved through providing a network of connected open spaces which encourages walking, informal exercise, and sports. It will also include giving the residents of Welborne the opportunity to grow their own food and will provide at least 2.4 <u>2.0</u> hectares of allotments, with the further opportunity to provide community orchards. This amount is based on the standard of 27 allotment plots per 1,000 population <u>households</u> .	To correct error.
AM51	Page 105 - Footnote 130	<i>The allotments standard being taken forward within Policy WEL29 derives from the Fareham Allotment Strategy (FBC, 2010) and is based on 27 plots (of 125 square metres each) per 1,000 population <u>households</u>, which equates to 0.34 <u>0.13</u> hectares per 1,000 <u>population</u>.</i>	To correct error.
AM52	Page 111 - Policy WEL31; 1 st para	The initial planning applications for development at Welborne shall be supported by a full ecological assessment to identify and address potential impacts on designated sites, priority habitats and priority and protected species, within and immediately adjacent to the site boundary.	To correct grammatical error.
AM53	Page 111 - Policy WEL31; 2 nd para	The biodiversity assessment <u>ecological assessment</u> shall clearly set out how biodiversity interests will be protected, and where possible enhanced. Given that the development of Welborne will take place over a long period of time, the biodiversity assessment <u>ecological assessment</u> should provide details of how it is intended that it is regularly updated to ensure that any mitigation measures required are effective.	For clarity and consistency.
AM54	Page 113 - Paragraph 8.43	<i>Addition to end of paragraph:</i> <u>Structural landscaping schemes will be required to demonstrate how the proposed landscaping responds to the areas of high landscape quality to the north and east of the site, especially when viewed across the site from the south. The structural landscaping should take into account and soften the potential impact of the eastern edge of Welborne on long distance views of the site from Portsdown Hill.</u>	Addition to supporting text to provide further clarity as a consequence of Main Modification (MM16) to Policy WEL33.

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
AM55	Page 120 - Paragraph 9.19; 3 rd sentence	If connection of Welborne to the Knowle STW is to be pursued, the site promoters will need to demonstrate that the STW could be expanded and gain planning permission from Winchester City Hampshire County Council as the waste disposal authority STW is in their area .	To correct error.
AM56	Page 132 - Paragraph 10.35	Therefore, the Council expects site promoters to use the phasing principles and guidance within the Concept Masterplan Phasing Plan this chapter of the Welborne Plan as well the IDP to produce a detailed phasing plan and <u>an infrastructure delivery plan strategy for the implementation of the development</u> . This phasing plan and <u>infrastructure delivery plan implementation strategy</u> will need to be submitted to the Council for approval alongside initial planning applications for development at Welborne. In line with the principle of a flexible approach, the site promoters will be expected to keep the phasing plan and <u>infrastructure delivery plan implementation strategy</u> under review and submit any changes to the Council for approval alongside relevant planning applications.	Revision to supporting text to provide clarity as a consequence of Main Modification (MM21) to Policy WEL41.
AM57	Pages 132–133 - Paragraphs 10.36 – 10.41	Deleted Deferral of Contributions section – see Appendix B to this Schedule	Deletion of supporting text as a consequence of Main Modification (MM22) to Policy WEL41.
AM58	Page 138-141 - Chapter 11	See Appendix C to this Schedule for amendments to Chapter 11: Monitoring and Review supporting text - paragraphs 11.5 and 11.6 are including Main Modifications.	Revision to supporting text to provide clarity on the monitoring framework as a consequence of Main Modification (MM23) to Policy WEL41.
AM59	Glossary – new item	<u>Transport Framework: A high level statement prepared by the site developers, setting out the key transport implications and strategy for the site as a whole, accompanying the Structuring Plan for the site.</u>	For additional clarity.

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
AM60	Glossary – new item	<u>Design Principles: A high level series of principles which shall guide the future design work to be undertaken in preparation of planning applications. They are set out in the Strategic Framework Diagram, the policies of the Welborne Plan and relevant policies in the Core Strategy. The Principles set out the scheme parameters and design objectives that will underpin the Structuring Plan. They will ensure that the Vision for Welborne is an integral part of the proposals and set a consistent high-level approach to design that will guide all future planning applications.</u>	For additional clarity.
AM61	Glossary – new item	<u>Environment standards: As set out in legislation or regulation regarding acceptable levels of pollutants or other hazards. For all water issues, the appropriate standards are monitored and regulated by the Environment Agency.</u>	For additional clarity.
AM62	Glossary – new item	<u>Travel Planning: Programmes and initiatives designed to influence travel behaviour that will assist accessibility to new developments and lead to a reduction in use of the private car. The standard method of meeting the objectives of travel planning initiatives is through the preparation and delivery of Travel Plans. These are represented by a package of measures designed by a workplace, school or other organisation to encourage safe, healthy and sustainable travel options.</u>	For additional clarity.

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
AM63	Glossary – amended item	<p>Garden City: A development and design principle for planned new communities developed by Ebenezer Howard in the 19th century which aims to enhance the natural environment, provide high quality affordable housing and locally accessible jobs. Key principles include community ownership of land and long term stewardship of assets, high quality imaginative design including homes with gardens, mixed tenure homes which are affordable for ordinary people, a strong local jobs offer with a variety of employment opportunities within the garden city and easy commuting distance of homes, generous green space linked to the wider countryside, access to strong local cultural, recreational and shopping facilities, integrated and accessible transport systems and local food sourcing, including allotments.</p> <p>Garden Community: <u>Welborne seeks to take as a starting point the original guiding principles of the Garden City movement and update them to make them relevant to the 21st century. The long established garden city principles which will help guide the development of Welborne include the long term stewardship of community assets, high quality imaginative design including homes with gardens, mixed tenure homes which are affordable for ordinary people, a strong local jobs offer with a variety of employment opportunities, easy access to generous green spaces linked to the wider countryside, local cultural, recreational and shopping facilities, integrated and accessible transport systems and local food sourcing, including allotments.</u></p>	For additional clarity.
AM64	Glossary – new item	<p>1 in 100 year rainfall event: <u>This is the likelihood (return period) of a specific rainfall event occurring. The intensity of rainfall runoff is defined by its return period and a high return period event, such as a 1 in 100 year event, will have greater rainfall runoff. However, although a 1 in 100 year event has very intense rainfall, it has only a 1% chance or greater of happening each year.</u></p>	For additional clarity.
AM65	Appendix A: Schedule of Evidence and Background Documents	See Appendix D to this schedule for a revised list of the Schedule of Evidence and Background Documents.	For clarity.
AM66	Appendix B.2, Strategic Framework Diagram	See Appendix E to this schedule for revised Strategic Framework Diagram.	Revision as a consequence of Main Modification (MM9) to Policy WEL16.

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
AM67	Appendix B.3, Extract of the Fareham Policies Map covering Welborne	See Appendix F to this schedule for revised policies map.	Revision as a consequence of Main Modification (MM9) to Policy WEL16.

APPENDIX A

Affordable Housing

6.16 Housing Needs

Meeting the needs of those in the Fareham area who cannot access the housing market is one of the key priorities of the Council and is an important objective for Welborne. Delivering new affordable housing is vital in achieving sustainable development and Welborne provides a rare opportunity for the Borough to deliver a significant number of affordable homes and to make a real contribution towards addressing the current backlog of housing need.

6.17 Policy CS13 of the Core Strategy sets out the aim to achieve between 30% and 40% of all homes at Welborne as affordable homes and this was the starting point for the Welborne Plan. Subsequently, up-to-date evidence on housing needs has been undertaken, initially by the Council⁹⁸ and subsequently by PUSH through the South Hampshire Strategic Market Assessment (SHMA)⁹⁹ and a target of 30% affordable housing has been confirmed. The SHMA identified likely housing need within the Borough to 2036, ~~taking into account the role that lettings in the private rental sector play in meeting needs.~~ This evidence recommended an annual target for the whole Borough of 146 additional affordable homes, which amounts to 3,358 by 2036. Given that Welborne represents a majority of Fareham's planned housing delivery within this period, it is expected that a significant proportion of this target for affordable homes will be met at Welborne.

6.18 Tenure, Housing Mix, Adaptability and Integration

The SHMA ~~also~~ considered the proportions of new affordable homes that should be provided to meet varying levels of need and it recommended a tenure split of 70% affordable and social rented homes and 30% in 'intermediate' forms of tenure, such as shared ownership homes. Whilst this split will be appropriate in the early phases of development, it will need to be kept under review to ensure that tenures being provided meet the needs at the time each phase is built out and that phases of development remain viable.

6.19 Housing Mix, Adaptability and Integration

A wide range of affordable housing types and sizes will be required at Welborne to meet identified housing need. Within each residential phase, the mix will need to provide homes suitable for families and for smaller households as well as homes suitable for vulnerable households, including those with reduced mobility. Over the course of the Welborne development, a range of specialist needs housing should be provided as part of the affordable housing mix. This will include specialised accommodation for older people and wheelchair accessible homes. These requirements are covered in more detail in the following section below and in Policies WEL19 and WEL20.

6.20 The SHMA considered an appropriate mix of affordable homes for Fareham, based on the latest available data on housing needs. However, the long build-out period of Welborne means that this evidence provides only a starting point and the precise affordable housing mix required cannot be known at this stage. Housing needs change over time and are also influenced by Government policies, such as welfare

⁹⁸ Fareham Borough Housing Needs Assessment (DTZ, August 2012)

⁹⁹ South Hampshire Strategic Housing Market Assessment (GL Hearn for PUSH, January 2014)

reforms. Therefore, the agreed mix of affordable homes provided within each residential phase will need to reflect ~~the~~ identified needs and viability at the ~~that~~ time the phase comes forward ~~and will be agreed with the Council.~~

- 6.21 In line with the requirement set out in the previous section for a proportion of market homes to be adaptable and to provide for those with reduced mobility, the providers of affordable housing at Welborne will also be expected to respond to this need. Therefore, subject to need and viability, approximately 15% of all affordable homes within each residential phase should be designed and built to meet higher accessibility standards equivalent to the Lifetime Homes standards.
- 6.22 To ensure the creation of a mixed, integrated and socially inclusive community, the affordable housing should be developed to the same design and construction standards as the market housing. Affordable dwellings should be integrated with the market housing, taking account of the nature of the stock, the mix of tenures and the prevailing character of the different parts of Welborne, as set out in Chapter 4. The level of integration will always be expected to fit within a range consistent with the upper and lower limits referred to below and set out in Policy WEL18. For management purposes, it may be considered appropriate to cluster the affordable housing in small groups.
- 6.23 *Delivering Affordable Housing*
National planning policy requires that new development is deliverable and this means that the overall financial burden on new development, including obligations to deliver affordable housing, should not threaten its economic viability.¹⁰⁰ Extensive viability testing has been undertaken on the proposals within this ~~p~~Plan. The outcome of this evidence is that there is potential to deliver a significant proportion of affordable homes, but that an overall target of 30% is likely to be the highest that the development as a whole could reasonably be expected to achieve.
- 6.24 In coming to this conclusion, the viability evidence has taken into account separate studies¹⁰¹ which have sought to identify and secure additional and external funding for infrastructure and affordable housing at Welborne. ~~One significant outcome of this work is the Council's decision to participate in establishing of the potential delivery mechanisms which may assist viability is a j~~Joint v~~enture h~~ousing e~~Company~~ (JVHC) that ~~will~~ may allow the Council and its partners to play a more central and active role in the delivery of affordable housing across the Borough potentially including Welborne. The nature of the role this JVHC will play at Welborne will be determined in dialogue with the principal landowners ~~prior to the determination of the initial planning applications at Welborne.~~ If the opportunity arises to use the JVHC, or any other external funding, to help deliver a higher level of affordable housing than would be expected to result from the 30% overall target, this will be positively and actively pursued by the Council.
- 6.25 Notwithstanding the potential role of the JVHC, delivering the target level of 30% affordable homes each year will be a significant challenge given the overall infrastructure burden on the development and the length of time it will take to build the new community. Therefore, it is necessary for the Welborne Plan to consider how a flexible approach to the delivery of affordable homes could be required.

¹⁰⁰ National Planning Policy Framework paragraph 173 (DCLG, March 2012)

¹⁰¹ These comprise the Welborne Infrastructure Funding Study (GVA, March 2013) as well as further commercially confidential work undertaken for the Council on options to support housing investment.

- 6.26 Flexibility may be required, for example, where the proportion of affordable homes considered to be deliverable within the early phases of the development fell below the 30% policy target, or proposed a different tenure split to the 70:30 envisaged in Policy WEL18. In line with the overall approach to development viability (see Chapter 10), the Council would expect such proposals to be fully justified by a robust and independently verified viability assessment. Where the Council accepted a reduced percentage levels of affordable housing numbers delivery, there would also be a clear expectation that the affordable housing deficit would be ‘clawed-back’ rectified, preferably later within that same phase of development or, failing that, within a subsequent residential phase.
- 6.27 ~~Before accepting reduced levels of affordable housing delivery, the Council will initially consider whether some or all of the short-fall in affordable housing could be delivered by the JVHC. Where this option proved not to be viable, feasible or desirable, the Council will apply its deferral of contributions policy as set out in WEL41 and expanded upon in the Welborne Planning Obligations SPD.¹⁰² In essence, this policy expects that, if market sales values increase significantly following an agreed reduction in affordable housing delivery, the increased development revenues would subsidise additional affordable housing provision within that phase of development.~~
- 6.28 If it proves not to be viable or practical for the principal landowners to increase the level percentage of affordable housing provision within the same phase, then the Council will seek to ensure that the affordable housing deficit is rectified the ‘claw-back’ within the subsequent phase of residential development. ~~Again, the~~ The Council will initially consider the potential for the JVHC to deliver some or all of the short-fall, but failing that, will expect increased development revenues within that the next phase to subsidise the additional affordable housing. ~~In the latter case, expectations of additional provision for affordable housing would be subject to the overall priorities at that time for the use of deferred contributions where other infrastructure requirements had also been deferred on viability grounds.~~
- 6.29 In cases where the affordable housing deficit claw-back is deferred to a subsequent phase and, at the start of that phase of development, the principal landowner considers that the provision of the additional affordable housing would not be financially viable, then the Council will expect this to be tested through a formal development valuation commissioned by the Council, at the developer’s cost. This valuation would take account of costs and revenues to date as well as the anticipated infrastructure requirements ~~(including any other requirements deferred from previous phases)~~ and the anticipated revenues for the following main phase. Where it is agreed that both the normal target levels of provision and the additional ~~claw-back~~ provision to rectify a shortfall on the previous phase cannot be met, the Council will again consider whether it would be viable, feasible and desirable for the JVHC to deliver some of or the entire shortfall. ~~Failing this, the Council will re-employ its deferral of contributions policy.~~
- 6.30 When applying any flexibility in the phasing and delivery of affordable housing it will be important not to undermine the principle of creating a mixed, integrated and socially inclusive community as set out above. In practice, this means that lower and upper percentages of affordable housing will be set for any given phase of development at Welborne to avoid under provision or over-concentration in any one part of the

¹⁰² The Welborne Planning Obligations SPD will be prepared during 2014 and will be adopted at the same time as the Welborne Plan in early 2015.

development. The minimum and maximum levels that will be acceptable within any given phase will be agreed with the Council. However, overall, it is considered that a ~~an absolute~~ lower limit of 10% affordable housing numbers and an upper limit of 40% affordable housing numbers provide a reasonable balance between the need for flexibility and achieving the vision and objectives of the Welborne Plan.

APPENDIX B

Deferral of Contributions

- 10.36 ~~The approach to ensuring development viability is set out in Chapter 1. This emphasises that the Welborne Plan aims to ensure that necessary infrastructure (including affordable housing¹⁵³) could be fully delivered at the time it was needed, as a fundamental requirement for achieving the vision for Welborne. However, it also indicates that all parts of the Welborne Plan were underpinned by the principle of ensuring that a flexible approach would operate, where necessary, to allow for changes in development viability and to ensure that the development as a whole remained deliverable throughout the plan period.~~
- 10.37 ~~As part of this flexible approach, the Council is introducing a 'deferral of contributions' policy that will apply only where necessary and justified by independently tested viability assessment. In such circumstances, application of the policy will allow the deferral of some infrastructure requirements to be considered by the Council.~~
- 10.38 ~~In cases where the Council agrees to defer infrastructure, application of the deferral of contributions policy will seek the subsequent provision of any deferred contributions (or the delivery of the deferred infrastructure items) within the same main phase of the development. If this cannot be achieved, as demonstrated by an independently tested viability assessment, then the deferred infrastructure contributions or provision will be sought in the following main phase, in addition to the 'normal' requirements of that new phase.~~
- 10.39 ~~Where viability problems remain, a further independently tested viability assessment will be required to take account of previous and future costs and revenues, the 'normal' infrastructure requirements of the new phase and any outstanding deferred infrastructure requirements. This viability evidence will need to be submitted to the Council for agreement alongside initial planning applications for the new main phase. Where the Council accepts the on-going viability constraints, the deferral of contributions policy will be re-employed as set out in the previous paragraph. Where, despite deferral, an item of infrastructure remains unviable, the Council and site promoter will agree an alternative approach which does not require the specified infrastructure, to funding to ensure that infrastructure necessary to support the development can be delivered when it is required but which nevertheless achieves mitigation of the impacts of the development. This decision would be informed by an independently tested viability assessment.~~
- 10.40 ~~In all cases where more than one infrastructure item is being deferred as set out above, the Council will agree with any relevant infrastructure or service providers which of the deferred infrastructure items should be provided first as priority during that main phase of the development, should any claw-back of contributions be triggered by improving market and economic conditions.~~

¹⁵³ ~~Although this section refers primarily to 'infrastructure' this should be read as including affordable housing requirements. A detailed approach to how the deferral of contributions policy would apply to affordable housing is set out in Chapter 6.~~

10.41 ~~The detailed guidance setting out how the deferral of contributions policy will be operated by the Council is set out within the Welborne Planning Obligations SPD.~~¹⁵⁴

¹⁵⁴ ~~The Welborne Planning Obligations SPD will be produced during the course of 2014 and will be adopted by the Council at the same time as the Welborne Plan in early 2015.~~

APPENDIX C

The Monitoring Framework

- 11.1 This chapter sets out how the Welborne Plan will be monitored following its adoption. The mechanisms may be altered over the lifetime of the project, but nonetheless this chapter sets out the main principles by which monitoring will take place.
- 11.2 ~~The adopted Core Strategy contains a series of high level targets in relation to Policy CS13 which represent the essential components for the delivery of Welborne. However these targets have required review and refinement in light of the technical evidence work and as such, the suite of detailed policies in the Welborne Plan to guide development will require new monitoring targets and indicators. These will supplement the reviewed targets within the Core Strategy and together will form the monitoring framework for Welborne.~~
Delivering the Welborne project depends upon the actions of a number of interested parties. Therefore monitoring the Welborne project will require a coordinated and complimentary approach to be followed by the key agencies involved.
- 11.3 ~~The purpose of developing a monitoring framework is to provide a mechanism for assessing developmental progress of Welborne against the overall vision and objectives for the new community as set in the Welborne Plan. This is of particular relevance where development targets are set within the policies of this plan, such as for the delivery of housing or employment space, or for the provision of specific community, education and recreation facilities. However, it should be recognised that much of the finer detail will only come forward through the planning applications and the development management process over the lifetime of the project.~~
A key asset for the Welborne project to date has been the Strategic Delivery Group, with active involvement of the following:
- Site promoters
 - Fareham Borough Council
 - Hampshire County Council
 - Highways Agency
 - Homes and Communities Agency, and
 - Solent Local Enterprise Partnership.
- 11.4 ~~Implementing the policies in the Welborne Plan depends upon the actions of a number of interested parties and cannot be directly controlled. Further detail on how the various parties are expected to contribute towards the overall delivery of Welborne can be found in the Infrastructure Delivery Plan.~~
These organisations all have an interest in the delivery of a successful new community at Welborne. The Group has provided an opportunity for the organisations to discuss the emerging proposals for Welborne, with a focus on delivery. The governance arrangements will be reviewed over the lifetime of the project; nonetheless there will always be a role for a group to coordinate public and private sector action and investment. This will build upon both the body of technical work contained within the evidence base for the Welborne Plan, (e.g. the transport evidence), as well as the principle of coordinated investment set out in the Infrastructure Funding Strategy. Specific tasks for this Group include identifying and agreeing key infrastructure spend and monitoring and reviewing infrastructure funding and cost.
- 11.5 ~~Monitoring the outcomes of the policies in the Welborne Plan will be undertaken on a~~

~~regular basis to enable early action to be taken to overcome any barriers to delivery of the plan's objectives and policies.~~

The Phasing Plan contained within Chapter 10 of this document sets out the *key outcomes* and *critical infrastructure* identified for each of the main phases of development. This has been produced to inform the understanding of the Plan, using the best information available. It should be recognised that the mechanism which will deliver Welborne, including critical infrastructure, will be the phasing plan, infrastructure delivery plan and s106 planning agreement approved alongside planning application(s) for the site. Nonetheless, the phasing plan in Chapter 10 provides a useful guide to the Council's expected outcomes, including infrastructure.

- 11.6 ~~Where appropriate, Borough-wide targets which are monitored through the Council's Authority Monitoring Report (AMR) will be broken down and applied to the Welborne Plan area, so that the contribution of Welborne to Borough-wide targets can be seen on a local scale.~~

Strategic Group meetings will be undertaken on a regular basis throughout the year to enable early action to be taken to overcome any barriers to delivery of the Plan's objectives and policies. Particular reference will be made to the *key outcomes* and *critical infrastructure* listed in the Phasing Plan in Chapter 10 of this Plan. Any risk to the timely delivery of either will be reported as an entry in the Delivery Risk Register which will be created and reviewed at the Group meetings. Given the wider public interest in the delivery of the Welborne project, it will be appropriate for changes in the Delivery Risk Register for Welborne to be reported to the Welborne Standing Conference as and when they arise and included in the Council's Authority Monitoring Report.

- 11.7 ~~Table 11.1 below lists all of the local indicators that will be monitored specifically for the Welborne Plan area. It should be noted that the quantities of development or provision are based on the assumption that 6,000 homes will be delivered at Welborne. These quantities would need to rise or fall if a different number of homes are delivered.~~

If an issue is identified where delivery of a key outcome or item of critical infrastructure for a phase may not be met, it will be for the Strategic Group to identify any contributory factor and identify necessary action to remedy the issue. If a planning policy in the Welborne Plan is the issue (or a main contributing factor) then necessary amendments will be identified and if they require a change to a Plan policy, may trigger a review of the Welborne Plan. Should any review of the Plan appear likely, then the Welborne Standing Conference will have a role in informing the priorities for any revision.

- 11.8 Complimentary to the role of the Strategic Group, will be the ongoing monitoring of the outputs of the Plan by the Borough Council. The monitoring will cover a range of measures, both in terms of built form (homes delivered, floorspace built, etc.) as well as some quantifiable measures of what sort of place the new community is becoming (e.g. number of homeworkers, number of children of secondary school age, etc.).

- ~~44.2~~
11.9 The adopted Core Strategy contains a series of high level targets in relation to Policy CS13 which represent the essential components for the delivery of Welborne. However these targets have required review and refinement in light of the technical evidence work and as such, the suite of detailed policies in the Welborne Plan to guide development will require new monitoring targets and indicators. These will supplement the reviewed targets within the Core Strategy and together will form the monitoring framework for the Welborne Plan.

- ~~44.3~~ The purpose of developing a monitoring framework is to provide a mechanism for

- 11.10 assessing developmental progress of Welborne against the overall vision and objectives for the new community as set in the Welborne Plan. This is of particular relevance where development targets are set within the policies of this plan, such as for the delivery of housing or employment space, or for the provision of specific community, education and recreation facilities. However, it should be recognised that much of the finer detail will only come forward through the planning applications and the development management process over the lifetime of the project.
- 11.11 Where appropriate, Borough-wide targets which are monitored through the Council's Authority Monitoring Report (AMR) will be broken down and applied to the Welborne Plan area so that the contribution of Welborne to Borough-wide targets can be seen on a local scale. Given the wider public interest in the delivery of Welborne the progress against targets will be reported to the Standing Conference.
- 11.12 Table 11.1 below lists indicators that will be monitored specifically for the Welborne Plan area. It should be noted that these indicators and targets themselves will be subject to change over the lifetime of the project, to ensure that the overall framework provides a suitable mechanism for assessing the delivery of the Plan. For instance, the mechanism and timetable of delivery of the schools will be fixed in section 106 planning agreements. Nonetheless, the following sets out the Council's commitment to indicate the built form outputs of the Plan and what type of place is being delivered.
- 11.13 It will take a mixture of sources to monitor all of the outputs listed. These will include buildings regulations information and residents surveys. The monitoring of the framework set out below will be undertaken by the Council in liaison with the Community Development Officer to ensure that built form outputs and qualitative measures are captured.
- 11.8
11.14 Monitoring of these indicators will establish the extent to which the vision for Welborne is being achieved. This will help to identify areas where further action is required from the Council or other agencies identified within the monitoring framework. Taken together the targets and indicators provide a robust framework for assessing delivery of the plan. However, given the scale and the evolving nature of the project it is unlikely that failure to meet one target would indicate that the plan needs reviewing. Should monitoring indicate that a phase of development was not delivering the overall vision and objectives of the Plan, the Council will consider the need to formally review the Welborne Plan. The need for this review will be identified through the Authority's Monitoring Report.

Table 11.1: Welborne Monitoring Indicators

Indicator	Target(s)	Year
Net increase in provision of B use class employment floorspace at Welborne	60,000 sq. m.	2036
<u>Floorspace built</u>		
<u>Phase 1</u>	<u>1,000 sq. m</u>	<u>2015-2019</u>
<u>Phase 2</u>	<u>4,860 sq. m.</u>	<u>2019-2022</u>
<u>Phase 3</u>	<u>18,520 sq. m.</u>	<u>2022-2026</u>
<u>Phase 4</u>	<u>10,650 sq. m.</u>	<u>2026-2030</u>
<u>Phase 5</u>	<u>24,850 sq. m.</u>	<u>2030-2036</u>
<u>No of jobs delivered at Welborne</u>	<u>5,735</u>	<u>2036</u>
<u>Number of Borough residents developing</u>		<u>Ongoing</u>

Indicator	Target(s)	Year
<u>relevant skills and finding employment in the development of Welborne</u>		
Amount of retail space provided at the District Centre:		
<ul style="list-style-type: none"> • Supermarket (convenience) • General A1 – A5 (comparison) 	1900-2500 sqm. (net) 3600 sqm. (net)	2026
Provision of a multi-purpose main community hub <u>centre</u> at the District Centre (based on 6,000 homes) <i>Comprised of:</i>	1800 sqm.	2022
<ul style="list-style-type: none"> • Community/art/culture space • Library space • Indoor sports space • Safer Neighbourhood Police space 	1000 sqm. 227 sqm 400 sqm. 168 sqm.	
Provision of a Primary care centre at Welborne	Space for 8 GP surgeries	2026
Education provision at Welborne:		
<ul style="list-style-type: none"> • Nursery 1 • Nursery 2 & 3 • Nursery 4 & 5 • Nursery 6 • Nursery 7 • Primary school 1 • Primary school 2 • Primary school 3 • Secondary school 	180 sqm. 360 sqm. 360 sqm. 180 sqm. 180 sqm. 3FE 2FE 2FE 7FE	2019 2022 2026 2030 2036 2019 2026 2030 2026
<u>Number of primary and secondary age children on site</u>		<u>Ongoing</u>
Number of net dwellings completed at Welborne	6000 dwellings (See table 11.2 below)	2036
Total number of new affordable dwellings delivered at Welborne (part of the total 6000 dwellings)	1800 dwellings	2036
Amount of Extra Care (or similar) housing for the elderly	16 units	2036
Average residential (internal) water consumption per person	105 litres per person per day	Ongoing
Proportion of homes in each phase meeting the Lifetime Homes (or equivalent) standards	<u>15% of completions in each phase</u>	Ongoing
<u>Percentage of Custom build homes</u>	<u>1% of completions in each phase</u>	<u>Ongoing</u>
Percentage of completed dwellings built to “Passivhaus” standards	<u>10% of completions in each phase</u>	Ongoing
Amount of community play/ sports provision delivered at Welborne (based on 6,000 homes):	<i>See Table 4.7 of the Welborne IDP (Stage 2) Report</i>	
<ul style="list-style-type: none"> • Artificial Grass Pitch • 1 x Bowling Green • 4 x Tennis Courts • Local play space (0-11 ages) 	685 sqm. 170 sqm. 670 sqm. per court 3900 sqm.	2022 2026 2022-2036 From 2016

Indicator	Target(s)	Year
• Neighbourhood play space (all ages)	(maximum 13 spaces) 3900 sqm.	From 2016
• Youth play space (12+ ages)	(maximum 8 spaces) 2600 sqm.	From 2016
• Play space equipment	(maximum 13 spaces) 42 pieces	From 2016
Additional amount of public open space delivered at Welborne (based on 6,000 homes):	<i>See Table 4.6 of the Welborne IDP (Stage 2) Report</i>	
• Parks & amenity space	<u>1.5ha per, 1,000 population</u>	Ongoing
• Allotments	<u>0.13ha per 1,000 population</u>	Ongoing
• Sports & Playing pitches (including shared school provision)	<u>1.2 ha per, 1,000 population</u>	Ongoing
• On-site semi-natural green space	<u>3ha per 1,000 population</u>	Ongoing
• SANGS (both on and off-site)	<u>Sufficient SANGS provided in agreement with Natural England to support each phase of development in place before development</u>	Ongoing
Transport infrastructure delivered at Welborne: BRT	At least three BRT buses an hour to serve the site.	2019
BRT	Full on-site routing for BRT	2026
M27 Junction 10 upgrades	Junction 10 upgraded to all-moves	2022
<u>Modal split for transport to/from Welborne – mode for travel to work</u>		<u>Ongoing</u>
Pedestrian and cycle links: Fareham - Wickham Welborne – Whiteley	100%	2022
Proportion of commercial and community development covered by Travel Plans		Ongoing

Table 11.2: Target Housing Completions

Year	Target completions	Target cumulative completions
2016/17	120	120
2017/18	180	300
2018/19	200	500
2019/20	320	820
2020/21	340	1160
2021/22	340	1500
2022/23	340	1840
2023/24	340	2180
2024/25	340	2520
2025/26	340	2860
2026/27	340	3200
2027/28	340	3540

2028/29	340	3880
2029/30	340	4220
2030/31	340	4560
2031/32	340	4900
2032/33	280	5180
2033/34	280	5460
2034/35	280	5740
2035/36	260	6000

Triggers for a Review

APPENDIX D

Schedule of Evidence and Background Documents

1. Key Submission Documents

ID#	Document Name	Date	Author
SD01	Fareham Borough Local Plan Part 3: The Welborne Plan Submission Version	Jun 2014	FBC
SD02	Schedule of Minor Changes to Fareham Borough Local Plan Part 3: The Welborne Plan Publication Version	Jun 2014	FBC
SD03	Fareham Borough Local Plan Part 3: The Welborne Plan Publication Version	Feb 2014	FBC
SD04	Duty to Co-operate Statement of Compliance	Jun 2014	FBC
SD05	Regulation 22(1)(c)) Statement	Jun 2014	FBC
SD06	Regulation 20 full representations on the Welborne Plan (redacted)	Jun 2014	FBC
SD07	Statement on the submission of the Welborne Plan and supporting documents to the Secretary of State - Regulation 22(3)(a)(iv)	Jun 2014	FBC
SD08	Library of Submission Documents	Jun 2014	FBC
SD09	Additions and Deletions to Adopted Proposals Map	Jun 2014	FBC
SD10	Library of Examination Documents	TBC	PINS
SD11	<u>Fareham Local Plan Self-Assessment Checklist for Conformity with the National Planning Policy Framework</u>	<u>Sep 2014</u>	<u>FBC</u>

2. National Documents

ID#	Document Name	Date	Author
ND01	By Design: Urban Design in the Planning System - Towards Better Practice	May 2000	DETR & CABE
ND02	Census 2001: Journey to Work Destination	Oct 2004	ONS
ND03	CIRIA C697 The SuDS manual	2007	CIRIA
ND04	Urban Design Compendium	2007	EP
ND05	Housing our Ageing Population: Panel for Innovation (HAPPI) Report	Jun 2009	HCA
ND06	HCA Employment Densities Guide (2 nd Edition)	2010	HCA
ND07	PADHI: HSE's land use planning methodology	May 2011	HSE
ND08	Planning Policy for Traveller Sites	Mar 2012	DCLG
ND09	Review of the barriers to institutional investment in private rented homes (The Montague Review)	Aug 2012	DCLG
ND10	Community Infrastructure Levy Guidance	Dec 2012	DCLG

ID#	Document Name	Date	Author
ND11	Census 2011: Long-term Health Problem or Disability	2013	ONS
ND12	Housing Standards Review Consultation	Aug 2013	DCLG
<u>ND13</u>	<u>Energy and Carbon Implications of Rainwater Harvesting and Greywater Recycling (Report: SC090018)</u>	<u>Aug 2010</u>	<u>EA</u>
<u>ND14</u>	<u>Building Regulations: Housing standards review (March 2014)</u>	<u>Mar 2014</u>	<u>DCLG</u>

3. Local Documents

ID#	Document Name	Date	Author
LD01	PUSH Strategic Flood Risk Assessment: Final Report	Dec 2007	Atkins
LD02	Green Infrastructure Strategy for the Partnership for Urban South Hampshire	June 2010	PUSH
LD03	PUSH Economic Development Strategy	Oct 2010	DTZ
LD04	Water Resources Management Plan 2009 (Final)	Sept 2011	Portsmouth Water
LD05	SDMP Phase II Final Report: Predicting the impact of human disturbance on overwintering birds in the Solent	Feb 2012	Stillman, West, Clarke & Liley.
LD06	South Hampshire Strategy: A framework to guide sustainable development and change to 2026	Oct 2012	PUSH
LD07	Transport Delivery Plan 2012-2016	Feb 2013	TfSH
LD08	East Hampshire Abstraction Licensing Strategy	Mar 2013	EA
LD09	Travellers Accommodation Assessment for Hampshire 2013	Mar 2013	Forest Bus
LD10	Winchester City Council Local Plan Part 1 – Joint Core Strategy (Adopted)	Mar 2013	WCC
LD11	Solent Disturbance and Mitigation Project Phase III: Towards an Avoidance and Mitigation Strategy	May 2013	FE & DTA
LD12	Water Resources Management Plan 2014 (Draft)	May 2013	Portsmouth Water
LD13	Solent Disturbance and Mitigation Project (SDMP) Briefing Note	Aug 2013	Solent Forum /SDMP Group
LD14	South Hampshire Strategic Housing Market Assessment	Jan 2014	GL Hearn for PUSH
LD15	Solent LEP Strategic Economic Plan	Mar 2014 (expected)	Oxford Economics
<u>LD16</u>	<u>Strategic Flood Risk Assessment Appendix C: Fareham Guidance Document</u>	<u>Dec 2007</u>	<u>Atkins (for PUSH)</u>
<u>LD17</u>	<u>Portsmouth Water: Final Water Resources Management Plan 2014</u>	<u>Aug 2014</u>	<u>Portsmouth Water</u>
<u>LD18</u>	<u>South Hampshire authorities – Duty to co-operate</u>	<u>May 2013</u>	<u>PUSH</u>

ID#	Document Name	Date	Author
LD19	<u>Report on the Examination into Havant Borough Local Plan (Allocations)</u>	<u>July 2014</u>	<u>PINS</u>
LD20	<u>The Solent Disturbance & Mitigation Project. Phase II - On-site visitor survey results from the Solent region.</u>	<u>Oct 2010</u>	<u>Fearnley, H., Clarke, R. T. & Liley, D.</u>
LD21	<u>Solent Waders and Brent Goose Strategy 2010</u>	<u>Dec 2010</u>	<u>King, D.</u>
LD22	<u>Changing patterns of visitor numbers within the New Forest National Park, with particular reference to the New Forest SPA.</u>	<u>Nov 2008</u>	<u>Sharp, J., Lowen, J. & Liley, D.</u>
LD23	<u>Report to the PUSH Joint Committee - Update on the progress of the PUSH Spatial Strategy 2016 - 2036</u>	<u>September 2014</u>	<u>PUSH</u>
LD24	<u>Protocol for PUSH involvement in the preparation of Local Development Documents</u>	<u>November 2009</u>	<u>PUSH</u>

4. County Documents

ID#	Document Name	Date	Author
HCC01	A Guide to Development Related Travel Plans	Jan 2009	HCC
HCC02	Housing Provision for Older People in Hampshire: Older Persons Housing Study	Nov 2009	HCC
HCC03	School Places: Framework and Analysis 2012-2016	Nov 2012	HCC
HCC04	Hampshire County Council Infrastructure Statement - Version 1	Dec 2012	HCC
HCC05	Fareham and Gosport Strategic Transport Infrastructure Plan	Oct 2013	HCC
HCC06	Hampshire Minerals and Waste Plan	Oct 2013	HCC
HCC07	Developers' Contributions Towards Children's Services Facilities	Dec 2013	HCC

5. Fareham Borough Documents

ID#	Document Name	Date	Author
FBC01	Your Fareham Your Future: A Sustainable Community Strategy for Fareham 2010 - 2020	Oct 2009	Network Fareham
FBC02	Fareham Residential Car & Cycle Parking Standards SPD	Nov 2009	FBC
FBC03	Fareham Housing Strategy 2010-2015	Apr 2010	FBC
FBC04	Private Sector House Condition Survey 2009 (Final Report)	Apr 2010	FBC & CPC
FBC05	Allotment Strategy for Fareham	Nov 2010	FBC
FBC06	Fareham Borough Statement of Community Involvement	Jan 2011	FBC
FBC07	Fareham Local Development Scheme	Mar 2012	FBC
FBC08	Fareham Community Infrastructure Levy: Charging Schedule	May 2013	FBC
<u>FBC14</u>	<u>Fareham Local Development Scheme Revised September 2014</u>	<u>Sep 2014</u>	<u>FBC</u>

ID#	Document Name	Date	Author
FBC15	<u>Equality Impact Assessment on Fareham Local Plan Part 3: the Welborne Plan</u>	<u>Aug 2014</u>	<u>FBC</u>
FBC16	<u>New Community North of Fareham Options Consultation</u>	<u>Jul 2012</u>	<u>FBC</u>

6. Sustainability Appraisal

ID#	Document Name	Date	Author
SA01	Sustainability Appraisal Scoping Report	Jul 2009	Urban Edge
SA02	Sustainability Appraisal: Scoping Report (update)	May 2012	Urban Edge
SA03	Sustainability Appraisal: Options Assessment	Apr 2013	Urban Edge
SA04	Sustainability Appraisal: Sustainability Report on the Draft Welborne Plan	Oct 2013	Urban Edge
SA05	Sustainability Appraisal: Sustainability Report on the Publication Draft Welborne Plan	Jan 2014	Urban Edge
SA06	SA/SEA and HRA Addendum	Jun 2014	Urban Edge
SA07	SA/SEA and HRA Second Addendum	Jan 2015	Urban Edge

7. Habitats Regulations Assessment

ID#	Document Name	Date	Author
HRA01	Habitats Regulations Assessment for the North of Fareham Strategic Development Area – Screening Letter	Jun 2009	Urban Edge
HRA02	Habitat Regulations Assessment: Baseline Data Review Report	May 2012	Urban Edge
HRA03	Habitat Regulations Assessment: Screening Statement	Apr 2013	Urban Edge
HRA04	Habitat Regulations Assessment: Appropriate Assessment Report on the Publication Draft Welborne Plan	Jan 2014	Urban Edge

8. Evidence Base by Topic

Masterplanning

ID#	Document Name	Date	Author
EV01	Refining the Fareham SDA Capacity Analysis Study	Jul 2009	DLA
EV02	Overview of Demographic Change: Chelmer Demographic Model	2011 & 2012	Cambridge Econometrics
EV03	Dynamic Demographic Analysis	Jun 2012	Cambridge Econometrics
EV04	Concept Masterplan Options Study	Aug 2012	LDA
EV05	Preferred Concept Masterplan Option Report	Apr 2013	LDA

ID#	Document Name	Date	Author
EV06	Concept Masterplan Final Report	Jan 2014	LDA
EV07	Environmental Noise Assessment	Jan 2014	Hoare Lea
EV38	Welborne Concept Masterplan Phasing Plan	Jun 2014	FBC
EV63	<u>Helping to create a 'Vision' for the North of Fareham Strategic Development Area: Report on the Fareham SDA stakeholder visioning workshop held on 27th March 2009</u>	<u>Mar 2009</u>	<u>Urban Design + Mediation</u>
EV64	<u>Helping to create a 'Vision' for the North of Fareham Strategic Development Area - Formulating Development Principles and Design Specifications: Report on the second Fareham SDA stakeholder visioning workshop held on 19th June 2009</u>	<u>Jul 2009</u>	<u>Urban Design + Mediation</u>

Employment

ID#	Document Name	Date	Author
EV08	Fareham Retail Study 2012 – NCNF Supplementary Retail Paper	Dec 2012	GVA
EV09	Final Paper on Employment and Workspace	Apr 2013	HJA
EV46	Welborne Employment Strategy	Nov 2013	Wessex Economics

Housing

ID#	Document Name	Date	Author
EV10	Fareham Borough Housing Need Assessment Final Report	Aug 2012	DTZ
EV11	Housing Market Assessment: Summary Report	Mar 2013	DTZ & WE
EV12	Build Out Rates Study	Nov 2013	GVA
EV60	<u>Private Sector Housing Condition Survey 2009</u>	<u>Apr 2010</u>	<u>FBC with CPC</u>

Transport

ID#	Document Name	Date	Author
EV13	Smarter Choices and Parking Study: Parking Standards Study	Jan 2012	Campbell Reith
EV14	Smarter Choices Study	Jan 2012	Campbell Reith
EV15	Transport Strategy	Mar 2013	PB
EV16	Transport Modelling Summary: Final Report	Apr 2013	PB
EV17	Transport Strategy (Final)	Jan 2014	PB
EV39	Welborne SRTM Modelling Analysis (Runs 1-4)	Nov 2012	MVA/TfSH
EV40	Welborne SRTM Modelling Analysis (Run 6)	Oct 2013	MVA/TfSH
EV41	Welborne SRTM Modelling Analysis (Run 7)	Oct 2013	MVA/TfSH
EV42	Welborne SRTM Modelling Analysis (Run 7a)	Dec 2013	MVA/TfSH
EV43	Welborne SRTM Modelling Analysis (Run 8a)	Dec 2013	MVA/TfSH

ID#	Document Name	Date	Author
EV44	Welborne SRTM Modelling Analysis (Run 8b)	Dec 2013	MVA/TfSH
EV45	Welborne SRTM Modelling Analysis (Run 9)	Nov 2013	MVA/TfSH
EV47	<u>Welborne M27 Junction 10 – Preferred Option Note</u>	<u>Apr 2014</u>	<u>HCC/FBC/HA</u>
EV48	<u>Welborne Plan Parking Strategy</u>	<u>Jan 2014</u>	<u>FBC</u>
EV50	<u>Welborne SRTM Modelling Analysis (Run 5)</u>	<u>May 2013</u>	<u>MVA/TfSH</u>
EV61	<u>South East Hampshire BRT Future Phases Study for Hampshire County Council</u>	<u>May 2012</u>	<u>Atkins</u>

Green Infrastructure and Landscape

ID#	Document Name	Date	Author
EV18	Landscape Study	Jul 2012	LDA
EV19	Implementation Plan Final Report (Indoor and Outdoor Sports Facilities Assessment)	Oct 2012	KKP
EV20	Archaeological Review (Update)	May 2013	HCC
EV21	Green Infrastructure Strategy	Feb 2014	LDA
EV51	<u>Green Infrastructure Strategy for the Borough of Fareham</u>	<u>Sep 2014</u>	<u>FBC</u>

Energy, Water and Waste

ID#	Document Name	Date	Author
EV22	Eco-Opportunities Study (Final Report)	Aug 2012	LDA & PB
EV23	District Energy Network: Outline Feasibility Study	Oct 2013	HCC
EV24	Potential New HWRC: Briefing Note	Jan 2014	HCC
EV56	<u>Welborne Plan - Wastewater Treatment</u>	<u>Sep 2014</u>	<u>Environment Agency</u>
EV57	<u>Welborne Wastewater Infrastructure: Preliminary Infrastructure Assessment</u>	<u>Aug 2014</u>	<u>Albion Water</u>
EV58	<u>Provision of Wastewater Services - Statement from Southern Water</u>	<u>Sep 2014</u>	<u>Southern Water</u>
EV59	<u>Welborne Wastewater Infrastructure: Initial Infrastructure Assessment</u>	<u>Sep 2014</u>	<u>Albion Water</u>

Infrastructure and Viability

ID#	Document Name	Date	Author
EV25	Infrastructure Funding Position Statement	Apr 2011	Almondtree Consulting
EV26	Major Infrastructure Funding Scoping Study: Fact File Update	Feb 2012	Almondtree Consulting
EV27	Infrastructure Delivery Plan Review 2013 Stage 1 Report	Feb 2013	AECOM
EV28	Outline Infrastructure Funding Strategy	Mar 2013	GVA
EV29	Infrastructure Delivery Plan 2014: Stage 2 Update Report	Jan 2014	AECOM
EV30	Stage 2 Viability Testing – GVA Approach, Assumptions & Results (Executive Summary)	Jan 2014	GVA
EV52	<u>Welborne Infrastructure Funding Strategy</u>	<u>July 2014</u>	<u>GVA</u>

ID#	Document Name	Date	Author
EV53	<u>Welborne Infrastructure Funding Strategy: Position Statement Update</u>	<u>July 2014</u>	<u>FBC</u>
EV54	<u>Welborne Infrastructure Funding Strategy (IFS) and Position Statement Update</u>	<u>Sep 2014</u>	<u>FBC</u>
EV55	<u>Site Promoter Representations on Welborne Infrastructure Funding Strategy</u>	<u>Sep 2014</u>	<u>FBC</u>

9. Local Plan Documents

ID#	Document Name	Date	Author
EV31	Fareham Borough Local Plan Part 1: Core Strategy (Adopted)	Aug 2011	FBC
EV32	Fareham Borough Core Strategy Inspector's Report	Jul 2011	Plns
EV33	Fareham Borough Local Plan Part 3: Welborne Plan (Draft)	Apr 2013	FBC
EV34	Fareham Local Plan Part 2: Development Sites and Policies DPD (Publication)	Feb 2014	FBC
EV35	Fareham Local Plan Part 2: Development Sites and Policies DPD (Submission)	Jun 2014	FBC
EV36	Welborne Planning Obligations and Affordable Housing Supplementary Planning Document	May 2014	FBC
EV37	Community Infrastructure Levy: 'First Review', Consultation on the Preliminary Draft Charging Schedule	May 2014	FBC
EV49	<u>Welborne Design Guidance SPD</u>	<u>Jun 2014</u>	<u>FBC / LDA</u>
EV62	<u>Residential Car and Cycle Parking SPD</u>	<u>Nov 2009</u>	<u>FBC</u>

10. Political Meetings and Decisions

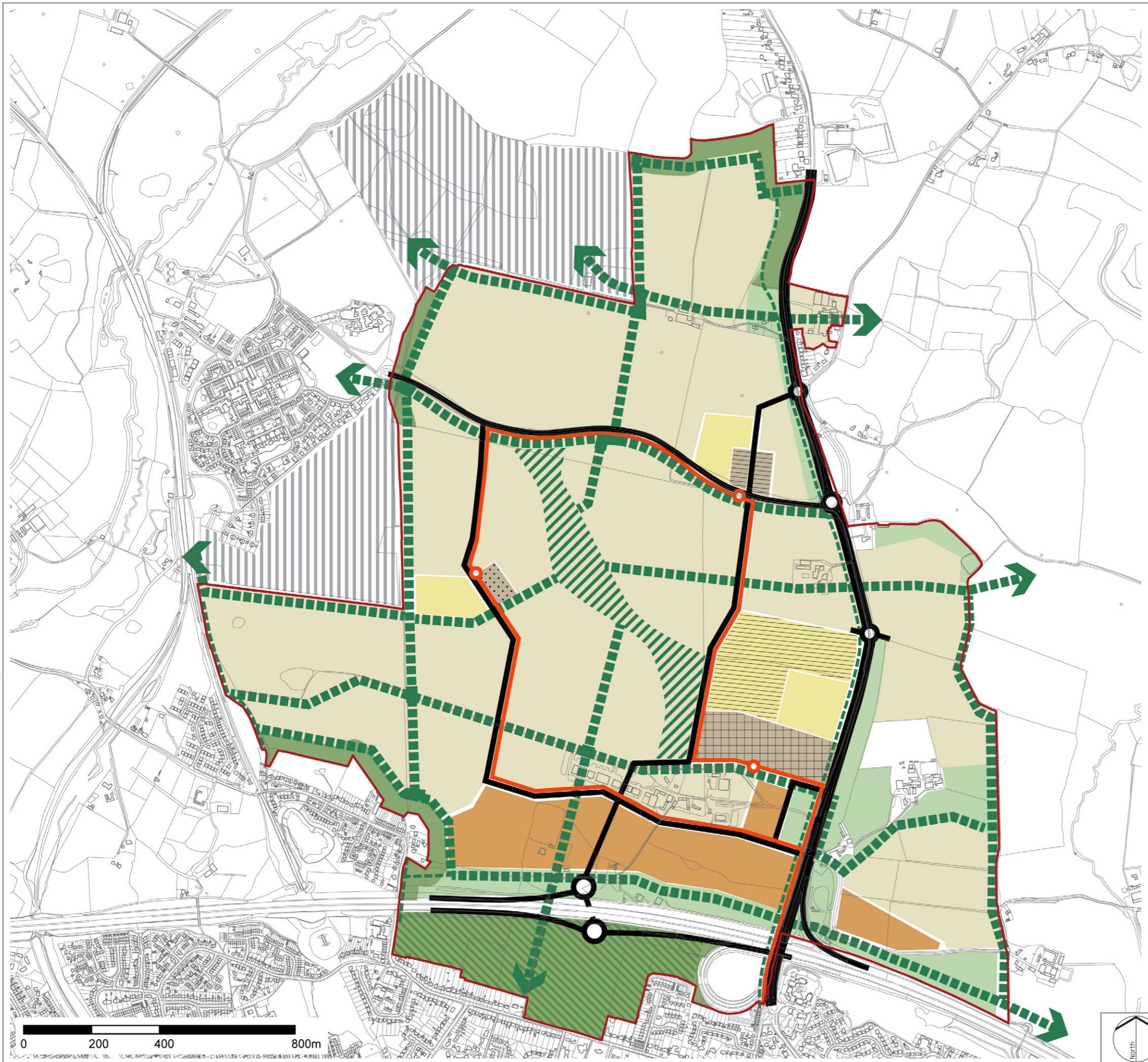
ID#	Document Name	Date	Author
FBC09	Council Meeting Summons	4 Aug 2011	FBC
FBC10	Minutes of Executive	15 Apr 2013	FBC
FBC11	Minutes of Executive	10 Feb 2014	FBC
FBC12	Minutes of Council	13 Feb 2014	FBC
FBC13	Schedule of Changes to Publication Draft Welborne Plan and Sustainability Appraisal Report Agreed under Delegated Authority	25 Feb 2014	FBC

11. Monitoring of the Core Strategy






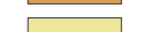

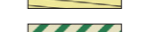





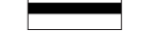



ID#	Document Name	Date	Author
AM1	Fareham Borough Annual Monitoring Report 2009-10	Dec 2010	FBC
AM2	Fareham Borough Annual Monitoring Report 2010-11	Dec 2011	FBC
AM3	Fareham Borough Monitoring Report 2011-12	Dec 2012	FBC
AM4	Fareham Borough Monitoring Report 2012-13	Feb 2014	FBC

APPENDIX E

Strategic Framework Diagram



LEGEND

-  Residential land
-  District Centre
-  Local Centre
-  Community Hub
-  Employment land
-  Primary school site
-  Secondary school site
-  Central park
-  Landscape buffers
-  Settlement buffers
-  Potential SANGS and Settlement Buffer
-  Strategic green infrastructure corridor
-  Primary street network
-  BRT route
-  BRT stop
-  Key pedestrian/cycle link
-  Potential SANGS and settlement gaps in the Winchester District

D	School location amended	DWe	07.01.15
C	Legend updated	PC	17.06.14
B	Note removed	PC	06.06.14
A	School location updated	PC	05.06.14
REV.	DESCRIPTION	APP.	DATE

LD A DESIGN

PROJECT TITLE
WELBORNE PLAN, FAREHAM

DRAWING TITLE
Revised Strategic Framework Diagram

ISSUED BY	Exeter	T: 01392 260430	
DATE	June 2014	DRAWN	DWe
SCALE@A3	NTS	CHECKED	PC
STATUS	Final	APPROVED	BF

DWG. NO. 3609_403 Rev D

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

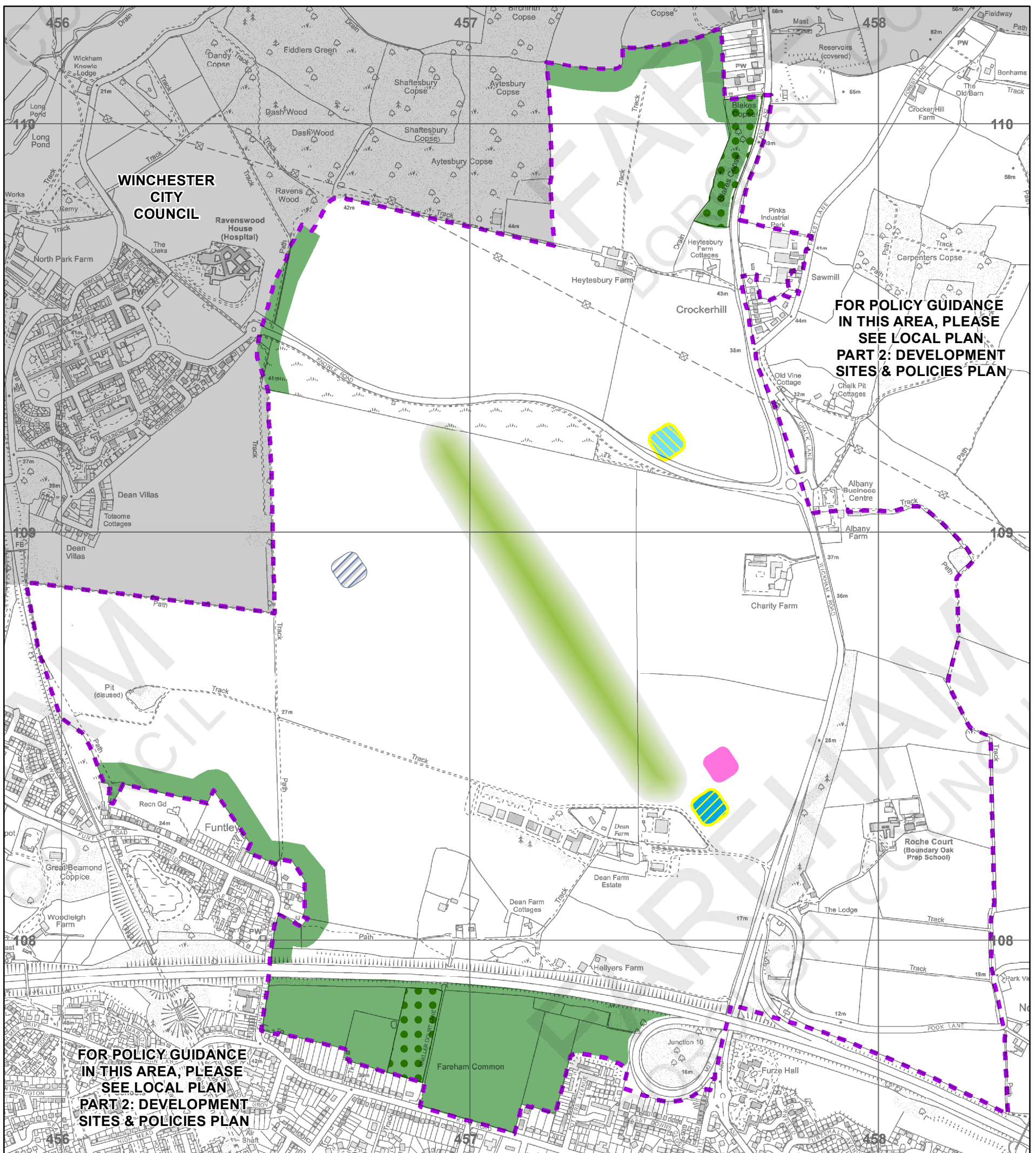
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Sources: Ordnance Survey...









APPENDIX F

Revised Extract of the Fareham Policies Map covering Welborne

WELBORNE POLICIES MAP



LEGEND

-  WELBORNE POLICY BOUNDARY (CS13, WEL1-4, WEL6-43)
-  SITES OF IMPORTANCE FOR NATURE CONSERVATION (CS4)
-  WELBORNE SECONDARY SCHOOL POTENTIAL APPROXIMATE LOCATION (WEL16)
-  WELBORNE SETTLEMENT BUFFERS (WEL5)
-  WELBORNE CENTRAL PARK APPROXIMATE LOCATION (WEL29)
-  WELBORNE LOCAL CENTRE APPROXIMATE LOCATION (WEL11)
-  WELBORNE DISTRICT CENTRE APPROXIMATE LOCATION (WEL10)
-  WELBORNE COMMUNITY HUB APPROXIMATE LOCATION (WEL12)

1:10,000



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Scale 1:10,000

Appendix 2 – Part 2

Additional typographical, grammatical and consistency changes to the Welborne Plan – Adoption Version

Plan Ref.	Description of change	Purpose
Page 2, Para 1.6	<i>Removal of 2nd sentence:</i> “At the conclusion of the examination, following publication of the Planning Inspector’s report, the intention of the Council is to adopt the Welborne Plan as Part 3 of Fareham’s Local Plan.”	For clarity – sentence unclear and unnecessary.
Page 3, Figure 1.1	<i>In the “Independent Examination” box, change of dates from</i> “July 2015 - April 2015” to “July 2015 – May 2015” <i>In the “Adoption of the Welborne Plan” box, change of dates from:</i> Change of date from “Spring 2015” to “June 2015”	To accurately reflect the examination and adoption timeframe
Page 4, Para 1.9	<i>Removal of 2nd sentence from “Local Plan Part 2” bullet</i> “This document is subject to examination by the Planning Inspectorate from autumn 2014 through to spring 2015”	For clarity – sentence unnecessary and out of date.
Page 4, Figure 1.2	<i>Insertion of date within Development Sites and Policies and Welborne Plan boxes:</i> “Adopted June 2015”	For clarity and consistency with all parts of the Fareham Development Plan
Page 10, Para 1.44	<i>Deletion of last bullet:</i> “Incorporating a ‘deferral of contributions’ approach to infrastructure and affordable housing delivery to manage viability issues phase-by-phase”	To reflect the deletion of “Deferral of Contributions” approach as detailed by minor modification AM57.
Page 12, Para 1.55	<i>Amendment to 1st sentence:</i> “The Welborne Plan includes a Policies Map (Appendix B.3) which, once the Plan is adopted, will reflect a revision is an inset of the Local Plan Policies Map for the whole Borough, updating that map to reflect <u>and reflecting only</u> the policies within the Welborne Plan.”	For grammatical clarity

Page 21, Para 3.2	<i>Removal of “and potentially sports pitches” from 3rd sentence.</i>	Consequential change as a result of main modification (MM9) on the amendment to allocate a single secondary school location adjacent to the District Centre.
Page 32, Para 3.54	<i>Insertion of “DSP6” within 2nd bullet</i>	To reflect main modifications to the Development Sites & Policies Plan
Page 81, Footnote 108	<i>Insertion of “for extra care schemes” after “minimum viable size”</i>	For clarity
Page 89, Para 7.20	<i>Amendment to 5th sentence:</i> “The Transport Strategy outlines those options which have been the subject of testing with the SRTM so far and sets out <u>the</u> characteristics <u>of</u> each <u>option</u> .”	For grammatical clarity
Page 130, Para 10.50	<i>Deletion of 2nd sentence:</i> “This review is under way and the intention is to adopt the reviewed CIL charging schedule at the same time as the Welborne Plan in early 2015” <i>Amendment to start of 3rd sentence:</i> “ The aligning of the review of CIL and the examination and adoption of the Welborne Plan <u>It will also provide clarity....</u> ”	To reflect change in timescale for CIL charging schedule review.
Glossary	<i>Deletion of 2nd sentence of Publication Draft:</i> “ This version of the Welborne Plan is the ‘publication draft’, as it is being published for consultation ahead of submission later in 2014. ”	To reflect current timeframe and status of Plan.
Throughout	<i>Change “Solent Disturbance and Mitigation Project (SDMP)” to Solent Recreation and Mitigation Partnership (SRMP)”</i>	To reflect name change of organisation
Throughout	<i>Change of term from “site landowners” to “site promoters”</i>	For consistency
Throughout	<i>Change “Highways Agency” to “Highways England”</i>	To reflect name change of organisation

Fareham Local Plan

Shaping Fareham's Future

Local Plan Part 3: The Welborne Plan

**June 2015
Adoption Version**

Fareham Borough Local Plan Part 3: The Welborne Plan

The Welborne Plan forms Part 3 of the Fareham Borough Local Plan and follows on from the adopted Fareham Borough Local Plan Part 1 (Core Strategy). Alongside Local Plan Part 2: Development Sites and Policies, these Plans provide the Borough with policies to encourage growth and investment in housing and jobs, whilst providing protection to the natural environment.

All three parts of the Borough's Local Plan together with the Hampshire Minerals and Waste Plan (2013) form the Development Plan for Fareham Borough. The Development Plan is unique to each local authority area and provides the statutory framework or 'rules' for guiding decisions on planning applications in the area.

Local Plan Part 3: The Welborne Plan was subject to examination by an independently appointed Government Planning Inspector, David Hogger BA MSc MRTPI MCIHT between July 2014 and May 2015.

Further information on the Welborne Plan is available on the Council's website (<http://www.fareham.gov.uk/planning/>). For any enquiries on the Welborne Plan please contact a member of the Planning Strategy team at Fareham Borough Council at:

Email: planningpolicy@fareham.gov.uk
Telephone: 01329 236100

Address: Planning Strategy and Regeneration
Department of Planning and Development
Fareham Borough Council
Civic Offices
Civic Way
Fareham
PO16 7AZ

For more detailed information and guidance on the planning system, visit the Department for Communities and Local Government website at www.gov.uk/government/policies/giving-communities-more-power-in-planning-local-development/supporting-pages/local-plans.

This document and all other Local Plan documents are available in large print and other languages. Please call 01329 236100 to request any other format.

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Abbreviations

AMR	Annual (or Authorities) Monitoring Report
AQMA	Air Quality Management Area
BOA	Biodiversity Opportunity Area
BRE	Building Research Establishment
BREEAM	Building Research Establishment Environmental Assessment Method
BRT	Bus Rapid Transit
CHP	Combined Heat and Power
CS	Core Strategy
DCLG	Department for Community and Local Government
EA	The Environment Agency
ESCo	Energy Services Company
ETS	Emerging Transport Strategy
FBC	Fareham Borough Council
GI	Green Infrastructure
GP	General Practitioner
HCC	Hampshire County Council
HRA	Habitats Regulation Assessment
HWRC	Household Waste Recycling Centre
JVHC	Joint Venture Housing Company
LLFA	Lead Local Flood Authority
LTP3	Local Transport Plan 3
LTSIP	Long Term Strategic Implementation Programme
MUGA	Multi Use Games Area
MUSCo	Multi-Utility Services Company
MSA	Mineral Safeguarding Area
NCNF	New Community North of Fareham
NHS	National Health Service
NPPF	National Planning Policy Framework
ONS	Office for National Statistics
PCT	Primary Care Trust
PDL	Previously Developed Land
PTP	Personalised Travel Plan
PUSH	Partnership for Urban South Hampshire
R&D	Research and Development
RSPB	The Royal Society for the Protection of Birds
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SAM	Scheduled Ancient Monument
SANGS	Suitable Alternative Natural Green Space
SD	Sustainable Development
SDA	Strategic Development Area
SDC	Strategic Design Code
SDMP	Solent Disturbance and Mitigation Project
SEA	Strategic Environmental Assessment
SEERA	South East England Regional Assembly
SEP	South East Plan
SHMA	Strategic Housing Market Assessment
SINC	Sites of Importance for Nature Conservation
SPA	Special Protection Area
SPD	Supplementary Planning Document

Abbreviations

SPZ	Source Protection Zone
SRTM	Sub-Regional Transport Model
STPC	Sustainable Travel Plan Co-ordinator
STW	Sewage Treatment Works
SuDS	Sustainable Drainage Systems
SWMP	Site Waste Management Plan
TAP	Town Access Plan
TfSH	Transport for South Hampshire
WCC	Winchester City Council
WDA	Waste Disposal Authority
WDLPP1	Winchester District Local Plan Part 1
WRAP	Waste Resources Action Programme
WWTW	Waste Water Treatment Works

Note regarding terminology within this plan

The following standard approach has been used within **the policies** set out within this plan:

- “**shall**” indicates a policy requirement;
- “**should**” indicates a recommendation or something that is being particularly encouraged;
- “**may**” indicates something that would be considered permissible;
- “**can**” indicates a possibility or a capability.

Chapter 1

Introduction and Planning Context

The Welborne Plan

- 1.1 In May and June 2013 the Council consulted on a first draft of the Welborne Plan¹ and a Sustainability Appraisal Options Assessment. In response to that consultation, over 220 groups, organisations and individuals submitted comments. Summaries of these responses can be found on the Council's website.² This was followed in October and November 2013 with consultation on a Sustainability Appraisal Report which assessed all of the policies within the Draft Welborne Plan against the established sustainability appraisal framework.³
- 1.2 The 'Publication' draft of the Welborne Plan was published in February 2014 for a period of representations, following the completion of which the Plan was submitted to the Secretary of State in June 2014 for independent examination.
- 1.3 The purpose of the independent examination is to consider whether the Welborne Plan is **legally compliant** (i.e. if it has been prepared in accordance with the law set out in planning legislation) and whether it is a '**sound**' plan. To be considered 'sound' a plan must meet the criteria set out in paragraph 182 of the National Planning Policy Framework (see extract below).

Extract from the National Planning Policy Framework: *Examining Local Plans*

182. *The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. A local planning authority should submit a plan for examination which it considers is "sound" – namely that it is:*

- **Positively prepared** – *the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;*
- **Justified** – *the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;*
- **Effective** – *the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and*
- **Consistent with national policy** – *the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.*

¹ Under Regulation 18 of the Town & Country Planning (Local Planning) (England) Regulations 2012 (known as the 2012 Regulations)

² http://www.fareham.gov.uk/PDF/planning/new_community/WelborneReg18Summary.pdf

³ The SA Framework was established through the SA Scoping Report and used to appraise policies and options in the SA of the Draft Plan.

Previous Consultation Stages and Next Steps

- 1.4 The Council is committed to consulting with and involving the local community, statutory bodies and all those who have an interest in the development of Welborne. Public consultation on establishing the principle of the new community pre-dates the preparation of the Welborne Plan and formed part of the Core Strategy preparation process. Since the start of 2012, the focus of engagement has been on the development of this plan. Details of the engagement opportunities that have been provided since this time are available in the Consultation Statement⁴ which accompanies this plan. In summary, these include:
- A public survey on options relating to housing, open space, community facilities and sustainable energy generation in February 2012;
 - Visits to various local primary schools and engagement with the Fareham Youth Council during spring 2012;
 - A series of five public exhibitions and a public survey on the masterplanning and other development options in July 2012;
 - Regular meetings and consultation workshops for the Standing Conference, comprising local community and landowner representatives as well as other interested parties;
 - A 6-week period of consultation on the Draft Welborne Plan in May and June 2013, including a further series of five public exhibitions.
 - A 6-week period of on the Proposed Submission Draft Welborne Plan in consultation starting in February 2014; and
 - A 6-week period of consultation on the Suggested Change to the Draft Welborne Plan identifying an additional alternative location for the Secondary School, starting in June 2014.
- 1.5 These and other opportunities provided interested parties, developers, residents and landowners with the chance to express their views on the issues and options that emerged during the early strategic masterplanning work as well as on all stages of preparation of the Welborne Plan. Following each of the consultation opportunities referred to above, the comments made were carefully reviewed and have been used to inform the next stage of the plan's development. Throughout this process, the Council has ensured that it has complied with its adopted Statement of Community Involvement.⁵
- 1.6 Following the completion of all consultation referred to in paragraph 1.4, the Welborne Plan (Submission version), evidence base, Sustainability Appraisal, Habitats Regulation Assessment and all representations submitted on the Publication Draft Welborne Plan were submitted to the Planning Inspectorate for independent examination. The timeframe for preparation stages of the Welborne Plan are presented in Figure 1.1.

⁴ Welborne Draft Consultation Statement (FBC, February 2014) has been prepared to comply with Regulation 22(1)(c) of the 2012 Regulations.

⁵ http://www.fareham.gov.uk/planning/local_plan/statementcomminv.aspx

Figure 1.1: Stages in the Preparation of the Welborne Plan

- 1.7 The dates for all stages of Fareham's Local Plan documents can be found in the Local Development Scheme⁶. A copy of this document can be found on the Borough Council's website and paper copies are available for inspection at the Civic Offices and local libraries.

Fareham's Development Plan

- 1.8 Fareham's Development Plan is the statutory Development Plan for the Borough of Fareham and is an important document for the future planning of the area, providing the basis for determining all planning applications. Fareham's Development Plan consists of the 'Local Plan' which is produced by Fareham Borough Council and the adopted Hampshire Minerals and Waste Plan which is produced by Hampshire County Council.⁷
- 1.9 Fareham's 'Local Plan' has three parts, of which this Welborne Plan is the third part (see Figure 1.2). The other parts of the Local Plan are:
- **Local Plan Part 1 (Core Strategy)⁸** - This is already in place, having been adopted by the Council in August 2011 and sets out the vision, objectives and overall development strategy for the Borough up to 2026 and;

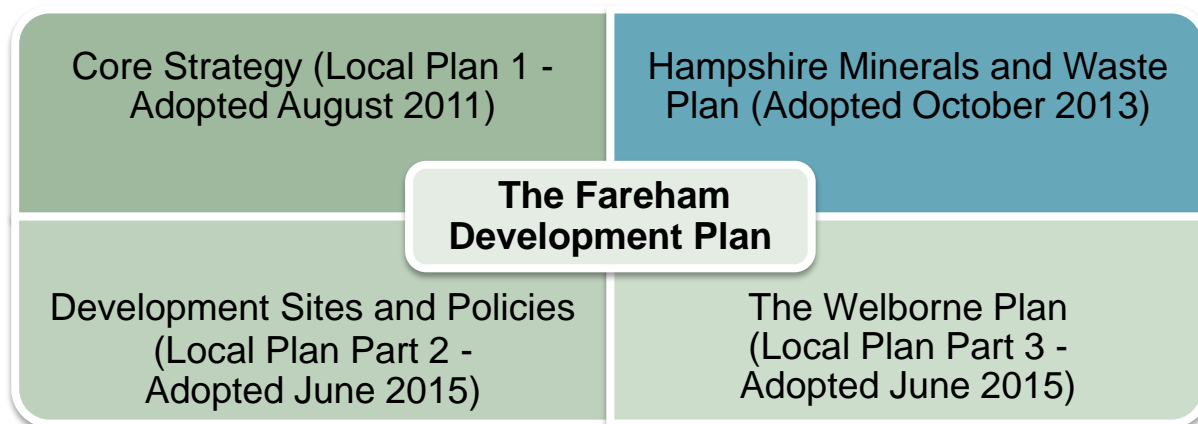
⁶ http://www.fareham.gov.uk/PDF/planning/local_plan/MCH-140227-LDS-Final-Feb-2014.pdf

⁷ <http://www3.hants.gov.uk/mineralsandwaste/planning-policy-home.htm>

⁸ http://www.fareham.gov.uk/planning/local_plan/adoptedcorestrat.aspx

- **Local Plan Part 2 (Development Sites and Policies)⁹** - This part of the Local Plan sets out the Council's approach to managing and delivering development in the rest of Borough, outside of Welborne, for the period to 2026.

Figure 1.2: The Fareham Development Plan



The Purpose of the Welborne Plan and its Relationship with other Parts of Fareham's Local Plan

- 1.10 The Welborne Plan is a site-specific plan which sets out how the new community of Welborne, to the north of the M27 Motorway at Fareham, should take shape over the period to 2036. The Welborne Plan forms part of the Council's statutory Development Plan. This plan should be read and interpreted as a whole and alongside the other parts of Fareham's Development Plan.
- 1.11 The Core Strategy established the new community as a Strategic Development Area (SDA) within a broad location called the 'area of search', but did not allocate the site for development or establish firm policy boundaries. These aspects form an integral part of this plan. In addition, the Welborne Plan establishes a policy and delivery framework which provides clear and consistent guidance to ensure that the Council's vision and objectives for Welborne can be achieved, and that the plan is consistent with the established approach in the adopted Core Strategy (Policy CS13). It does this by providing policy guidance and targets on the wide range of issues that relate to the initial development of Welborne as a new place.
- 1.12 The Core Strategy and the Welborne Plan are the relevant parts of the Local Plan to determine planning applications for the initial development of Welborne. In due course, detailed development management policies will be updated to provide guidance for determining planning applications at Welborne after the initial development of each phase is completed. These policies will be developed as part of an early review of the Fareham Local Plan. This local plan review will be timed to follow the agreement by PUSH of a new South Hampshire Strategy.

⁹ <http://modern.gov.fareham.gov.uk/documents/s4780/xpt-140210-r10-lje-Appendix%20A-Part%201.pdf>

Local Policy Context

Local Plan Part 1- Core Strategy

- 1.13 The policies within the Welborne Plan have been prepared within the framework of the adopted Core Strategy Policy CS13 (North of Fareham Strategic Development Area), which sets out the overarching policy approach and a set of high level development principles for the new community.
- 1.14 Within Policy CS13 a development range of between 6,500 - 7,500 dwellings was set as the target for the new community and this was the starting point for preparing the Welborne Plan. This overall level of development was considered to be deliverable based on evidence presented within a range of studies that supported the Core Strategy. However, it was recognised at the time that the final number of dwellings would depend on:
- The extent to which constraints present on the site could be mitigated;
 - The extent to which any significant impacts on designated European and nationally designated conservation sites could be fully mitigated;
 - The extent to which all the land identified within the area of search is made available and;
 - The average density of the residential development.
- 1.15 Policy CS13 sets out the need for the new community to provide environmental, social and physical infrastructure as well as retail and employment floorspace to support the development and to contribute towards meeting the development objectives of the South Hampshire Sub-Region. The aim was established that the new community should be as self-contained as possible, whilst complementing and supporting the established town centre of Fareham and other settlements in close proximity.
- 1.16 A clear position was set out in Policy CS13 that other locations in the Borough would not be developed in lieu of the development of the new community, regardless of the eventual capacity or the phasing of the development.
- 1.17 The policies within the Core Strategy have informed the preparation of the Welborne Plan and the Council has ensured that the plan, as presented here, is consistent with the Core Strategy. However, in preparing this plan, it has been necessary to undertake a formal review of the vision for Welborne and the high level development principles within Policy CS13. The outcome of this review is presented in Chapter 2.¹⁰

Local Plan Part 2 – Development Sites and Policies

- 1.18 The emerging Local Plan Part 2 (Development Sites and Policies) is not intended to apply to the Welborne policy area. The development management policies that will be required at Welborne, once the initial development is completed, will be produced as part of an early review of Fareham's Local Plan.

Hampshire Minerals and Waste Plan

- 1.19 As an adopted part of Fareham's Development Plan, the Hampshire Minerals and Waste Plan is now an important document for planning development at Welborne. Therefore, all of the policies within the Welborne Plan have been prepared to ensure

¹⁰ A detailed reasoned justification for the changes proposed to Policy CS13 was set out in Appendix A of the Draft Welborne Plan which was consulted on in April to June 2013.

they are consistent with relevant policies within the Minerals and Waste Plan.

Sustainable Community Strategy

- 1.20 “Your Fareham Your Future” is Fareham’s Sustainable Community Strategy for 2010-2020¹¹. It was prepared by Fareham’s Community Partnership, called ‘Network Fareham’, and was adopted in spring 2010 following public consultation in the summer of 2009.
- 1.21 This strategy sets out a vision for 2020 which includes the development of a new community to the north of Fareham. The priorities established in the strategy also included an increase in the provision of affordable housing and housing for vulnerable people as well as the need to improve support for local businesses by ensuring sufficient land is made available for business growth. This vision and the priorities identified in Sustainable Community Strategy have informed the proposals for Welborne and have been taken into account in the production of the Welborne Plan.

Wider Planning Context

South East Plan (2009) and the Localism Act 2011

- 1.22 The South East Plan (the Regional Strategy) was formally cancelled on 25 March 2013, following the enactment of the Localism Act 2011 and the conclusion by the Government of a Sustainability Appraisal process. The South East Plan no longer forms a part of the Fareham Development Plan, nor is it a material consideration for the determination of planning applications.

South Hampshire Strategy (2012)¹²

- 1.23 Fareham is a member of the Partnership for Urban South Hampshire (PUSH). The original driving force behind the North of Fareham Strategic Development Area (SDA) was the evidence submitted in 2005 by PUSH to the South East England Regional Assembly (SEERA), which was at the time responsible for producing the South East Plan. The proposal for the North of Fareham SDA was taken forward by SEERA as part of the South Hampshire Sub-Regional Strategy within the South East Plan. Although that plan has been cancelled by the Government, the new community of Welborne remains an important component of the South Hampshire Strategy which was refreshed and endorsed by the PUSH authorities in October 2012. This refresh did not give rise to any change to the housing or employment floorspace targets for Welborne during the South Hampshire Strategy plan period to 2026.
- 1.24 The refreshed South Hampshire Strategy is not part of the Fareham Development Plan. However, it guides PUSH authorities in the preparation of their development plans and provides a framework within which cross-boundary issues of strategic significance can be explored and agreed. Consequently, the Welborne Plan has been informed by the South Hampshire Strategy (2012).
- 1.25 PUSH has committed to undertake a review and update of the South Hampshire Strategy, to take account of the most up-to-date background evidence, including the Strategic Housing Market Assessment (SHMA), and to extend the timeline of the Strategy to 2036. At their meeting of 25th March 2014, the PUSH Joint Committee resolved to commence a proposed programme of work on the update commencing in

¹¹ Your Fareham Your Future: A Sustainable Community Strategy for Fareham 2010 - 2020

¹² http://www.push.gov.uk/work/housing-and-planning/south_hampshire_strategy.htm

April 2014, with publication of the final Strategy predicted for early 2016.

- 1.26 The Council is committed to review the Local Plan, and this is set out in the Council's Local Development Scheme (Revised September 2014), which was agreed at Fareham Borough Council's Executive Meeting on the 1st September 2014. The Council's timetable for the Local Plan Review allows the Authority to take account of the current review of the South Hampshire Strategy. The timetable for the review of the Local Plan is as follows:
- Summer 2016 – Consultation on Draft Plan (Regulation 18)
 - Summer 2017 – Publication of Proposed Submission Plan (Regulation 19)
 - Autumn 2017 – Submission to Secretary of State (Regulation 22)
 - Winter 2017 – Examination (Regulation 24)
 - Spring/Summer 2018 – Adoption of Local Plan (Regulation 26)
- 1.27 The Local Plan Review undertaken by the Council will be comprehensive in nature, updating and reviewing the adopted Core Strategy, Development Sites and Policies and Welborne Plans together, to form one Local Plan.

National Planning Policy Framework (NPPF)

- 1.28 The National Planning Policy Framework sets out national priorities and policies for planning and supersedes the suite of National Planning Policy Statements. The policies within the NPPF cover a number of key themes which include a presumption in favour of sustainable development and planning for strong, vibrant and healthy communities. There is an onus on sustainable local growth, particularly economic growth. The NPPF requires the Welborne Plan to be consistent with national policy. Consequently, the plan has been prepared in accordance with the National Planning Policy Framework (March 2012).

The Duty to Cooperate

- 1.29 The Localism Act 2011 sets out a duty for local authorities and other bodies prescribed by the Secretary of State to cooperate with each other in the preparation of local planning documents where there are cross-boundary issues of strategic importance to be resolved. This duty relates to sustainable development and land use matters that have a significant impact on one or more neighbouring authorities or on Hampshire County Council. The duty is reinforced by policies within the NPPF and requires local authorities to actively engage with each other on an on-going basis and to seek to reach agreement where possible. Although the duty requires on-going constructive engagement to be undertaken, it does not require an agreement to be reached or compel an authority to compromise on any particular issue where there is a good reason for the approach taken.
- 1.30 The Welborne Plan has been prepared through a process that is consistent with the Duty to Cooperate and the national policy on planning strategically across local boundaries. Throughout the Welborne Plan production process, engagement has been undertaken with relevant neighbouring authorities, the County Council and other bodies subject to the duty, such as the Environment Agency and Natural England. The process through which the Council has met the duty is set out in a background paper that supports this Welborne Plan.¹³

¹³ http://www.fareham.gov.uk/planning/new_community/intro.aspx

Sustainability Appraisal and Habitats Regulations Assessment

- 1.31 A statutory requirement of plan-making is to undertake a Sustainability Appraisal (SA), incorporating the Strategic Environmental Assessment, of the policies and proposals in an emerging plan. These combined assessments, which are referred to as the 'SA process', are designed to ensure that the social, environmental and economic effects of plans and policies accord with the aims of 'sustainable development'.
- 1.32 The SA process for the Welborne Plan has undergone a number of stages including publication of an updated Sustainability Appraisal Scoping Report in July 2012¹⁴, an Options Assessment Report in April 2013¹⁵ and a Sustainability Appraisal of the Draft Welborne Plan in October 2013¹⁶. The Sustainability Report¹⁷ that accompanies this Submission Welborne Plan presents the results of a detailed sustainability appraisal of the final strategic masterplan and of each of the policies within the plan.
- 1.33 To accompany the amendment to Policy WEL16 of the Publication Draft Welborne Plan regarding the location of the Secondary School, an Addendum to the combined Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA), and Habitats Regulations Assessment (HRA) was produced following submission of the Plan in June 2014¹⁸. This addendum report provided detailed assessment findings for an alternative secondary school location and was made available for public comment during July – August 2014.
- 1.34 A second SA/SEA Addendum report was published in January 2015¹⁹ to provide the information necessary under the SA/SEA and HRA to accompany the Main Modifications to the Welborne Plan, which the Council consulted on in January 2015.
- 1.35 Habitats Regulations Assessments (HRA) need to be undertaken for all Local Plans where there are likely significant effects on the nature conservation objectives of 'European sites.' These sites which have been designated under the European Union's Habitats Directive and the Birds Directive include Special Areas of Conservation and Special Protection Areas and Ramsar sites.
- 1.36 An updated HRA Baseline Evidence Review was published in July 2012, and the Draft Welborne Plan was 'screened' for its impact on these sites in April 2013²⁰. The screening report concluded that the Welborne Plan was likely to result in significant effects on European sites due to disturbance, atmospheric pollution, waste water discharge and impacts on supporting habitats. As such, an 'Appropriate Assessment' has been undertaken to identify any adverse effects on the European sites' integrity and it has put forward suitable avoidance and mitigation measures for inclusion in this plan. The Appropriate Assessment Report forms part of the HRA²¹, and was made available for public comment alongside the Publication Plan in February 2014.

¹⁴ The North of Fareham Sustainability Appraisal Scoping Report (Urban Edge, May 2012) updated a previous version of the SA Scoping Report for the new community that was published in July 2009.

¹⁵ Sustainability Appraisal for NCNF: Options Assessment (Urban Edge, April 2013)

¹⁶ Sustainability Appraisal on the Draft Welborne Plan (Urban Edge, October 2013)

¹⁷ Sustainability Appraisal on the Publication Draft Welborne Plan (Urban Edge, January 2014)

¹⁸ SA/SEA and HRA for the Welborne Plan – Addendum (Urban Edge, June 2014)

¹⁹ SA/SEA and HRA for the Welborne Plan Modifications (Urban Edge, January 2015)

²⁰ Habitat Regulations Assessment for NCNF: Screening Statement (Urban Edge, April 2013)

²¹ Habitat Regulations Assessment for the Welborne Plan: Final Report (Urban Edge, January 2014)

- 1.37 In addition, the impact of the change to WEL16 on the Habitats Regulations Assessment was considered through the Addendum report in June 2014, whilst an HRA screening assessment of the Main Modifications was provided through the second SA/SEA and HRA Addendum Report in January 2015.

Evidence Base

- 1.38 National policy requires that a plan is justified and supported by evidence to show that the most appropriate strategy is chosen when considered against other reasonable alternatives. The Welborne Plan is supported by an extensive and up-to-date evidence base that has been developed over a number of years. This has been used to test the opportunities and constraints presented by the site and the options for taking forward the development in a way that reflects the vision and aspirations of the local community.
- 1.39 The result of this evidence work includes a detailed understanding of the area's capacity for development as well as the likely characteristics of the new community, the infrastructure requirements and the level of development required to meet the aims set by the Core Strategy. Collectively, this evidence base has helped to define and test the options that formed the basis of the approach in the Welborne Plan and has directly informed the development of the policies set out below. A full list of the evidence and background documents which support the Welborne Plan is provided within Appendix A.

Development Deliverability

- 1.40 Development viability is a key consideration for Welborne. The infrastructure requirements are substantial and delivering a successful, sustainable community will be a challenge. The National Planning Policy Framework requires plans to be deliverable and this means that the proposals set out in Welborne Plan should allow for competitive returns to willing landowners and site developers.²² Ultimately, the development will only proceed if it is viable.
- 1.41 Extensive high-level viability evidence has been undertaken during the preparation of the Welborne Plan and this has involved engagement with the site promoters and other key interested parties at various stages.²³ Nevertheless, the balance between the costs of development (including infrastructure provision) and the value that can be created, at a large complex development with a long build-out period, is not possible to accurately determine in advance. As the viability evidence demonstrates, schemes such as Welborne have very significant 'up-front' costs relating to key strategic infrastructure provision (such as fully upgrading Junction 10 of the M27 Motorway). Such front-loaded costs can weigh heavily on scheme viability in the early phases. However, as the development progresses and becomes more profitable, it is generally the case that the initial costs can be recouped and the viability of the scheme as a whole maintained.
- 1.42 Given the recent years of weaker market and economic conditions, the difficult relationship between costs and revenues during the early phases of schemes such as Welborne is exacerbated. Although there is now a consensus of opinion that market

²² National Planning Policy Framework, paragraph 173 (DCLG, March 2012)

²³ Welborne Stage 2 Viability Test Executive Summary (GVA, January 2014)

conditions will continue to improve, the rate of this recovery and how far it will go cannot be known at this stage. Therefore, the Council has needed to take a cautious view in developing assumptions for its viability evidence and its evidence supporting the build-out rates for housing and employment development, which are dependent on a long-term view of sales rates in each case.

- 1.43 On the basis of the outcomes of the high-level development viability evidence undertaken for Welborne, the Council remains confident that a viable and deliverable plan can be achieved over the plan period. Nevertheless, the high up-front costs of infrastructure required and the challenge posed by the lack of certainty about medium and long-term housing market recovery are acknowledged. Therefore, it has been vital that the Welborne Plan has been prepared in the context of a robust strategy to ensure that overall viability can be achieved as set out below.

Flexible approach

- 1.44 Given the lack of certainty about the future relationship between scheme costs and revenues, the Welborne Plan incorporates a flexible approach which will apply overall to how Welborne will be delivered and in particular to the masterplanning of the site and the infrastructure required. This process has largely been undertaken since publishing the Draft Welborne Plan in early 2013 and has involved extensive engagement with a wide range of interested parties. It includes:

- Providing greater masterplanning flexibility to site promoters through adopting the 'Strategic Framework' approach, rather than requiring adherence to the Council's Concept Masterplan;
- Re-considering the timing of infrastructure provision and the scope to utilise existing infrastructure capacity, where available;
- Examining more cost-effective ways to deliver infrastructure;
- A flexible approach to development phasing that would allow for revenue-generating development to be commenced earlier; and
- Reducing policy requirements, targets and standards, where they were not essential.

- 1.45 In taking forward this flexible approach, the starting point for the Welborne Plan is that the infrastructure delivery and contributions required, as demonstrated by the evidence base, will be delivered in full. Where, due to viability problems, any reduction or delay in infrastructure delivery is requested, this will need to be on the basis of a site-wide viability assessment that will need to accompany planning applications. This viability assessment will be subject to rigorous independent testing in order to determine the extent of reduction or delay required. In making such decisions, the Council will give considerable weight to the potential impacts that any reduction or delay in infrastructure might have on the overall sustainability of Welborne and the amenity of existing residents in Fareham and other nearby settlements.

Infrastructure Funding Strategy

- 1.46 Alongside preparing the Welborne Plan, the Council has been working with the site promoters and others on an Infrastructure Funding Strategy (IFS) for Welborne. The aim of the IFS is to provide a long-term blueprint for delivery of Welborne, which will assist all parties in coordinating their actions beyond the formal planning process. The IFS work builds upon the Infrastructure Delivery Plan by considering what options there are for funding the identified infrastructure, beyond developer contributions, and putting forward proposals to improve the finances and the quality of the development.

- 1.47 For a new community like Welborne, where the infrastructure requirements are considerable, the Council has to consider the full range of funding options to determine what scope there is to improve the viability and deliverability of a successful new community. The IFS work has already identified a number of short-term actions as well as possible approaches to be followed in the medium to long term. Key in the short term will be actions to improve the viability and delivery of the first phases of development, maximising the use of available funding and focusing on what is realistically needed to get the development underway.
- 1.48 The IFS work undertaken so far is a starting point, but there will be an on-going process of considering infrastructure requirements, priorities for delivery, viability of the development and the availability of funding, which will evolve with the preparation by the site promoters of comprehensive masterplanning and planning applications for the new development.

The Strategic Framework

- 1.49 As one of the most important parts of the evidence base, the Council has undertaken work to build an understanding of the character, capacity and constraints of the site to inform the distribution of land uses and the extent of the site area necessary to provide the required scale of the development. This work has involved 'concept masterplanning' and has strongly influenced the production of the Welborne Plan at each stage. The evidence work²⁴ has also been tested with the site promoters, community representatives and with other relevant bodies throughout the preparation of the Welborne Plan. It was also tested with the local community at public exhibitions and through an online public survey in July 2012 and subsequently through the consultation on the Draft Welborne Plan from April 2013 to June 2013 and the period of representations on the Publication Draft Plan from February 2014 to April 2014.
- 1.50 The culmination of this evidence work has been the production of a 'Strategic Framework' for Welborne. In essence, this framework consists of the policies within the Welborne Plan and the Strategic Framework Diagram, which is included within this plan at Appendix B.2. The role of the Strategic Framework is to guide the development of the new community and to provide a clear and robust basis for the more detailed 'comprehensive masterplanning' that will be developed by the site promoters to accompany the initial planning applications for development at Welborne.
- 1.51 It is important to stress that the Strategic Framework Diagram is indicative and does not seek to fix the exact location of the various spatial elements of the development, for example, the precise location of the District and Local Centres. This is important to provide flexibility in approach over the long build-out period required for Welborne. Nevertheless, this provides a robust basis for and demonstrates consistency with the policy approach within this plan.
- 1.52 As a further outcome of the evidence work that has underpinned the Strategic Framework, the Council has produced a final version of the Welborne Concept Masterplan,²⁵ building on the earlier versions tested at each stage of plan preparation.

²⁴ The work was described as the 'Welborne Concept Masterplan' and was produced for the Council in three stages between January 2012 and January 2014 by LDA Design. See Appendix A for more detail of these stages.

²⁵ Welborne Plan Concept Masterplan Final Report (LDA Design, January 2014)

This masterplan is a background evidence document and does not form part of the Welborne Plan. The role of the Concept Masterplan is to provide a more detailed expression of how Welborne might be developed in a manner consistent with the Strategic Framework and with Policy CS13 of the Core Strategy.

- 1.53 There is no intention for the site promoters to be constrained by the Concept Masterplan. Indeed, the Strategic Framework provides flexibility for a range of masterplanning solutions to be developed in a manner consistent with the policy approach. However, it was also important for the Council to demonstrate, in greater detail than the Strategic Framework Diagram, how a deliverable new community could potentially be designed to be consistent with the Strategic Framework.
- 1.54 The approach taken by the Strategic Framework is to set out the aspiration for the development of the whole of the new community to its 'finished state'. This reflects the requirement of Policy CS13 of the Core Strategy that the area should be planned in a comprehensive way that is linked to the delivery of key infrastructure. This approach is important as the development of Welborne will continue past the end date of the adopted Core Strategy (2026). The clear intention is that the area should be planned as a whole, rather than a series of incremental development parcels.

Policies Map

- 1.55 The Welborne Plan includes a Policies Map (Appendix B.3) which is an inset of the Local Plan Policies Map for the whole Borough, but reflecting only the policies within the Welborne Plan. Unlike the Strategic Framework Diagram, the Policies Map does 'fix' key elements of the Welborne development, where there is a justifiable case for doing so. These elements include;
- The extent of the plan boundary and therefore where the policies in this plan apply;
 - The defined location of the settlement buffers and the Sites of Importance for Nature Conservation; and
 - The (schematic) approximate location of the District Centre, Local Centre, secondary school, Community Hub and the central park.
- 1.56 In addition to the Policies Map for Fareham's Local Plan, the adopted Hampshire Minerals and Waste Plan also has a Policies Map which is relevant to the determination of planning applications for development at Welborne.

Structuring Plan and Comprehensive Masterplanning

- 1.57 As outlined above, the Strategic Framework provides the basis for the more detailed 'comprehensive masterplanning' which will be needed to establish the finer grain of detail about the form and layout of Welborne. This level of detail is not appropriate to provide within the Strategic Framework, but it will be required to allow planning applications for Welborne to be determined. This distinction is an important one, consistent with the Council's flexible approach to planning Welborne given the very long build-out period anticipated.
- 1.58 The comprehensive masterplanning will be produced by the site promoters rather than the Council and it will be expected to be fully consistent with the Strategic Framework set out within the Welborne Plan. However, to ensure that the comprehensive masterplanning process is properly coordinated across site ownership boundaries, it is

essential that a Structuring Plan for the whole of the Welborne site is prepared and agreed by the site promoters to ensure that the key items of infrastructure are delivered in a consistent and cohesive way, regardless of landownership or phasing. The Structuring Plan should develop the principles set out in the Strategic Framework Diagram (Appendix B.2) and show:

- The disposition of the main land-uses together with an agreed land budget;
- The access points and primary road network, including the BRT route;
- The location of the District and Local Centres and the Community Hub;
- The location of the schools;
- The main pedestrian and cycle routes throughout Welborne;
- The strategic green infrastructure, including the green corridors linking them;
- The areas proposed for SANGS; and
- The location of strategic utilities infrastructure, including for the supply of electricity and disposal of foul water.

1.59 The Structuring Plan and comprehensive masterplanning will need to accompany the initial planning applications and be agreed before any detailed or 'reserved matters' applications are determined by the Council.

1.60 As the term suggests, the comprehensive masterplanning will need to cover the whole of the Welborne site, irrespective of land ownerships. In particular it will need to address the issues arising from planning the development of a single cohesive new community on land in multiple ownerships. The Council's preference would be for the creation of a single comprehensive masterplan for the entire site, which could best deal with these issues of varying land ownerships. However, it is possible that the comprehensive coverage required could be achieved through more than one masterplan document, as long as these demonstrate clear coordination and are produced in full recognition of the site-wide planning issues, such as the requirement for strategic infrastructure.

Process for Determining Planning Applications

1.61 Planning applications within the Welborne Plan boundary will need to comply with the policies set out within this Plan and be consistent with the Strategic Framework Diagram (Appendix B.2), which together comprise the Strategic Framework for planning Welborne. All supporting text contained within this Plan which justifies the vision, objectives and policies should be considered 'reasoned justification'²⁶ for the purposes of interpreting the policy approach when planning applications are submitted. Where any conflict may arise between the 'bold' policy text and the supporting text, the policy text should prevail.

1.62 In addition, planning applications will also need to comply with other adopted parts of the Fareham Development Plan. Finally, planning applications should be consistent with any relevant guidance provided by adopted Supplementary Planning Documents (SPDs) that support the Fareham Local Plan, including the Welborne Design Guidance

²⁶ Within the meaning set out in Regulation 8(2) of the Town and Country Planning (Local Planning) (England) Regulations 2012.

SPD and the Welborne Planning Obligations and Affordable Housing SPD²⁷. These will be material considerations in the determination of planning applications.

- 1.63 It will be expected that planning applications for development at Welborne will be consistent with the comprehensive masterplanning for the site, once this has been agreed with the Council. This masterplanning will need to be kept under review by site promoters, in accordance with the approach set out in Chapter 3.

Monitoring and Implementation

- 1.64 The Council will monitor the implementation of the policies and proposals within this plan and assess the plan's effectiveness in delivering a new community that meets the vision and the requirements of the Core Strategy and the objectives set out in Chapter 2 of this plan. Chapter 11 sets out the monitoring framework.
- 1.65 The outcome of monitoring will be published as and when necessary on the Council's website within an 'Authorities Monitoring Report'. This report will set out how effectively the policies within this plan are working and will identify any changes that are required to the planning policy approach for Welborne.

²⁷ See Chapter 4 (Character Areas, Design Principles and Heritage Assets) for details about the Welborne Design Guidance SPD and see Chapter 10: Delivering the New Community for details about the Welborne Planning Obligations SPD.

Chapter 2

Vision, Objectives and Development Principles

The Vision for Welborne

- 2.1 The current vision for Welborne is set out in paragraphs 5.73 to 5.78 of the Core Strategy. The vision represented the views and aspirations of Fareham Borough Council at the time the Core Strategy was adopted and was informed by extensive community engagement.²⁸ This vision has influenced and guided the preparation of this Welborne Plan.
- 2.2 However, as set out in the Draft Welborne Plan, it was necessary to review and update the vision for Welborne to reflect changes since the Core Strategy was prepared.²⁹ This review was undertaken as part of the concept masterplanning work³⁰ and took account of the recent evidence base for the new community. It also reflected on a wide range of local and national factors that have influenced the planning context and the Council's aspirations for Welborne. These included the aspiration to promote Welborne as a new 'garden community'. The review sought to apply a 21st century interpretation of the long-established 'garden city principles' and redefine them in a contemporary way which provided a response to the specific locality of the site.
- 2.3 Following this review, the revised vision was consulted on within the Draft Welborne Plan in mid-2013. Consequently, the vision set out within paragraphs 5.73 to 5.78 of the Core Strategy is superseded by the following:-
- 2.4 *"A distinct new community set apart but connected to Fareham, whose spirit, character and form are inspired by its landscape setting.*
- 2.5 *Welborne will create a diverse and well integrated new community. It will encourage 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 ageing population. There will be a range of accessible new jobs created which contribute towards meeting the employment needs of this diverse new community.*
- 2.6 *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.*
- 2.7 *The development will have a distinctive character. Its layout and design will complement local topography, landscape features and historic structures to produce a*

²⁸ See Paragraph 5.79 of the Core Strategy

²⁹ See paragraphs 2.2 – 2.18 of the Draft Welborne Plan (FBC, April 2013)

³⁰ NCF Preferred Concept Masterplan Option Report (LDA Design, April 2013)

place that is distinctive whilst responding to its wider context. It will encourage contemporary design in a manner that is flexible and is capable of accommodating change.

- 2.8 *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.*
- 2.9 *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.*
- 2.10 *Socially and economically Welborne will complement rather than compete with the surrounding settlements and it will allow existing residents to benefit from the new facilities."*

Objectives

- 2.11 The objectives are specific to Welborne and emerged from the concept masterplanning and vision review process. They are the fundamental things that need to be achieved for the Welborne vision to be delivered. The four objectives are stated below, along with an explanation of what they mean for Welborne and its neighbours. The right hand column refers to specific policies that will enable the objectives to be achieved:-

1. Welborne will comprise deliverable and viable development that will support a diverse, balanced, integrated and interacting community.

The Welborne Plan will make this possible by facilitating:-	See Policies:-
<i>A mix of deliverable development types, sizes, tenures and governance that meet the needs of a growing and thriving community at each phase of development.</i>	WEL2, WEL3, WEL9 - 12, WEL17 - 21 and WEL41
<i>A diverse mix of uses, layouts and connections that create and sustain a successful, vibrant, inclusive and cohesive community.</i>	WEL3, WEL4, WEL9 - 12, WEL17 – 22, WEL29 and WEL32
<i>A range of employment development which provides opportunities for residents and (along with the community services and facilities) encourages self-containment.</i>	WEL2, WEL3 and WEL9 - 16
<i>Flexibility of land and building use that allows adaptation to changing needs and opportunities over time to ensure that the development remains viable and continues to reflect market demand.</i>	WEL4, WEL17 – 21, WEL41 and WEL42

2. Welborne will respond positively to its distinctive and diverse landscape setting and surrounding countryside.

The Welborne Plan will make this possible by fostering:-	See Policies:-
<i>A strong sense of place and community identity that reflects</i>	WEL2, WEL5, WEL6,

<i>the qualities of the landscape in which it sits.</i>	WEL8, WEL33 and WEL34
<i>A place that draws heavily on its setting for design inspiration and urban form.</i>	WEL4, WEL6 – 8 and WEL32 - 34
<i>A community that uses its setting and identity to support its commercial success and long term economic viability.</i>	WEL2, WEL6 and WEL9 - 11
<i>Access to a wide range of natural assets, achieved through a network of interconnected multi-functional green links and spaces that serve the whole community and provide links to wider green networks.</i>	WEL2, WEL28 – 32 and WEL41

3. Welborne will be distinct from other settlements, but connected to them physically and functionally.

The Welborne Plan will make this possible by:-	See Policies:-
<i>Being designed as a separate, standalone settlement with a distinctive identity and physical buffers that distinguish it from Fareham, Wickham, Funtley and Knowle.</i>	WEL2 and WEL5
<i>Facilitating direct, safe and attractive connections between Welborne and surrounding settlements by sustainable transport modes.</i>	WEL2, WEL23-26, WEL28, WEL30 and WEL32
<i>Fostering improvements to the A32 as the principal connection between Welborne and Fareham and the route for the BRT, buses and other vehicles, supplemented by a choice of pedestrian and cycle connections.</i>	WEL2, WEL23 – 28, WEL32 and WEL41
<i>Providing for deliverable retail and leisure facilities of a scale and type compatible with and complementary to existing retail centres in Fareham and Wickham.</i>	WEL2, WEL10-13 and WEL41

4. The principles of sustainability will be embedded in every aspect of Welborne.

The Welborne Plan will make this possible by:-	See Policies:-
<i>Fostering the principles of sustainability and resource efficiency in all development types, including reductions in water consumption and carbon emissions arising from operational energy use in buildings and infrastructure.</i>	WEL2, WEL36, WEL37, WEL38 and WEL40
<i>Providing for a robust sustainable drainage system to be fully integrated into the network of open spaces.</i>	WEL2 and WEL39
<i>Planning for a distribution of uses and a network of places and connections to ensure that important day to day destinations and sustainable transport links are within easy walking distance from home and work, to discourage unnecessary use of the car.</i>	WEL2, WEL10 – 13, WEL15, WEL16, WEL26 – 28 and WEL32

Sustainable Development

- 2.12 At the heart of the National Planning Policy Framework is the presumption in favour of sustainable development and the policies contained within this plan are consistent with this approach. Proposals within the Welborne Plan policy boundary that are sustainable and which accord with the NPPF and the policies within the Fareham Local Plan will be approved.

- 2.13 Policy WEL1 below sets out how the Council will comply with the presumption in favour of sustainable development in relation to Welborne. This policy will be relevant in the determination of all planning applications within the Welborne Plan boundary area.

WEL1 - Sustainable Development

When considering development proposals, the Council will take a positive approach that reflects the "*presumption in favour of sustainable development*" contained in the National Planning Policy Framework. It will always work proactively with applicants to find solutions that enable proposals to be granted permission wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or where relevant policies are out-of-date at the time of making the decision, the Council will grant permission, unless material considerations indicate otherwise. This will include taking into account whether or not:

- i. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; and/or**
- ii. Specific policies in the National Planning Policy Framework indicate that development should be restricted.**

High Level Development Principles

- 2.14 Policy CS13 of the Core Strategy contains high level development principles that were intended to provide some clarity over certain important aspects of Welborne's development. These development principles have guided the preparation of the Welborne Plan. However, in light of the technical evidence work, the review of the vision referred to above and public consultation responses during plan preparation, these principles have been reviewed. The detailed outcomes of this review were set out in the Draft Welborne Plan.³¹ In addition to technical evidence, this review took into account the preceding engagement with the local community, neighbouring authorities, the site promoters and others.
- 2.15 In addition to the review referred to above, consultation on the Draft Welborne Plan highlighted a need for three further changes to the high level development principles:
- i. The specific cap on the level of employment floorspace expected at Welborne has been removed and the second principle revised in light of consultation responses and the most up-to-date employment evidence;³²**
 - ii. The terminology in the third and fourth principles relating to green infrastructure and biodiversity has been changed to bring it into line with current legislation and guidance and;**

³¹ See Appendix A of the Draft Welborne Plan (FBC, April 2013).

³² Welborne Employment Strategy (Wessex Economics, November 2013)

- ii. The overall target for affordable housing has been set at 30% following the most up-to-date viability and other evidence, which did not support a higher percentage target.³³

2.16 The resulting revised high level development principles are set out in Policy WEL2 below. This replaces the current set of high level development principles within Policy CS13 of the adopted Core Strategy.

WEL2 - High Level Development Principles

The high level development principles contained within Policy CS13 of the Core Strategy are superseded as follows:

- **The new development through its location, layout, housing and employment offers, transport links and social, economic and environmental aspects will form a functional part of Fareham and the wider South Hampshire area;**
- **The new development will create an inclusive and sustainable community that incorporates high standards of sustainable design, and resource efficiency and is resilient to climate change. Development will minimise energy usage, water consumption and carbon emissions;**
- **The development will provide a range of highly accessible employment opportunities, including dedicated employment floorspace, to reduce the need for commuting and contribute towards self-containment;**
- **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 (particularly with regards to priority habitats and species). The Green Infrastructure Strategy is based on the need 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, to achieve a net gain for biodiversity (particularly with regards to priority habitats and species), 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 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;**

³³ See in particular the Welborne Stage 2 Viability Testing Executive Summary (GVA, January 2014) and the South Hampshire Strategic Housing Market Assessment (GL Hearn, January 2014).

- **Green buffers will be incorporated into the layout to prevent coalescence with Knowle, Wickham, Funtley and Fareham.**
- **The following key principles apply in relation to transport:**
 - **To support the sustainability of the new community, the aim will be to create high levels of self-containment;**
 - **The development 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 be principally to / from the south via the A32 and junction 10 of the M27;**
 - **The rate of development will be linked to the funding and provision of the necessary transport infrastructure;**
 - **Carefully designed transport interventions will minimise the traffic impacts on the local and strategic road network and mitigate any environmental impacts;**
- **The development will incorporate a balanced package of measures 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;**
- **Each phase of the development will provide for a range of housing types, sizes and tenures, including affordable housing, to meet the needs of the community. The overall aim is to deliver 30% affordable housing, subject to development viability and funding being available;**
- **Each main phase of the development will fully integrate Sustainable Drainage Systems into the network of open spaces, to mitigate potential flood risk, allowing the new community to adapt to climate change whilst providing biodiversity benefits and enhanced recreational opportunities. The development must also provide for both on-site and off-site sewerage infrastructure;**
- **Each phase of the development will be well designed and incorporate development at a range of densities and building heights to create a series of attractive places with different and distinctive characters and that contribute overall to the creation of a varied but cohesive new community with a strong sense of place.**

Chapter 3

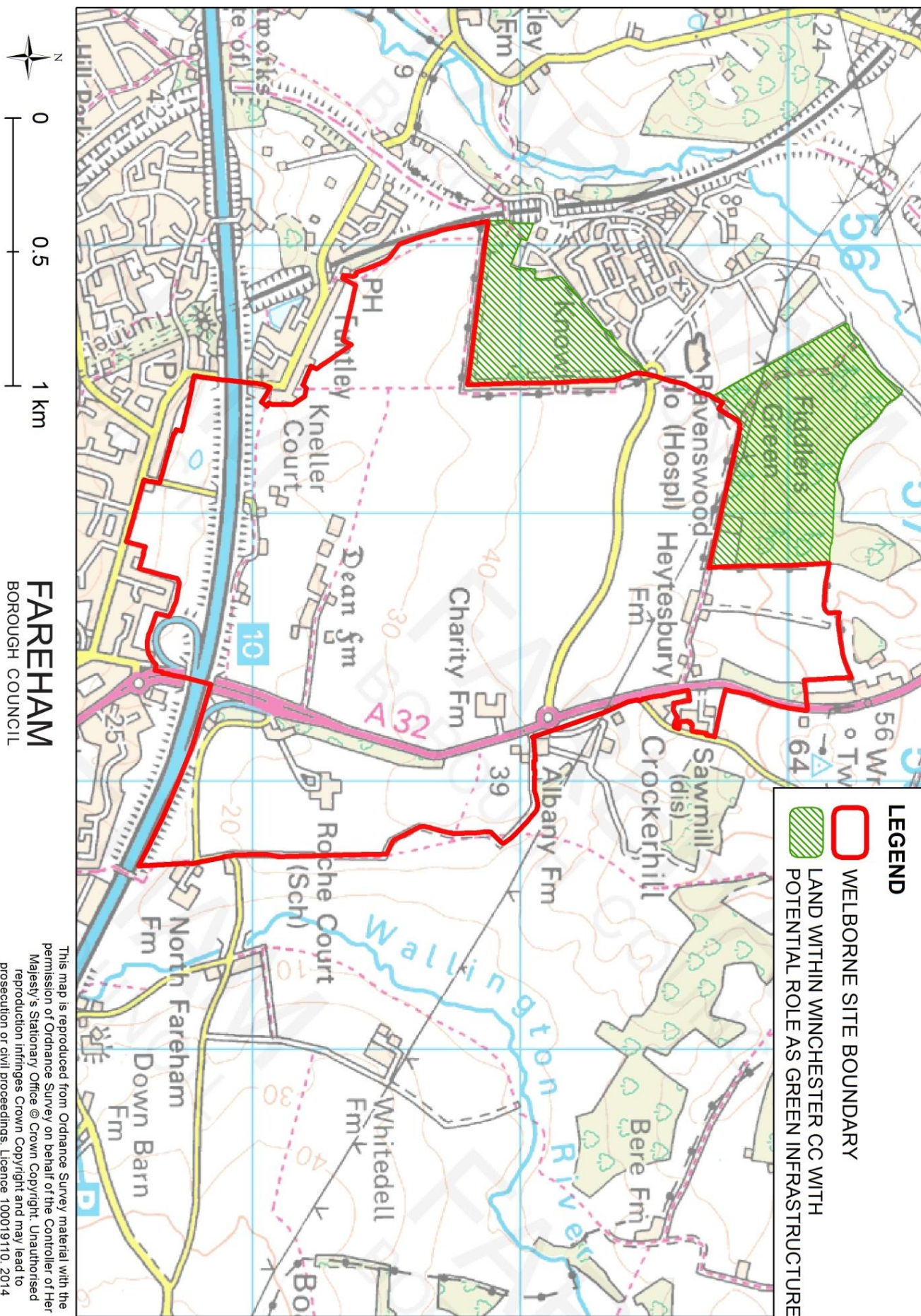
The Welborne Site

Site and Setting

- 3.1 The Core Strategy established a broad 'area of search' within which Welborne would be located. This area has subsequently been refined in light of technical evidence and consultation responses at earlier stages of the plan preparation. The resulting site area is shown in Figure 3.1 and covers approximately 371 hectares of mainly open countryside located to the north of the existing urban area of Fareham.
- 3.2 The village of Funtley lies to the south west of the site, with the village of Knowle to the west and Wickham a mile to the north. There are also approximately 38 hectares of land, known as Dash Wood, adjoining the north of the site within Winchester City Council's area which is likely to have a role in providing green infrastructure for Welborne. Finally there is a further 22 hectares³⁴ within Winchester City Council's area between Welborne and Knowle that will have a role in providing green infrastructure. These areas are shown on Figure 3.1.
- 3.3 The Welborne site is currently predominantly used for arable farming with some light industrial and commercial buildings at Dean Farm, Charity Farm and Crockerhill. There are also farmsteads, a few isolated residential properties and an independent preparatory school, called Boundary Oak School, at Roche Court.
- 3.4 The site's broad landscape context is defined by the valley of the River Meon to the west and by the heavily wooded 'Forest of Bere' landscape to the north. The east is defined by the rolling, chalk downland landscape of Portsdown Hill and the valley of the Wallington River, whilst the M27 motorway and the urban area of Fareham define the south. In general, the site slopes down towards the south, with the lowest lying land adjacent to the motorway. The highest point on the site is marked by a ridge to the north of Heytesbury Farm, with land further north falling away towards Wickham.
- 3.5 The vast majority of the site is north of the motorway, with the exception being the open land known as 'Fareham Common' which is located between the M27 motorway and Kiln Road in Fareham. There are two motorway junctions close to the site – Junctions 10 and 11. Junction 11, half a mile to the east of the site, is the main strategic access to Fareham and Gosport. Junction 10 lies within the site's southern edge, but only has east facing slip roads and therefore does not allow traffic to join the westbound carriageway or exit from the west. The A32 runs north-south through the site connecting Gosport and Fareham through Junction 10 to Wickham and rural areas to the north. Knowle Road is a relatively new link that connects the expanded Knowle village to the A32 and it is the only means of vehicular access to the village. There are a number of rural lanes and farm accesses within the site. The Portsmouth to Eastleigh railway line passes the western edge of the site and the nearest station is at Fareham to the south.

³⁴ Known as 'Knowle Triangle'

Figure 3.1: The Welborne Site



- 3.6 In a wider context, the site is situated between two major cities, being approximately 15 miles from Southampton to the west, and 8 miles from Portsmouth to the east. It is one mile south of the closest part of the South Downs National Park and about 15 miles east of the New Forest National Park. The nearest part of the coast at Cams Bay, part of Portsmouth Harbour, is within one mile and other locations along the Solent coastline are within a few miles.

Constraints, Capacity and Opportunities

- 3.7 The Welborne site has a number of features on and adjoining the site which ultimately affect the developable area (or built footprint) and development capacity. The constraints are illustrated on the 'Constraints Map' in Appendix B.1 and these have been taken into account in determining the overall developable area.

Utilities infrastructure

- 3.8 Two significant gas pipelines (high and intermediate pressure) run diagonally across the site. These necessitate development-free areas along the entire length of the pipelines within the site boundary. Due to Health and Safety standards, no development can take place within a zone of between 6 and 26 metres above each of the gas pipelines, depending on the pipeline size and construction. Furthermore, high occupancy facilities which are difficult to evacuate in an emergency, such as schools and hospitals, cannot be developed within a 195 metre exclusion zone of the gas pipelines³⁵.

- 3.9 High-voltage overhead power lines traverse the site to the north of and broadly parallel with the Knowle Road. Although there is no statutory health and safety exclusion zone associated with these, if they remain, they will represent a building height and density constraint to ensure that the lines can be safely accessed for repair.

- 3.10 High pressure water mains also run through the site, principally just west of the A32. These will either need to be avoided through the careful layout and design or diverted. Based on engagement with Portsmouth Water, the Strategic Framework has assumed that these will be diverted and will not impact on site capacity.

Traffic noise

- 3.11 The M27 motorway runs along much of the southern boundary of the site which means that traffic-derived noise poses a development constraint to the adjoining land. Equally, there is a proportionately smaller traffic-derived noise constraint to development along the A32. The Council has undertaken an assessment of environmental noise levels³⁶ to measure the extent of the current constraint on the undeveloped site. The Strategic Framework has taken this constraint into account and this has resulted in a number of changes in the parts of the site closest to the motorway to avoid proposing homes or other noise-sensitive land uses within the areas most constrained by noise.³⁷ Whilst the noise constraint will restrict residential development within the area subject to highest noise levels, this would not restrict other land uses, including employment and some types of green infrastructure.

³⁵ PADHI, HSE's Land Use Planning Methodology (Health and Safety Executive, 2011)

³⁶ Welborne Environmental Noise Assessment (Hoare Lea, January 2014)

³⁷ Based on World Health Organisation recommendations, the noise evidence concluded that homes should not be developed in areas where daytime environmental noise levels exceed 63 dBA.

Flooding and groundwater

- 3.12 The River Wallington flows to the east of the site. Although a limited amount of land immediately adjoining the river has been identified by the Environment Agency as flood zones 2 and 3, this lies outside of the site boundary. The Welborne site itself is at very low risk of fluvial flooding and there are no development constraints due to fluvial flooding within the site.
- 3.13 There is also a groundwater source protection zone (SPZ) in the eastern half of the site. Public drinking water is supplied from an aquifer covered by the SPZ, which is divided into three zones. No part of the site lies within zone 1, which is the inner protection zone where surface water run-off cannot usually be discharged, because this is where it travels most quickly to the source. Zones 2 and 3 of the SPZ extend over the eastern part of the site as shown on the Constraints Plan (Appendix B.1). However, surface water run-off can be discharged, through the use of sustainable drainage systems (SuDS), in zones 2 and 3 of the SPZ.

Minerals Safeguarding Area

- 3.14 The Hampshire Minerals and Waste Plan identifies a portion of the Welborne site as a Mineral Safeguarding Area (MSA) due to potential deposits of predominately clay, but also some sharp sand and gravel. The extent of the MSA is shown on the Constraints Plan (Appendix B.1)³⁸ and all development proposals within this area will need to demonstrate how they can comply with Policy 15 (Safeguarding – Mineral Resources) of the Minerals and Waste Plan.

Woodland and hedgerows

- 3.15 There are several areas of woodland, including ancient woodland at Blakes Copse in the north of the site and remnants of ancient woodland immediately east of the A32 near Boundary Oak School and in the west of the site on the boundary with Winchester City Council's area. These areas of woodland are not developable and will require buffers to the edge of new built development. There are also substantial woods to the north-west of the site, outside of the plan boundary, some of which are ancient woodland. Other constraints include some significant hedgerows and individual trees which will need to be retained and incorporated into the development.

Nature Conservation

- 3.16 There are two Sites of Importance for Nature Conservation (SINC) within the Welborne site, as indicated on the Constraints Map (Appendix B.1). The first is located on the west of Fareham Common and a second is at Blakes Copse, in the north of the site. SINC's are a local designation and both of those present at Welborne are within the settlement buffers and will therefore not be available for development.

Heritage

- 3.17 There are three listed buildings within the site, including two Grade II Listed Buildings at Roche Court, to the east of the A32, and a Grade II* Listed farmhouse at Dean Farm. The Strategic Framework has taken these assets into account and the policies within this plan have set out how development can proceed in a way that protects and enhances the character and setting of these buildings.
- 3.18 A buffer around Roche Court will be needed to protect its landscape setting and allow the Listed house, gatehouse and lodge to retain an association with the parkland

³⁸ This reflects the extent of the MSA shown on the Policies Map for the Hampshire Minerals and Waste Plan.

character of land within the Wallington Valley. The redevelopment of land surrounding Dean Farmhouse for residential use will provide opportunities to enhance the setting of the Listed farmhouse and secure its future use. This building is presently set within an area of commercial and light industrial premises.

- 3.19 There are also a number of Listed Buildings which fall outside of the site, but in close proximity to it, mainly to the east of the A32, including the Grade II Listed Crockerhill Mill House which immediately adjoins the Welborne boundary in the northeast of the site. In addition, the Grade II Listed church of St. Francis immediately adjoins the western edge of the site at Funtley. This edge forms part of the historic landscape setting of this church and will need to be conserved in some form. The potential impacts of Welborne on the character and setting of these heritage assets will need to be considered at the planning application stage.
- 3.20 There are two Scheduled Ancient Monuments which are located approximately a mile to the east of the site. The first of these is the Victorian Fort Nelson site and the second is a World War II Heavy Anti-Aircraft Gun placement site at Monument Farm, between Fort Nelson and the Welborne site. The presence of these sites of national significance reinforces the need for a detailed sensitive design response within the site areas closest to these monuments.
- 3.21 The known archaeological assets within the site have been assessed through preliminary desk-top and archive research by the Hampshire County Council Archaeology Service³⁹ and separately by the site promoters. This research has suggested that, with the exception of the Neolithic Long Barrow, there is unlikely to be any significant archaeology within the site which would constrain development. However, more detailed site investigations will be required at the planning application stage to understand the nature of the assets present, (which includes the site of a Neolithic long-barrow) in the centre of the Welborne site⁴⁰. These detailed studies will indicate the mitigation measures which will need to be implemented before development commences in areas close to the known archaeological assets.

Areas of high landscape sensitivity

- 3.22 The areas of highest landscape sensitivity are located at the extreme north of the site (north of Heytesbury Farm)⁴¹ and part of the land area to the east of the A32. These areas could still accommodate development but their inherent sensitivity to change means that the nature and form of development is constrained and will require specific design responses.

Settlement buffers

- 3.23 A number of settlement buffers have been identified within or adjoining the site to protect the individual identity of surrounding settlements and prevent coalescence. Green infrastructure provided at Fareham Common will provide a green buffer to Fareham and within this area there is a site of importance for nature conservation (SINC). There will be a green buffer between Welborne and the northern and eastern edges of Funtley. Green infrastructure on the land west of the site (within Winchester City Council's area) will provide for separation between Welborne and the village of Knowle. This buffer will be extended within the Welborne boundary northwards to Dash

³⁹ Archaeological Review, Fareham SDA: Update (HCC, May 2013)

⁴⁰ This is indicated on the Constraints Map in Appendix B.1.

⁴¹ NCF Landscape Study (LDA Design, July 2012)

Wood. A landscaped buffer will be enhanced between Welborne and the existing residential properties extending south of Wickham along the A32. Blakes Copse, which is a locally designated SINC located alongside the A32, will contribute to this buffer. In addition, the ridge to the northern most point of the site is significant as it provides visual separation between urban areas of Wickham and Fareham so development will be set back from this ridge.

- 3.24 The defined settlement buffers between Welborne and surrounding settlements are allocations made by this plan and are shown on Appendix B.3 and on the Fareham Policies Map. These constitute a constraint to development in these areas as set out in Policy WEL5.

The Plan Boundary

- 3.25 The area covered by the Welborne Plan is shown in Figure 3.1, bounded by a solid red line and covers a total of 371 hectares. This is the same boundary as shown on the Fareham Policies Map, an extract of which is included as Appendix B.3 of this plan. All of the areas included within the boundary were previously included within the original 'area of search' identified within the Core Strategy. The following areas are included within the plan boundary:

West of the A32 (Wickham Road)

- 3.26 This represents the main body of the site, stretching from the existing properties at Hoads Hill in the north, to the M27 Motorway in the south. The northernmost boundary from Martin's Copse to the Fareham- Eastleigh railway line also forms the boundary with Winchester City Council's area.

Fareham Common

- 3.27 This area south of the M27 Motorway and north of Kiln Road forms an important linkage between Welborne and Fareham whilst also providing separation between the two settlements and part of the open space for new and existing residents.

East of the A32 (Wickham Road)

- 3.28 The area from Albany Farm in the north to the M27 Motorway in the south is included as originally shown in the area of search, but including land only as far east as North Fareham Farm.

Crockerhill Industrial Park

- 3.29 The small area of land in existing industrial use to the east of the A32 is also included within the boundary and is located between the A32 and Forest Lane. The site is also known as 'Pink's Sawmill'.

Determining Overall Development Capacity

Defining the plan boundary

- 3.30 The plan boundary referred to above has emerged from a process of working with landowners over a number of years to identify and test the potential availability of land. This process was largely concluded by the time the Core Strategy was adopted in 2011. Subsequently in 2012, the first stage of the Welborne concept masterplanning developed four options for Welborne, based on different site areas and boundaries. These options were tested for their potential to achieve the vision and development principles set out within the Core Strategy and were subjected to public consultation in

July 2012. The preferred option to emerge from this process was consulted on in the Draft Welborne Plan in April 2013 (the same plan boundary is being carried forward in this Adopted Welborne Plan).

Defining the developable area

- 3.31 A robust process has been undertaken to define the extent of the developable area within the plan boundary. This has been achieved through the various stages of concept masterplan work, which has built upon earlier capacity work at the Core Strategy stage.⁴² Over the course of a number of years, this work has identified, tested and refined the key constraints, outlined above, which collectively have a direct effect on the development capacity of the site.
- 3.32 The effects of these constraints on potential land use were identified through a review of the Core Strategy evidence documents and tested by additional evidence work⁴³ and by regular engagement with landowners, statutory agencies, utility service providers and others. Based on this process, absolute constraints on development, such as utilities easements and buffers to existing settlements were removed from the developable area. Remaining constraints, such as the groundwater source protection zone and areas of high landscape sensitivity, served to influence decisions on proposed land uses and potential residential densities.

Establishing the land use mix

- 3.33 Consistent with the Core Strategy and the vision for Welborne, the concept masterplan, which informed the Strategic Framework, was developed with the intention of establishing a sustainable new 'garden community'. In particular, it aimed to ensure that the new homes are supported by employment opportunities, open space provision and community facilities, proportionate to the number of homes and sufficient to achieve sustainable development and to maximise the opportunities for self-containment.
- 3.34 The assumptions used in the concept masterplanning process to determine the quantity of land required for each land use or infrastructure type were based on the emerging evidence base. This evidence included the Infrastructure Delivery Plan, the Employment Strategy and the Green Infrastructure Strategy as well as regular input from interested parties.⁴⁴ The quantity of land required for each of the non-residential land uses was determined through this evidence and was subtracted from the developable area. The proposed disposition of the various land uses takes advantage of the constraints and opportunities offered by the characteristics of each of the different character areas across the site. The aim of this sieving process was to provide a robust spatial structure for Welborne which maximises the area of land available for residential development.
- 3.35 This process took into account the potential to deliver a portion of the non-residential land uses on parts of the site where development constraints, such as motorway traffic noise, would make building homes inappropriate. A consequence of this was the

⁴² Refining the Fareham SDA Capacity Analysis Study (David Lock Associates, July 2009)

⁴³ This additional work has been referred to in the section on constraints above and includes the Welborne Environmental Noise Assessment (Hoare Lea, January 2014), the NCNF Landscape Study (LDA Design, July 2012) and the Archaeological Review, Fareham SDA: Update (HCC, May 2013).

⁴⁴ These assumptions are set out in detail in the NCNF Concept Masterplan Options Report (LDA Design, August 2012) and in Chapters 5: Economy and Self-Containment and Chapter 8: Green Infrastructure, Biodiversity and Landscape.

opportunity to change the land use of existing employment areas on the site, such as Dean Farm and Crockerhill. This served both to ensure that the employment provision at Welborne could be optimally located to ensure viability and also to maintain the broad balance between residential and employment provision.

Residential densities

- 3.36 Once the residential development area was established, a range of residential densities, in the form of dwellings per hectare (dph), were considered by the concept masterplanning to test the potential residential development capacity of the site.⁴⁵ Following selection of the preferred masterplanning option, a more detailed application of residential densities was considered, in the form of a residential Density Framework Plan.⁴⁶
- 3.37 The Density Framework Plan has been refined as the concept masterplanning has developed. It has taken a range of factors into account, including those emerging from the latest evidence as well as input from interested parties and the wider community. These factors include: creating quality places; densities used at other developments in South Hampshire; the target level of affordable homes and; current housing market trends and forecasts. Refinements to the Density Framework Plan have also been focussed clearly on the ability to achieve the reviewed vision for Welborne, which embraces 21st Century garden city principles. The resulting range of residential densities, which have underpinned the Strategic Framework, seek to balance place-making, development viability and public transport considerations, as well as ensuring efficient use of land.

Overall development capacity

- 3.38 Through the related work processes described above, the overall capacity of the Welborne site has been identified, tested and refined. The conclusion is that an overall capacity of about 6,000 homes and about 20 hectares of employment development can be demonstrated to be achievable on the site. It is important to recognise that these numbers represent the *potential* capacity, identified using available and proportionate evidence. The numbers are not a prescription or cap on the number of homes and amount of employment floorspace that will ultimately be delivered at Welborne. The final achievable numbers will inevitably depend on a range of factors that will need to be taken into account over the course of the plan period, including detailed surveys on the site constraints as well as development viability and broader changes in the economy and in housing and employment floorspace markets that will impact on density and home-size preferences.

Alternative Development Options

- 3.39 As part of the process of determining the capacity of the site and how the vision for Welborne could be achieved as a deliverable development, a number of alternative options for development were considered. These alternatives related to the public consultation that was undertaken in July 2012, known as the 'options consultation'⁴⁷ and were subject to a high level sustainability appraisal, as set out in the Sustainability

⁴⁵ The culmination of this work was tested through the Options Consultation held in July 2012.

⁴⁶ See NCNF Preferred Concept Masterplan Option Report (LDA Design, April 2013)

⁴⁷ http://www.fareham.gov.uk/planning/new_community/optionsconsultationjul12.aspx

Appraisal Options Report⁴⁸. A summary of the assessment undertaken on these various options can be found in the Draft Welborne Plan.⁴⁹

- 3.40 Taking account of the public consultation, as well as the on-going engagement with interested parties and the technical evidence work, the Council considers that there is sufficient evidence to conclude that the development locations proposed within this Adopted Welborne Plan are appropriate and justified.

Allocation of Land

- 3.41 The Fareham Core Strategy indicated that permission will be granted for the development of a Strategic Development Area, comprising a new community to the north of Fareham. The site described in the section on the plan boundary above and identified on the Fareham Policies Map is considered to be the most appropriate location for this new community development.
- 3.42 The quantum of development expected at Welborne and set out in Policy WEL3 below derives from the concept masterplanning and other work described above that has underpinned the development of the Strategic Framework. In the same light, decisions about the elements of policy which need to be 'fixed' on the Fareham Policies Map were directly informed by this work and by the consultation and engagement on the early plan preparation.
- 3.43 Details about the phasing of development which support the target to complete the residential development by 2036 and the employment development by 2041 are set out within Chapter 10, including trajectories for both types of development.

WEL3 - Allocation of Land

Land to the north of Fareham, east and west of the A32, as set out on the Fareham Policies Map and in Appendix B.3 of this plan, is allocated to accommodate the new community of Welborne, focussed around the new District Centre in the south of the site, the Local Centre in the north and the Community Hub and secondary school in the west of the site.

Development proposals at Welborne shall deliver approximately 6,000 dwellings, phased to enable completion by 2036, and approximately 20 hectares of land for employment development, phased for completion by 2041.

In addition to the plan boundary for Welborne, the following elements are added to the Fareham Policies Map and are shown on Appendix B.3 of the Welborne Plan:

- i. Land between Welborne and the existing settlements of Fareham, Funtley, Knowle and Wickham is allocated as settlement buffers for use as open green infrastructure in accordance with Policies WEL5 and WEL29;**
- ii. The approximate location of the secondary school; the central park; the District Centre, the Local Centre and the Community Hub.**

⁴⁸ Sustainability Appraisal for NCF: Options Assessment (Urban Edge, April, 2013)

⁴⁹ See in particular, Appendix B of the Draft Welborne Plan (FBC, April 2013)

The Comprehensive Approach

- 3.44 The Strategic Framework Diagram⁵⁰ is a high level plan that is not designed to cover all of the detail required to guide planning applications. Therefore, as set out in Chapter 1, the detailed form and layout of Welborne will be determined through the Structuring Plan and comprehensive masterplanning for the whole of the site. This detailed masterplanning will be prepared by the site promoters and may result in more than one masterplan, as long as these collectively provide for effective comprehensive masterplanning of the whole site. The Structuring Plan however, will need to be jointly prepared by the site promoters to ensure a consistent and cohesive approach for a range of important aspects of the development.
- 3.45 This process of comprehensive masterplanning will be guided by and consistent with the vision for Welborne⁵¹ and the Strategic Framework. The Strategic Framework also provides guidance to the site promoters in preparing their joint Structuring Plan, which in turn will establish a common framework to enable them to develop their own comprehensive masterplan(s), and phasing plans. The Structuring Plan and comprehensive masterplanning will provide more detail on the principal routes throughout the site, including the route for the BRT. They will also provide a greater level of detail on the broad layout and disposition of the main land uses, to set the parameters for each successive phase of the development. Chapter 10, including Policy WEL41, sets out the Council's expectations for detailed phasing plans to be submitted as part of initial planning applications.
- 3.46 In addition, the site promoters will be expected to produce one or more strategic design code(s) which will address the design of the different development areas and phases as set out on the comprehensive masterplan(s). The requirement for strategic design codes is set out in Chapter 4. In the event that the strategic design codes are not submitted with initial outline planning applications, the high-level development principles that will guide the development of Welborne as a whole, will need to be clearly set out and accompany the Structuring Plan. Any high level design principles which accompany the Structuring Plan would need to be in accordance with the Welborne Design Guidance Supplementary Planning Document.
- 3.47 The comprehensive masterplan(s) will need to accompany the initial planning applications and be agreed before any detailed or 'reserved matters' applications are determined by the Council. The masterplan(s) that accompany the initial planning applications for the Welborne development will need to provide sufficient detail to allow any initial planning applications to be determined by the Council. Subsequent applications for 'reserved matters' or 'detailed' applications will be expected to be consistent with the agreed comprehensive masterplan(s) and, where relevant, strategic design codes for the site. In order to give sufficient guidance on what is required from the Structuring Plan, Comprehensive Masterplanning process and the Strategic Design Guides, the Council has prepared the Welborne Design Guidance SPD, which sets out those principles which should be further explored and incorporated into the relevant documents.
- 3.48 The site promoters will need to keep the comprehensive masterplan(s) and strategic design codes under review during the build-out of Welborne and any changes required

⁵⁰ See Appendix B.2.

⁵¹ The vision is set out in Chapter 2.

will need to be approved by the Council alongside the planning applications that rely on those changes.

WEL4 - Comprehensive Approach

The development of Welborne shall be taken forward on a comprehensive basis to reflect the phasing and delivery guidelines set out within the Welborne Plan and in accordance with the principles of the Strategic Framework Diagram.

The promoting landowners will jointly prepare a Structuring Plan which sets out the disposition of the main land-uses and location of key items of infrastructure across the Welborne site as a whole, which should include:

- i. The disposition of the main land-uses together with an agreed land budget;**
- ii. The access points and primary road network, including the Bus Rapid Transit (BRT) route;**
- iii. The location of the District and Local centres and the Community Hub;**
- iv. The location of Welborne's schools;**
- v. The main pedestrian and cycle routes throughout Welborne;**
- vi. The strategic green infrastructure, including the green corridors linking them;**
- vii. The areas proposed for suitable alternative natural greenspace (SANGS); and**
- viii. The location of strategic utilities infrastructure, including for the supply of electricity and disposal of foul water.**

Initial Planning applications (whether 'outline' or 'detailed') for development at Welborne shall be accompanied by the Structuring Plan for the whole Welborne site, in addition to comprehensive masterplanning for at least the parts of Welborne relevant to the submitted planning application(s).

The Structuring Plan and comprehensive masterplan(s) submitted to the Council shall be consistent with the vision, policies and Strategic Framework Diagram set out within the Welborne Plan and will be approved by the Council as part of any planning consent. All subsequent planning applications for parts of the Welborne site shall be consistent with the approved Structuring Plan and comprehensive masterplan(s).

The Structuring Plan and comprehensive masterplan(s) shall be kept under review by site promoters and any changes approved by the Council alongside the planning applications that rely on those changes.

Third Party Landholdings within the Plan Boundary

- 3.49 There are a number of properties which fall within the Welborne plan boundary but which are known not to be under the 'control' of the site promoters. These include several private residential properties and other small landholdings. The Strategic Framework has allowed for all of these landholdings to come forward to contribute to the wider Welborne development. None of these landholdings are specifically required to achieve the overall vision for Welborne. However, depending on the final design of improvements to Junction 10 of the M27, some landholdings may be required to deliver the improvements, or the impacts upon those landholdings including access, services and the amenity of occupiers will need to be carefully considered and addressed in the

final junction design and developer phasing plans. It might also be the case, that parts of this land would be required to complete the strategic green infrastructure routes.

- 3.50 Beyond the specific circumstances referred to above, should these landholdings become available for development, the appropriate use is established by the Strategic Framework. However, individual proposals will be judged on their own merits through the planning application process. Such proposals will be expected to accord with the policy approach within the Strategic Framework and other relevant parts of the Fareham Development Plan and should be consistent with the agreed comprehensive masterplan(s) for Welborne.
- 3.51 Where any of these third party sites do not come forward as part of Welborne, then the relevant site promoter will be expected to prepare a scheme to mitigate any adverse environmental impacts on residential amenity caused by the development of Welborne and to maintain access and services at all times during the relevant phases of the development.

Boundary Oak School

- 3.52 Engagement with Boundary Oak private preparatory school, to the east of the A32, has established that the school wishes to remain in operation as it is now. Therefore, the Strategic Framework proposes no change to that part of the site and will facilitate the continued operation of the school. If, at some future stage, any redevelopment of the site is proposed, the Council's preference would be to deal with this as part of a review of the Welborne Plan, given the later phasing of development east of the A32. However, if planning applications for development at the school site are submitted to the Council ahead of such a review, they will be expected to accord with the policy approach within the Strategic Framework and other relevant parts of the Fareham Development Plan and should be consistent with the agreed comprehensive masterplan(s) for Welborne.

Areas of Search Outside of the Plan Boundary Area

- 3.53 'Areas of search' for the new community to the north of Fareham have been identified over the course of a number of years. The purpose of this was to provide a context and to help in defining the area to accommodate the new community. It is important to note that no area of search has ever been formally defined on the Fareham Policies Map and the Core Strategy Key Diagram only included an area of search for the Strategic Development Area with 'fuzzy' boundaries.
- 3.54 For clarity, all of the land that was within any of the previously identified 'areas of search', but which is outside of the allocation for Welborne (see Policy WEL3 and Appendix B.3) will remain as part of Fareham's countryside. This land is defined as being 'land outside of the defined settlement boundaries' on the Fareham Policies Map and will continue to be subject to protection and to the controls on development provided by:
- Policy CS14 of the Core Strategy (Development Outside Settlements) and;
 - Policies DSP6, DSP7, DSP8, DSP9 and DSP10 of the Adopted Local Plan Part 2: Development Sites and Policies.

Maintaining Settlement Separation

- 3.55 The Welborne site is in close proximity to three settlements, in addition to Fareham. Funtley is situated just north of the Motorway to the south west of the Welborne site. In Winchester City Council's area, Wickham and Knowle are situated to the north and west of the site respectively. The separate identity of each of these settlements and indeed of Fareham is highly valued by the local community and there is understandable concern that the development of Welborne will undermine the identities of the smaller settlements.
- 3.56 To protect the separate identity of these settlements, the South East Plan (now revoked) set out a requirement for areas of open land to be identified and maintained between Welborne and adjoining settlements.
- 3.57 In considering how the separate identity of Knowle and Wickham can be effectively maintained, the Council has taken account of the relevant policies within Winchester City Council's adopted Local Plan Part 1⁵². Winchester City Council has defined a 'settlement gap' between both Wickham and Knowle and the boundary between Fareham and Winchester, which also serves as the Welborne Plan boundary for much of its length.

Fareham

- 3.58 It is important for many in the Fareham community that Fareham maintains a separate identity from Welborne. This is also a fundamental element in the vision for Welborne as a separate albeit linked new community. Therefore, although Welborne will be planned with clear links to Fareham, particularly to facilities in Fareham town centre, it will be functionally and physically a separate entity due to its location and the distinct character of the development.
- 3.59 Physical separation will be achieved both by the M27 Motorway and by Fareham Common. It is likely that improvements to the strategic road network, and in particular to Junction 10 of the M27, will require some land at Fareham Common, but the remainder will be kept free of any new built development that could threaten the open and undeveloped character of the area. While the exact nature of the highways works is not yet known, the undeveloped part of Fareham Common, together with the M27, will form a significant buffer.
- 3.60 In addition to acting as a settlement buffer, Fareham Common constitutes an essential part of the green infrastructure, both for Welborne and for the existing community of north Fareham. The role that Fareham Common will play in providing green infrastructure is set out in Chapter 8 of this Plan.

Funtley

- 3.61 In order to maintain the separate identity of Funtley, a settlement buffer will be required between the properties on the north side of Funtley Road and the Welborne development. Some of the land to the north of Funtley already serves as open space for the village and this area is not included within the Welborne Plan boundary.
- 3.62 The extent of the buffer that will be maintained within the plan boundary is necessarily a compromise between the Funtley community's aspiration for a substantial buffer and

⁵² Policy SH4 (North Fareham SDA) and Policy CP18 (Settlement Gaps) of the Winchester Local Plan Part 1

the need to provide the required level of development and supporting facilities at Welborne. The concept masterplanning work recommended that a minimum buffer width of 50 metres should be maintained around Funtley. This would result in a buffer that is considerably wider than 50 metres for much of Funtley due to the existing open space outside of the Welborne site.

- 3.63 The minimum buffer identified on Appendix B.3 and on the Fareham Policies Map is consistent with the approach established through the concept masterplanning. The precise width and nature of the buffer and its relationship to development at Welborne will be established by the comprehensive masterplanning and subsequent planning applications. This work will take account of the sloping topography and the clay soils to the north of Funtley which have led to localised flooding on a number of occasions, impacting on residents in Funtley Road and Stag Way. Therefore, proposals for development north of Funtley will incorporate any appropriate flood mitigation identified within the site Flood Risk Assessment and the Sustainable Drainage System (SuDS) Strategy.
- 3.64 The Funtley buffer will be an important part of the green infrastructure for both Welborne and the residents of Funtley and it will provide suitable opportunities for recreation. The green infrastructure role of the Funtley buffer should be established through the comprehensive masterplanning and be consistent with Chapter 8 of this plan.

Knowle

- 3.65 The former mental hospital at Knowle was redeveloped some years ago and now forms a new village of some 700 dwellings. Ravenswood House Hospital, a specialist secure NHS mental health facility, is still operational to the north west of Knowle. The separate identity and semi-rural character of Knowle is very important to its community and this has been reflected within Winchester City Council's Local Plan Part 1, which has defined the open area between Knowle and the Welborne Plan boundary as a 'settlement gap'. The Winchester Local Plan sets out that within this settlement gap the open and undeveloped rural character of this land will be retained and development which would threaten this will be resisted.
- 3.66 Both Winchester City Council and Fareham Borough Council agree that the triangular-shaped open land within Winchester City Council's area, situated between Knowle and the Fareham boundary⁵³, will form part of the green infrastructure required to support Welborne and benefit the residents of Knowle. The 7 hectares of the 'Knowle Triangle' that is furthest from Knowle could potentially perform the role of open playing fields for the new secondary school, as set out in Chapter 5. The role performed by the remainder of this land will be that of Suitable Alternative Natural Greenspace (SANGS), as set out in Chapter 8. Both councils will continue to work together to ensure that the land can fulfil its dual role of green infrastructure and settlement buffer in a complementary way.
- 3.67 The southern and eastern edges of the Knowle Triangle have substantial existing hedgerow vegetation and are partially wooded, with elements of ancient woodland. This vegetation is vulnerable to development and therefore, development at Welborne adjacent to the Knowle Triangle, including the secondary school, will need to ensure that the integrity of the existing hedgerow and wooded vegetation is maintained and

⁵³ This is shown in green on Figure 3.1.

enhanced where possible.

- 3.68 Ensuring that the separate identity of Knowle can be maintained will also require development in the far north west of the development site to be sensitive to its impact on both the entrance to Knowle and Ravenswood House Hospital. To ensure this can be achieved, development will be expected to maintain an undeveloped buffer width of at least 50 metres from the edge of the development to the plan boundary. This will extend from south of the Knowle Road roundabout, northwards to the edge of Ravens Wood. This is shown on Appendix B.3 and on the Fareham Policies Map.

Wickham

- 3.69 The small historic market town of Wickham is located half a mile to the north of the Welborne site. However, some ribbon development extends south from Wickham along the A32 (Hoads Hill) until the northernmost part of the plan boundary. This ribbon development gives rise to the risk of a perceived coalescence of Welborne and Wickham. In order to reduce this and to support the perception of separation, the existing wooded buffer, known as Blakes Copse, extending south of the existing development along the A32 will be maintained as a visual buffer, as shown on Appendix B.3. Site promoters should take opportunities to enhance or extend the woodland at Blakes Copse to improve its performance as a visual buffer, providing that these proposals are consistent with this woodland's status as a Site of Importance for Nature Conservation (SINC).
- 3.70 The New Community North of Fareham Landscape Study⁵⁴ identified the northernmost part of the site as being of high landscape and visual sensitivity. The land at the north of the site climbs towards a ridge, north of the 50 metre contour line. This feature is significant as it provides visual separation between the main built up areas of Wickham and Fareham. The concept masterplanning recommended that development at the north of the site is set back from the ridge to maintain this visual separation. The concept masterplan recommended that an open landscaped buffer, corresponding with the part of the ridge that is important for visual separation, would be appropriate and this is shown on Appendix B.3.
- 3.71 To the south of the landscaped settlement buffer, it will be important that development is sensitive to the need to maintain visual separation between Wickham and Welborne. Consistent with the landscape character zones set out within the New Community North of Fareham Landscape Study, development in this part of the site should be lower density, no more than two stories high and be set within a wooded landscape, consistent with the 'woodland' character area, as described in Chapter 4 and indicated on Figure 4.1.

WEL5 - Maintaining Settlement Separation

Development proposals shall respect and maintain the physical and visual separation of Welborne and its adjoining settlements (Fareham, Funtley, Knowle and Wickham) to protect the individual character and identity of each of these settlements.

The settlement buffers are shown on Appendix B.3 and on the Fareham Policies Map. Development on land included within the settlement buffer allocations will

⁵⁴ NCNF Landscape Study (LDA Design, 2012)

generally be resisted and will only be permitted where:

- i. It does not harm the integrity of the buffer or diminish the physical or visual separation between Welborne and the adjoining settlement, and is either;
- ii. Consistent with and contributes to the green infrastructure role of that area as set out in Chapter 8 of the Welborne Plan or;
- iii. Necessary to deliver improvements to the strategic road network.

Planning applications will be accompanied by site sections through the respective settlement buffers to demonstrate that the visual and physical separation will be achieved. The width of the settlement buffers in each case shall be no less than stipulated below and should be increased to a width of no less than 75 metres in the following circumstances:

- i. Where development located immediately adjacent to a settlement buffer is greater than 2-storeys or 8.5 metres in height;
- ii. Where noise-generating uses are proposed to be located immediately adjacent to a settlement buffer or;
- iii. Where a 50 metre wide settlement buffer would not enable a 75 metre separation between buildings in Welborne and buildings within a neighbouring settlement.

Fareham Common

Land comprising Fareham Common, between the M27 Motorway and the rear of existing properties on Kiln Road and Potters Avenue, is allocated as a settlement buffer between Welborne and Fareham.

Funtley

Land adjacent to Funtley extending 50 metres in width is allocated as a minimum settlement buffer. Development within the Welborne Plan boundary adjacent to this settlement buffer will only be permitted where:

- i. It maintains the integrity of the allocated settlement buffer and;
- ii. Any impact of development on local drainage patterns has been assessed as part of the site Flood Risk Assessment and appropriate mitigation is incorporated, as identified within the agreed Sustainable Drainage System (SuDS) Strategy.

Knowle

Land within the Welborne Plan boundary, adjacent to Knowle and Ravenswood House Hospital and 50 metres in width, is allocated as a minimum settlement buffer. Development within the Welborne Plan boundary adjacent to this settlement buffer will only be permitted where it maintains the integrity of the allocated settlement buffer and the ancient woodland remnants at the boundary of Knowle Triangle.

Fareham Borough Council and Winchester City Council will work together to ensure that the 'Knowle Triangle' between Welborne and Knowle is able to perform its dual role of green infrastructure and settlement buffer in a way that is complementary and consistent with the Winchester Local Plan.

Wickham

Land within the Welborne Plan boundary comprising Blakes Copse, the rear of properties on Hoads Hill and the northernmost edge of the Welborne site (to a width of 50 metres) is allocated as a minimum settlement buffer.

Development proposals to the north of Heytesbury Farm buildings, but outside of the allocated settlement buffer, will be permitted where:

- i. The development density, building heights and landscaping proposed are consistent with the 'Woodland' character area, as set out in Chapter 4; and**
- ii. The integrity of the allocated settlement buffer is maintained.**

Chapter 4

Character Areas, Design Principles and Heritage Assets

Character Areas

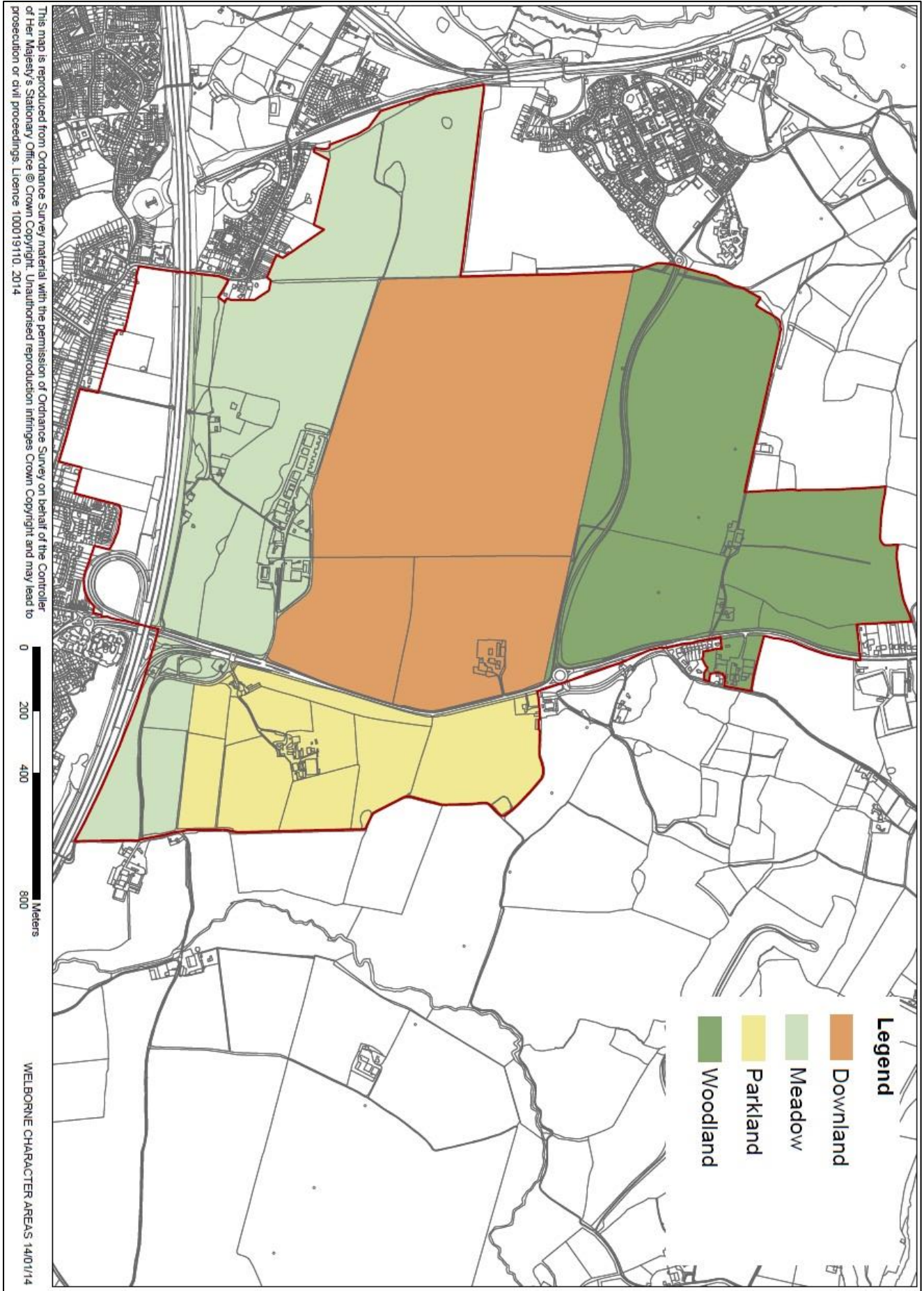
- 4.1 Welborne will derive its unique character and identity from the landscape characteristics of the site itself and the countryside adjoining it. The most prominent features that surround the site include the extensive woodland to the north, the open and prominent chalk downland to the east at Portsdown Hill, and the underlying chalk geology that characterises the central part of the site. To the south, lower lying land connects into the two river valleys that lie to the west, along the Meon, and to the east of the site along the Wallington.
- 4.2 The mosaic and pattern of river valleys, farmland, woodland and open countryside make a huge contribution to the attractiveness of this part of Hampshire. The disparate character areas have been defined to ensure that the importance of these areas to the wider landscape will be reflected in the layout and design of Welborne. Welborne could therefore be described as having four distinctive character areas:
- i. The Woodland Character Area, which includes the tree cover and enclosure to the north of Knowle Road;
 - ii. The Downland Character Area which includes the open land underlain by the chalk in the central part of the site with its extensive views;
 - iii. The Meadow Character Area which includes the lower lying, wetter land close to the M27; and
 - iv. The Parklands Character Area to the east of the A32.
- 4.3 The Green Infrastructure (GI) Strategy⁵⁵ prepared in parallel with the Council's concept masterplanning (see Chapter 8) provides the broad context and framework for the future pattern of development, and establishes the relationship between Welborne and the wider natural environment.
- 4.4 While each area has its own distinctive character, they cannot be taken as discrete areas with clearly delineated boundaries and it is recognised that in certain places, especially around the edges of each area, there will be certain overlapping characteristics. In developing their comprehensive masterplanning the site promoters are encouraged to develop these character areas further, in order to provide their own response to the opportunities offered by this rich and unique landscape.
- 4.5 The broad location of each character area is shown on Figure 4.1 below. The main qualities of each character area, together with an evaluation of the heritage assets within that location, have been fundamental in developing the Strategic Framework Diagram. These individual qualities can be summarised as follows:
- 4.6 **The Woodland Character Area** - with its woodland cover and enclosure, extends north

⁵⁵ Welborne Plan Green Infrastructure Strategy (LDA Design, February 2014)

from Knowle Road to the northern perimeter of Welborne. The strong woodland band which stretches along the northern edge forms a visually dominant and enclosing landscape feature of this part of the site. The opportunity here is to create a whole series of neighbourhoods and places which are predominantly wooded in character. This sets up the possibility of creating assorted neighbourhoods in woodland clearings, or places marked by orchards or coppices, retaining visual relationships with the surrounding areas of woodland. This in turn highlights the possibilities for a distinctive architectural language which reflects the woodland setting.

- 4.7 The high percentage of woodland cover likely to be provided in this part of the site might limit capacity and suggests some lower density typologies, but it might conversely also create opportunities for some high density typologies closer to Knowle Road and located within a newly planted woodland setting. There will be great opportunities to link up and extend woodland walks and cycleways from the wider network and provide opportunities for woodland recreation and play, and informal local food growing.
- 4.8 **The Downland Character Area** - with its extensive views and underlying landscape typology of open chalk grassland which is typified by Portsdown Hill. In order to maintain a sense of openness within this part of the site a large open area will be required as a new central park for Welborne. This park will need to be large enough in scale to create a sense of openness within an otherwise developed part of the new community. The opportunity exists for the park to benefit from extensive long views beyond the site, which would help to make it feel airy and expansive. For this to succeed the development surrounding the park should be at higher density, relative to elsewhere within the character area, incorporating tight knit streets and spaces to define the edge and suddenly open out into a downland park which emphasises the sense of openness.
- 4.9 The central park should also form an edge to the District Centre, potentially punctuating or marking one end of the new 'high street'. The opportunity here is also to recreate a very rich chalk downland as a bio-diverse enclosed centrepiece to Welborne. It should be possible to ensure that the park is not crossed by any proposed roads.
- 4.10 **The Meadows Character Area** - with its lower lying, wetter land close to the M27 motorway this forms the southernmost band across the site. It is characterised by a mosaic of wetlands, meadows, water bodies and tree cover that reflect its low lying topography, enclosed character and the need to accommodate flood attenuation in this part of the site. This area provides the natural drainage connection to both the Meon Valley and the Wallington Valley and the opportunity for linking watercourses, both man-made and natural, and water-bodies to the much bigger water catchment network and the coast. There is a great design opportunity to incorporate water, meadow, wetlands, water storage and water recycling as part of the design language for this part of the site.

Figure 4.1: Welborne Character Areas



4.11 **The Parkland Character Area** - the landform in this part of the site falls gently eastwards towards the Wallington River valley, which along with the strong tree belt along the western edge, create a strong sense of separation from the rest of Welborne. The design response will therefore need to exploit its semi-rural location, respect Roche Court and its exposed parkland setting and create a strong and defensible edge to Welborne, whilst at the same time include measures to ensure that this part of the site is properly integrated with the rest of Welborne. The open character of this site provides an opportunity for a design response which maximises the potential to create long views out of the site. Likewise a parkland approach to the layout and design of this Character Area would soften the impact of the development when viewed across the valley and Portsdown Hill

Character Sub-areas

4.12 Within each of the above character areas there are likely to be a series of sub-areas, the principal ones being:

- Welborne's three centres, containing a mixture of uses which act as hubs for economic and social activity;
- The employment area to the east of the A32, which offers the opportunity to create a development which incorporates sustainable drainage and water features;
- The central park, which offers the opportunity to create a multi-functional green heart for the community, providing for formal or informal recreation and a place for the whole community to come together;
- Fareham Common, which provides an opportunity to create a green space which is attractive to both Welborne and the adjoining community in North Fareham, complementing its existing ecological interest;
- An educational and community hub centred around the new secondary school in the west of the site and;
- The edges and landscape buffers, which define and limit the outward growth of Welborne and provide an attractive and firm edge to the development.

4.13 The landscape-led approach to identifying these areas creates the potential to ensure that the eventual layout and design of Welborne develops and incorporates the underlying principles of the original Garden Cities movement to provide a bespoke 21st century Fareham model of a new garden community.

General Design Principles

4.14 The National Planning Policy Framework seeks to encourage high standards of design, and sets out the fundamental principle that good design is a key aspect of sustainable development, and is indivisible from good planning.⁵⁶

4.15 In bringing forward development proposals there will be a need to demonstrate how the various constraints and opportunities identified on the site have been addressed, including the issue of noise from the adjoining motorway. This will occur on several levels; as set out in Chapter 3, there will be a requirement for the site promoters to undertake a comprehensive masterplanning process in order to produce a plan or series of plans which defines in more detail the spatial distribution of the various land uses in Welborne. More design detail will be provided in Strategic Design Codes to be

⁵⁶ Paragraph 56 of the National Planning Policy Framework (DCLG, March 2012)

prepared by the site promoters which will give more guidance on how the common elements of key infrastructure will be provide in a consistent and coordinated manner. At each phase of the development the Design and Access Statement accompanying the planning applications should set out how the proposals accord with the principles set out in the relevant comprehensive masterplan and strategic design codes for that area.

- 4.16 To achieve the objective of creating a distinctive community with its own identity, the basic principles of good urban design, (as set out in the Core Strategy Policy CS17), will need to be applied consistently at every stage of the development.⁵⁷ This will help to deliver a quality place where residents chose to live, which is attractive to employers and employees, together with the visitors who chose to come to Welborne to enjoy the range of retail and leisure activities. To assist the site promoters to develop their comprehensive masterplanning and strategic design codes the Council will prepare and adopt the Welborne Design Guidance SPD. This will further develop the distinguishing characteristics of the four Character Areas, and provide guidance on the options for dealing with key design issues such as the treatment of the public realm, landscaping and the provision of parking.
- 4.17 It is essential that the layout and design incorporates the principles of both legibility and permeability to ensure that everyone can move freely and confidently through the area. While ensuring that Welborne is laid out in a permeable manner to encourage walking and cycling to all the main facilities, the network of routes should be laid out in a way that creates a safe environment, and reduces the opportunities to commit crime. In this respect early discussions with the local crime prevention officers are strongly encouraged.
- 4.18 A key principle in the layout and design of Welborne will be the treatment of the A32 to ensure that land uses on the eastern side of A32 are properly integrated into the main community to the west side. In particular, through the use of prioritised crossing points that ensure safe pedestrian and cyclist movements to and from everyday facilities, as well as encouraging wider community integration.
- 4.19 Welborne will not only be built out over a long period of time, but the completed development will be expected to endure over the long term. This means that the buildings and spaces should be designed to be sufficiently flexible to respond to changing circumstances. The layout and design of Welborne will also need to ensure that it takes into account and effectively mitigates a number of potential environmental impacts, including noise, light pollution, and air quality within the site. Impacts on air quality outside of the site boundaries will need to be addressed through the Transport Assessment, and Environmental Assessment.

WEL6 - General Design Principles

The following are the design principles which will guide the future development of Welborne. All proposals for the development of Welborne shall clearly demonstrate how:

- i. They have responded to the landscape setting and character area within**

⁵⁷ The principles of urban design within Policy CS17 were informed by "By Design" (DETR 2009), and the "Urban Design Compendium" (English Partnerships, 2007).

- which they sit, and set out the urban design principles which have directly influenced the design and layout of the proposals and demonstrate how they contribute towards creating a unique Fareham garden community;**
- ii. The various constraints and opportunities on the site have influenced and been addressed in the design proposals;**
 - iii. The layout and design will help to create safe well-connected neighbourhoods, and have particular regard for ensuring that proposals maximise opportunities to prioritise pedestrian and cyclist movement across the A32;**
 - iv. The scheme has been designed to ensure that the new buildings and spaces are flexible and adaptable to accommodate changes in technology, and personal or family circumstances;**
 - v. The issues of noise, light pollution and air quality have been considered in developing proposals, and shall set out the measures necessary to mitigate any likely impacts.**

Strategic Design Codes

- 4.20 The main vehicle for developing in more detail the general design principles, to ensure design consistency and quality throughout the phases of Welborne, will be the strategic design codes. These will be prepared by the site promoters, and submitted for approval by the Council at the appropriate stage of the development. The codes will need to be flexible and frequently reviewed and up-dated in the light of changing technologies and emerging opportunities.
- 4.21 The rationale for this approach is that the timescale for completing the development, together with the fact that over time there will be a range of developers and house builders building out the development, gives rise to the need to ensure a level of design consistency throughout the lifetime of the development. It is also essential that the Council explicitly agrees the expected standards of design and performance in a comprehensive but flexible document.
- 4.22 The strategic design codes will illustrate how the future development relates to each of the main components of the Structuring Plan and the relevant comprehensive masterplan. For example, how the main streets and spaces, green infrastructure, water/SuDS features are all integrated into a single design strategy. The strategic design code will provide further details of the nature of the main structuring elements of the plan and set out typical layout and design options for the various blocks and plots for development.
- 4.23 The codes will need to clearly demonstrate how the streets will be designed to achieve the anticipated level of traffic flow and accommodate an effective public transport network including the integration of an appropriate level of parking. They will also address how any conflicts between disparate design requirements or standards will be resolved sufficiently to ensure that the technical requirements placed on each of these main structuring elements can be achieved without compromising the overall design quality.
- 4.24 The strategic design codes will be expected to include:
- The general design principles and standards that will apply across the development area;

- The design specifications for each character area setting out the key requirements which will ensure each area (including the sub-areas) defined by the relevant comprehensive masterplan are distinctive and how they will be differentiated from the other character areas. This will provide guidance and set the required standards for materials, landscape, the public realm, lighting, and street furniture for each area;
- The design and performance specifications for the main circulation routes through the site, including the design of the principal streets, setting out how the plot boundaries, footpaths and cycleways, parking strategy, landscaping and SuDS should be incorporated into a cohesive and holistic design;
- Illustrations of how the functional requirements such as bin storage, metering and underground services could be incorporated into the overall design;
- Illustrative material to show how the built form could relate to the main open spaces and other green infrastructure resources, including property boundaries, accessways, and landscaping;
- Indicative elevations to show how edges of blocks should relate to the main structuring elements of the plan in terms of height, scale, rhythm, enclosure and materials and;
- Plans which identify the existing landscape features in each area, such as hedgerows and trees and illustrations of how they could be retained and incorporated into the overall design and protected during the construction process.

4.25 It is recognised that at the time of submission of an outline planning application for Welborne, the design process may not be sufficiently advanced to enable the Strategic Design Codes to be provided. Policy WEL7 therefore, allows for the Strategic Design Codes to be submitted with subsequent detailed or reserved matter planning applications. Where Strategic Design Codes are not submitted with an outline planning application, high-level development principles will instead be provided to describe the design assumptions behind the key elements of the Structuring Plan. The development principles will guide all subsequent masterplans, detailed applications and the Strategic Design Codes by demonstrating how the following elements could function in technical and design terms:

- Green and blue infrastructure;
- Access and movement;
- Land use;
- Building heights and density; and
- Character areas.

WEL7 - Strategic Design Codes

Strategic design codes shall be prepared by the site promoters, to cover at least the areas within their own control. The strategic design codes shall be submitted for approval by the Council either, accompanying initial outline, reserved matters or detailed planning applications. Where the strategic design codes are not submitted with initial outline planning applications, high-level development principles shall be submitted with the Structuring Plan, in accordance with the Welborne Design Guidance Supplementary Planning Document.

The strategic design codes will need to clearly demonstrate how they have responded to the unique characteristics of that area, and how they will ensure consistency in the approach to designing key items of infrastructure especially

where it crosses land ownerships or development parcels.

Planning permission will be granted for subsequent applications which are in accordance with the design principles set out within the Welborne Strategic Framework, the relevant comprehensive masterplan and the strategic design codes. The Design and Access Statement which accompanies planning applications for each phase of the development shall clearly set out how the relevant sections of the strategic design codes approved with the initial applications have been complied with.

The strategic design codes shall be subject to review and revision, as required by the Local Planning Authority, throughout the course of the development period to ensure that they remain up to date and relevant, and to ensure that they support and do not harm the deliverability of each development phase.

Historic Environment

- 4.26 The National Planning Policy Framework advises local authorities that historic assets are an irreplaceable resource, which should be conserved in a manner appropriate to their significance⁵⁸. The historic assets present on or immediately adjoining the site of Welborne are set out in Chapter 3.⁵⁹
- 4.27 The development of a new community at Welborne provides an opportunity to draw upon the contribution made by the historic environment to create a unique sense of place and local character for the new settlement. The heritage assets should therefore not be seen as a constraint to the development, but more as a catalyst for bringing tangible cultural and educational benefits to Welborne. In this sense, they can form the 'bedrock' upon which Welborne is built.
- 4.28 The full extent of the archaeological character of the site will not be known until the first phase of the site wide archaeological assessment has been completed by the site promoters (see below). Currently available records indicate that there are no known archaeological sites of sufficient quality to warrant being included on the statutory list of Scheduled Ancient Monuments⁶⁰, Nonetheless, there is still the potential for previously unidentified archaeological sites of national, local and regional importance to be identified and potentially impact upon the development. For example, investigations have discovered a Neolithic Long Barrow within the southern area of the site. Although this find is unlikely to be Scheduled, this monument should be considered to be of more than local significance and is therefore indicated on the Constraints Map (Appendix B.1) as an asset worthy of protection.
- 4.29 The potential for the development to impact upon previously unidentified archaeological features will need to be assessed through a programme of archaeological evaluation, which could include geophysical surveys and field walking. Where a potential impact on archaeological sites of local and regional interest is identified, a strategy for preservation and/or mitigation will be required. This should include, where appropriate, mitigation through recording to enable the further understanding and presentation of the historic environment to the public.

⁵⁸ Paragraph 126 of the National Planning Policy Framework (DCLG, March 2012)

⁵⁹ See 'Constraints, Capacity and Opportunities' in Chapter 3

⁶⁰ Archaeological Review, Fareham SDA: Update (Hampshire County Council, May 2013)

- 4.30 The site promoters will be expected to assess the site for its archaeological and historic environment potential, and prepare a heritage strategy and historic environment management plan. The heritage strategy and historic environment management plan will need to identify the significance of the heritage assets as well as how they and their setting will be preserved, enhanced and integrated into the development. The future management of these identified assets will also need to be covered. For archaeological remains, the strategy and plan will guide the mitigation of the impact caused by development. This mitigation may include archaeological excavation, conservation of significant remains and incorporation into the green infrastructure, where appropriate.
- 4.31 Where appropriate, and with the prior agreement of the Council, archaeological finds which cannot be retained in situ should be recorded and stored in a publically accessible secure location, preferably a local authority museum store.

WEL8 - Protection and Enhancement of the Historic Environment

Development proposals at Welborne shall conserve the site's heritage assets in a manner appropriate to their significance, and take into account the:

- i. Desirability of sustaining and enhancing the significance of the heritage assets;**
- ii. Positive contribution new development can make to local character and distinctiveness;**
- iii. Importance of new uses being consistent with the conservation of heritage assets; and**
- iv. Need to provide suitable buffers to protect the setting of the heritage assets including the Listed Buildings on or adjoining the site.**

Initial or outline planning applications shall be accompanied by a heritage strategy and an historic environment management plan, prepared by site promoters, which sets out the broad principles and options for how the following might be addressed, the details of which could be submitted at the reserved matters planning application stage:

- i. How the heritage assets will be assessed and identified**
- ii. The significance of the known heritage assets and their setting;**
- iii. How the heritage assets will be preserved and enhanced;**
- iv. The positive contribution that the conservation of heritage assets will make to a sustainable new community;**
- v. How the heritage assets have influenced the layout and design of the development should be clearly set out in the supporting documentation**
- vi. The methodology for recording and storing any archaeological finds of lesser importance;**
- vii. How the results of any archaeological investigations and the retained heritage assets will be presented to the public.**

Before commencing any development, the area shall be assessed for its archaeological and historic environment potential in accordance with the heritage strategy and historic environment management plan agreed by the Council. This shall include an assessment of the built heritage assets as well as the 'below ground' archaeological assets. Archaeological field evaluation will be

needed to establish the presence, nature and extent of any archaeological sites that may be present. The location, nature and method of the required field investigations shall be agreed with the Council in consultation with their archaeological advisors.

Where feasible and viable any important aspects of the historic environment, and any significant archaeological finds which give clues to the past occupation of the site, should be positively incorporated into Welborne's green infrastructure.

Chapter 5

Economy and Self-Containment

Self-containment

- 5.1 The daily needs of Welborne's residents will be catered for through the provision of a mix of services and employment opportunities which are easily accessible from where they live. The close co-location of homes with jobs, retail, services, education and recreation in Welborne will provide the opportunity to satisfy employment and family needs within the local community, helping to encourage self-containment. This chapter sets out the policies which will ensure the provision of these facilities and contribute to self-containment.

The Economy and Employment

Principles

- 5.2 The Welborne Employment Strategy is underpinned by two key principles:

1. Encouraging self-containment

Welborne should provide a range of jobs so that residents have the opportunity to work locally. This will support the principle of self-containment by minimising residents' need to travel between home and work.

2. Supporting the economic growth of South Hampshire

Welborne lies within the area covered by the Solent Local Economic Partnership which aims to promote the economic growth of the sub-region so Welborne must support the South Hampshire economy through:

- Targeting growth in a range of the sub-region's priority sectors which include advanced manufacturing, marine, aerospace, environmental technologies, transport and logistics, financial and business services, health and care, creative industries, retail, and leisure and visitor economy;
- Respecting the sub-regional 'Cities First' economic policy which emphasises Portsmouth and Southampton as the major employment centres in South Hampshire, especially for offices; and
- Ensuring that business space at Welborne complements the economic activities at Solent Enterprise Zone.

Location and Quantum of employment floorspace

- 5.3 The Strategic Framework Diagram identifies approximately 20 hectares of land for employment development, focused on sites immediately to the north of the M27 motorway, with the majority to the west of the A32 Wickham Road, but also with some spanning east of the A32. Evidence alongside the results of public consultation indicate that this is the most appropriate part of the site in which to focus employment development because it offers direct access to the strategic road network as it is very close to junction 10 of the M27. Additionally, its prominence from the motorway will help to ensure that Welborne becomes an attractive location for businesses.

- 5.4 A critical mass of employment floorspace is needed in order that Welborne can provide opportunities for people to live and work on site; however it is also important that

employment at Welborne does not limit the sub-region's overall ability to achieve sustainable economic growth. The Welborne Employment Strategy advises that 20 hectares represents an appropriate quantum of land for employment development for a variety of reasons set out below.

- 5.5 A higher quantum of employment land at Welborne would not be appropriate because:
- Evidence of demand for employment land coupled with analysis of planned supply in South Hampshire indicates that there is not a pressing need for a higher level of employment land at Welborne; and
 - It would eat into the land available for residential development at a time when the need for housing is greater than the need for employment.

- 5.6 Equally a much lower level of employment land may not be appropriate because:
- It may fail to attract a range of different size businesses, including some large occupiers, which are needed to support the principle of self-containment.
 - The land that has been identified for employment uses is severely affected by motorway noise so would not be suitable for residential development in any case.

5.7 Employment Use Classes

The Planning Use Classes⁶¹ categorise employment development into three broad types:

- B1 use class is buildings that are used for general business space and is further broken down into three categories:
 - B1a – offices
 - B1b – research and development space
 - B1c – light industrial activity that will not cause detriment to the amenity of the area
- B2 use class is general industrial activities
- B8 use class is storage and distribution activities (warehousing).

- 5.8 These B uses are well suited to the main employment area because they will normally have specific access and parking requirements. The B1 uses are also suited to district and local centre locations and the use of their shops and services by employees would contribute towards their vitality and viability. In addition to the main employment area, many jobs at Welborne will be accommodated in other forms of development including, for example, shops, restaurants, care homes, a hotel, schools, and leisure facilities. These are referred to as 'non-B uses' and are generally located outside employment areas, in residential areas and town, district and local centres.

5.9 Type and mix of employment floorspace

Based on twenty hectares of land being made available on site for employment development, the Welborne Employment Strategy indicates that the capacity for new employment floorspace is approximately 97,250 square metres (net internal area). This has been calculated based on the following indicative split of employment floorspace which was recommended in the Employment Strategy:

- 3 ha for offices (B1a)
- 7 ha for light industrial and manufacturing (B1c and B2)
- 10 ha for storage and distribution activities (B8)

⁶¹ Details about the latest version of the Use Classes Order can be found on the Planning Portal website.

- 5.10 This assumes that: 40% site coverage⁶² with the remaining land used for parking, access and landscaping; that offices are built over 2-3 storeys; one quarter of light industrial premises have a mezzanine floor; warehouses are developed entirely as single storey (although they may be supported by offices); and an allowance to convert gross external floor area to net internal floor area for offices and industrial floorspace.⁶³

Table 5.1: Indicative employment land allocation and floorspace

Use class	Type	Hectares	Storeys	Plot ratio	Gross External Floor Area (sq m)	Net Internal Floor Area (sq m)
B1a	Office	3	2.5	40%	30,000	24,000
B1c/B2	Light industrial	7	1.25	40%	35,000	33,250
B8	Warehouse	10	1	40%	40,000	40,000
Total		20			105,000	97,250

- 5.11 At present, the Welborne site is home to approximately 13,860 square metres of employment floorspace that is in use, namely at Dean Farm, Charity Farm and Crockerhill Industrial Park. Dean Farm is the largest employment area on site, located west of the A32 and towards the south of Welborne. Charity Farm is located to the south of the A32 / Knowle Road junction and Crockerhill Industrial Park is in the north of the site and east of the A32. All of these employment areas are predominantly being used for manufacturing, while Dean Farm also includes some offices and Crockerhill and Charity Farm have storage uses on site. These sites will remain in employment uses during the initial phases of development, contributing to the vitality of the new community and helping to support some early delivery of retail. In the long term each of these employment areas will be redeveloped for housing as part of the comprehensive development of Welborne. This means that approximately 13,860 sq. m of existing employment floorspace will be lost, resulting in an overall net increase of up to 83,390 sq. m.
- 5.12 The new employment area at Welborne will provide a range of jobs to cater for its residents. Different types of employment floorspace can accommodate varying numbers of workers. The number of jobs that are likely to be created in the employment area through B use class development depends on the proportion of floorspace that is developed in each B use. As a general rule, there are more employees working in the equivalent area in offices than in industrial floorspace or warehouses. Table 5.2 illustrates how many jobs could be created in the employment area at Welborne if the mix of employment floorspace is in line with the indicative breakdown as set out in table 5.1. It should be noted however that if other non-B employment generating uses come forward on site, this could affect the overall balance of employment floorspace type and number of jobs.

⁶² This means the floor area of buildings on a 1ha. plot (10,000 sq. m) covers 4,000 sq. m.

⁶³ Gross to net ratio for offices = 80%; For industrial = 95%.

Table 5.2: Estimated number of B Use Class Jobs

Use class	Type	Net Internal Floor Area	Square metres per job ⁶⁴	Jobs
B1a	Office	24,000	12	2,000
B1c/B2	Light industrial	33,250	41.5	801
B8	Warehouse	40,000	75	533
Total		97,250		3,335

5.13 In addition, employment opportunities will be provided in a range of other locations on site playing a complementary role to the housing that is planned to come forward. These include shops and services in the District and Local Centres, health facilities, schools, leisure and community facilities. Also, current trends show that a large number of residents are likely to work from or at home. This includes the employed and self-employed who mainly work at home, as well as those who are based at home for some of the time but will travel to jobs in different locations. Welborne is likely to attract a high proportion of knowledge workers whose work can potentially be undertaken from home. Policies within this plan support homeworking by encouraging larger family homes and requiring a proportion of Lifetime homes⁶⁵ (or similar); the provision of flexible communal office and meeting-room space; a vibrant district centre for informal working; and installation of high speed fibre optic broadband infrastructure throughout Welborne. It is estimated that total non B class employment could account for up to 2,400 jobs at Welborne as set out in Table 5.3 below.

Table 5.3: Non 'B Use Class' jobs estimate

	Number of Jobs ⁶⁶
Working at/from home ⁶⁷	1,150
Retail	500
Residential care	150
Civic (incl. health and education)	600
TOTAL NON B CLASS	2,400

Table 5.4: Total Job Estimates

	Number of Jobs
B use jobs	3,335
Non-B use jobs	2,400
Total	5,735

5.14 Table 5.4 above illustrates that approximately 5,700 jobs could be created at Welborne based on the mix of B and non-B use class employment provision. It is important to emphasise that these estimates are based on all of the planned floorspace being built and occupied and it may take longer than the plan period to deliver the full quantum of employment floorspace. The actual number of jobs also depends on the final mix of development, the efficiency with which businesses occupy the floorspace and the nature of development of non-B class uses. Consequently certainty about the precise number and type of jobs that will be created at Welborne is not possible at this stage.

⁶⁴ Welborne Employment Strategy (Wessex Economics, 2013) adapted from HCA Employment Densities Guide (HCA, 2010)

⁶⁵ Lifetime Home requirements tend to result in larger homes.

⁶⁶ Numbers are rounded to the nearest 50.

⁶⁷ 15% of Welborne residents are assumed to work from home (Wessex Economics, November 2013)

- 5.15 In order to ensure flexibility within the employment areas, this plan will not prescribe exact quantities of each use class to be developed, but give clear guidance about how employment development at Welborne could best achieve the key objectives in paragraph 5.2. While the employment area will be the main location for B use class development, the Welborne Employment Strategy notes that employment sites are increasingly accommodating a number of other non-B uses. These include, for example, dentists' doctors' and vets' practices; nurseries and schools; gyms and hotels; and sandwich or fast food outlets. These activities are important sources of employment and could complement conventional B use accommodation at Welborne.
- 5.16 Analysis of the employment floorspace market indicates that there is likely to be limited demand for office space for some time to come, but contrastingly there is a growing demand for industrial and warehouse space in South Hampshire. Therefore, in order to support the economic growth of the sub-region, the main focus of employment development is likely to be industrial and warehouse development in the short to medium term. Welborne has a relative advantage over other employment sites, because it is able to offer an attractive environment with direct access to the motorway.
- 5.17 Office development at Welborne is likely to be phased later in the development because there is currently an oversupply of vacant office space and sites with planning permission across South Hampshire. This will also help to support the sub-regional policy that priority is given to Southampton and Portsmouth. Nonetheless, Table 5.2 illustrates that the level of offices at Welborne will have a significant effect on the number of jobs, so retaining an element of office provision is critical to offering the opportunity for self-containment. The Welborne Employment Strategy recommends that 3 hectares of land close to the District Centre is retained for office development. There should be no pressure on the land for many years given the extent of land identified for other employment uses. However, if office proposals come forward on any of the land allocated for employment uses earlier than anticipated, they will be supported from the outset, provided that the proposals are otherwise in accordance with the Plan.
- 5.18 The design and layout of the employment areas should reflect the character areas in which they are located (see Chapter 4, including Figure 4.1).
- A different employment offer
- 5.19 The employment floorspace in Welborne needs to provide a differentiated offer to what is available elsewhere in the sub-region. It will build on locally specific opportunities and encourage specialist employment which supports the growth of the Solent LEP priority sectors. A range of economic sectors have been identified which should be encouraged at Welborne in order to meet these objectives.
- 5.20 Target sectors for the sub-region include high value added sectors such as advanced manufacturing, marine, aerospace and environmental technologies. Welborne provides a suitable location to deliver key activities which cut across and feed into these sectors such as R&D, innovation, consultancy and prototyping. Employment provision at Welborne should complement existing and planned economic development at the Solent Enterprise Zone by focusing on the lighter industrial elements of these sectors, as the Enterprise Zone is more suited in locational terms to the heavier industrial activities.
- 5.21 Welborne will also target sectors with potential for major employment growth such as

financial and business services which could complement larger scale development in Southampton and Portsmouth. Business services include a wide range of activities including real estate, computers, legal, accounting, consultancy, architectural and engineering services. Welborne aims to target knowledge based business services that support or link with the sectors above.

- 5.22 Entrepreneurship and small businesses will be key elements of the employment offer at Welborne. A range of flexible accommodation that can be adapted to meet the needs of small businesses will be provided to encourage small and new start businesses to locate in Welborne and to be supported as they grow. A Business Incubation Centre should be developed to provide flexible serviced office space, with technology and business support available for start-up and small businesses. A suitable site will need to be identified through the comprehensive masterplanning, either within one of Welborne's new centres or within the employment areas. An important first step for start-up businesses is often working at or from home, and this will be facilitated through the provision of high-speed fibre-optic broadband infrastructure throughout Welborne.
- 5.23 Developers will be expected to explore building links between education and business on site. In particular, there is potential for Welborne to act as a test-bed for construction research and skills development because of the significant levels of construction being proposed and the sustainability aspirations for the settlement. Employment arising from the business development at Welborne should aim to take advantage of the local skills pool. Training opportunities should also be provided to enhance skills and help to meet businesses' needs.

Accessibility

- 5.24 It is critical that the employment areas are accessible by a range of transport modes in order to attract business investment. Locating employment development adjacent to Junction 10 of the M27 motorway and the A32 means that it will be well served by the strategic and local road networks in all directions. Accessibility to the west will be improved throughout the development period as Junction 10 is upgraded to facilitate all moves. Access will need to be capable of allowing freight movements, with the impacts assessed and mitigation measures identified in the transport assessment for the development. All car and cycle parking in employment areas should be provided in accordance with the Non-Residential Car and Cycle Parking SPD.
- 5.25 High quality public transport and sustainable travel links will be a key feature of Welborne and will serve the employment areas. A network of sustainable green routes will be developed in accordance with the green infrastructure strategy. This will ensure that existing employment at Dean Farm will become connected to the District Centre by direct and attractive walking and cycling routes early in the development, so that workers can access the new shops and facilities. As the employment areas are developed, these links from the District Centre will be extended along existing and new routes. The employment areas will have good access to the Bus Rapid Transit (BRT) system which will connect to Fareham and in the longer term to Portsmouth.

Phasing

- 5.26 In the early phases of development at Welborne, the main employment opportunities will be at the District Centre and existing employment sites at Dean Farm, Charity Farm and Crockerhill, until they are redeveloped. Working from home will grow as the homes are delivered and will be supported by the Business Incubation Centre and shared facilities.

- 5.27 Development of the new employment area is not likely to start on any significant scale until the upgrade of Junction 10, to allow all moves, has been completed. Early delivery of the junction upgrade would help to propel the development of employment floorspace and bring it forward alongside housing. This, in turn, would provide local job opportunities to support the growing residential population and help to encourage self-containment.
- 5.28 Following the upgrade of Junction 10 substantial amounts of employment floorspace could begin to be delivered, most likely starting west of the A32, with development east of the A32 not anticipated until the later phases. More details on phasing can be found in Chapter 10, which includes an indicative employment trajectory in Table 10.2.

WEL9 – Employment

Employment development should be principally focused immediately to the north of the M27 motorway, to the east and west of the Junction 10 and the A32, as shown on the Strategic Framework Diagram (Appendix B.2) and offices should be developed in close proximity to the District Centre and fronting onto the A32. Planning permission will be granted for new employment floorspace on approximately twenty hectares of land.

The employment areas could accommodate a range of employment uses including ‘B’ use classes and appropriate employment generating non-B use classes, in order to provide a range of jobs to meet the employment needs of the new community. At least 3 hectares of land shall be safeguarded for office development in accordance with Policy WEL42.

A site for the development of a Business Incubation Centre, either within one of Welborne’s new centres or within the employment areas, shall be identified by the site promoters within the comprehensive masterplan(s) that will accompany initial planning applications.

New employment floorspace development at Welborne shall:

- i. Provide for a range of jobs;**
- ii. Be well connected to the District Centre, the rest of Welborne and to Fareham by new and existing pedestrian and cycle links;**
- iii. Provide sufficient parking to cater for the needs of the employment development;**
- iv. Be designed and landscaped to ensure that development responds to and where possible enhances significant views from the surrounding area and from the M27 motorway;**
- v. Be designed to avoid adverse impacts on the amenity of nearby residential areas; and**
- vi. Be positioned to support the mitigation of environmental noise impact from the M27 and A32 on new residential development.**

Development which encourages entrepreneurship, the growth of small businesses and working from home will be supported, including:

- i. Development to supply Welborne with high-speed fibre-optic broadband, especially at Welborne's centres and employment areas;**
- ii. The provision of flexible communal office and meeting space; and**
- iii. Development of smaller premises aimed at start-up, move-on and other small businesses.**

Welborne's Centres

- 5.29 In addition to providing employment, creating a successful new community will require a wide range of well-located and accessible social and community facilities. These include shops and other retail services, as well as community and health buildings, education and social care facilities. All of these facilities, which meet peoples everyday needs, have an important role to play in helping to contribute to self-containment and thereby reducing the need to travel.
- 5.30 The overall approach will be to locate the majority of social and community facilities within the District Centre, Local Centre and Community Hub as set out in the sections below. These centres will act as focal points for the community which will promote accessibility and maximise opportunities for social interaction.
- 5.31 Welborne's centres and the social and community facilities they provide will be essential for providing the shared spaces where residents and those working at Welborne can interact. This interaction will help to promote a healthy and inclusive community with a clear sense of identity. In this way, the provision of an appropriate range and level of social and community services actively promotes the sustainability of Welborne.
- 5.32 Whilst these centres facilities will be primarily aimed at meeting the needs of Welborne's community, they will inevitably bring benefits to the wider community in north Fareham and other adjoining settlements and will help to ensure that Welborne complements existing communities.

The District Centre

- 5.33 A new district centre will be developed as the largest centre at Welborne. It will be a defining feature for the new community, playing a crucial role in determining how it is viewed by visitors and residents. The District Centre will provide the 'high street' role for Welborne and it will support a good mix of retail, leisure, employment, residential and community uses to create a strong vibrant centre which encourages interaction throughout the daytime and during the evening. This interaction will be supported by a well-designed public realm, including a 'market square' which will be the focus of a range of activities to support the centre's vitality and viability.
- 5.34 The District Centre will perform an important role within the Borough's hierarchy of centres, as set out in Policy CS3 of the Core Strategy. This focuses on Fareham's town centre as the Borough's primary destination for retail and leisure uses that go beyond day-to-day needs. Welborne's District Centre fits within Fareham's retail hierarchy alongside Portchester and Locks Heath and below the main town centre of Fareham. Wickham, in Winchester City Council's area, also serves a role comparable to a district centre. Welborne's district centre will therefore need to be scaled and designed to be consistent with this second tier of centres.

- 5.35 The District Centre will be located between the residential and employment development, enabling it to serve both residents and workers. Its eastern end will be adjacent to the A32 so that it attracts passers-by in order to support viability in the early phases, before Welborne has grown to its full size. It will stretch westwards with frontage onto the central park. To ensure the plan operates flexibly, the District Centre has not been shown as a formal allocation on the Fareham Policies Map. However, its location is shown in the Strategic Framework (Appendix B.2) and is indicated with a symbol on the Fareham Policies Map and on Appendix B.3 of this plan.
- 5.36 The location of the District Centre is designed to be highly accessible by all transport modes and it should capitalise on its location adjacent to the A32 by providing an attractive entrance. Good access by sustainable travel modes will be essential. This will be best achieved through the effective integration of the centre with new cycle and pedestrian routes, including with Welborne's green corridor network and the central park. This integration will aim to 'signpost' people towards the new district centre and will make walking or cycling there as attractive and convenient as possible. The District Centre will also be served by local bus services and by BRT, which will connect to Fareham, and in the longer term, to Portsmouth. The BRT will need to be prominent in the District Centre and the drop-off and pick-ups for all bus services should be attractive to use and located in the most accessible locations.
- 5.37 It will be important that the level of parking provided at the District Centre is sufficient to ensure that its viability and vitality is supported and not harmed. Each use within the centre will be expected to consider its parking needs and how this can be provided in an efficient and effective way that is consistent with the principles of good urban design and in particular with the relevant guidance within the Welborne Design Guidance SPD. The Council's current parking standards are set out within two SPDs: the Residential Car and Cycling Parking Standards SPD and the emerging Non-residential Car and Cycle Parking Standards SPD.⁶⁸ The levels of parking provision at the District Centre will be expected to be consistent with this guidance.
- 5.38 The District Centre will be important for providing a wide range of social and community facilities for Welborne and for allowing the establishment of a 'sense of place' for the new community. This means that the main parts of the District Centre will need to be delivered early in the development period. In particular, the Council expects the delivery of a range of services, including the main food store, a mix of retail outlets and the community building within Main Phases 1 and 2 of the development.⁶⁹ This will help to establish the identity of Welborne from the start and promote self-containment by reducing the risk that unsustainable travel patterns will be established by the first new residents.
- 5.39 The precise layout of the District Centre will be determined through the comprehensive masterplanning that will accompany initial planning applications. As part of the comprehensive masterplanning for the District Centre, the timing of delivery for social, community or other facilities will be agreed with the Council. Where such facilities are delayed and cannot be completed within Main Phase 2 or as agreed, the relevant sites will be safeguarded as set out in Policy WEL42 to ensure that the function and role of the District Centre is not undermined.

⁶⁸ Residential Car and Cycling Parking Standards SPD (Adopted in November 2009) and the emerging Non-residential Car and Cycle Parking Standards SPD which will be adopted in line with the Welborne Plan or earlier.

⁶⁹ See Chapter 10 (Delivering the New Community)

Retail services

- 5.40 The Retail Study⁷⁰ undertaken to support the Welborne Plan stresses the need for a strong retail offer in terms of fostering sustainability and social inclusion and the ability to support other important community services. However, the District Centre's position within Fareham's retail hierarchy and the need to avoid undermining the vitality and viability of the town centre also need to be taken into account. Therefore, the shops and services that are provided at the District Centre will be of a scale and nature which adequately supports Welborne in meeting its day-to-day needs.
- 5.41 The retail evidence sets out an appropriate quantum of retail development that Welborne could support, without adversely impacting Fareham town centre and other existing centres. For convenience retail, the evidence sets out the size of food store that could be supported as a range of between 1,900 and 2,500 square metres (net convenience floorspace)⁷¹ and a total comparison retail floorspace of approximately 3,600 square metres (net).
- 5.42 It is considered important to deliver the food store early in the development, with a preference for completion by the end of Main Phase 2, to help to establish sustainable shopping patterns by Welborne residents and support self-containment from the early stages. Although the Welborne population would not be sufficient to support the new food store until a critical mass of residents has been achieved, the Retail Study indicates that the supermarket could be supported by the existing nearby population in north Fareham, without having a significant detrimental effect on other established food stores.
- 5.43 The new food store could accommodate an element of comparison retail to enhance its offer and complement the smaller retail units within the District Centre. However, it will not be acceptable for the extent of the food store's comparison floorspace to cause harm to the vitality or viability of other comparison retail within the District Centre or within other nearby centres.
- 5.44 Consistent with the role of the District Centre and to create a balanced and attractive retail offer to Welborne's residents, a range of other retail and service uses, beyond the food store, will need to be developed in suitably sized units. The Retail Study identifies the following types of retailers as appropriate to the role and function of the District Centre:
- Pharmacy
 - Hairdresser
 - Florist
 - Post Office
 - Convenience / Tobacconist / Newspaper Retailer
 - Bank
 - Take away
 - Travel agent
 - Estate agent
 - Restaurant / café
 - Pub
 - Opticians
 - Beauty salon
 - Hardware store
 - Card / gift shop
 - Dry cleaners
 - Laundrette
 - Independent food store
 - Dentist

⁷⁰ Fareham Retail Study 2012 – NCNF Supplementary Retail Paper (GVA)

⁷¹ This broadly equates to a total (gross) store size of between 2,800 and 3,700 square metres.

- 5.45 It is important to recognise that the list above is indicative only and the Council will encourage the development of other retail and service uses where they are consistent with the role of the District Centre.
- 5.46 Due to the potential for adverse impacts on the existing retail hierarchy and established shopping patterns, planning applications for retail uses at the District Centre must be supported by a 'retail impact assessment'. This will need to demonstrate that the amount of retail provision proposed is consistent with relevant policies with the Local Plan. Retail provision at the District Centre should be commensurate with the projected resident and working population at Welborne. It should also help the District Centre to fulfil its overall role and avoid adverse viability or vitality impacts on existing retail centres. The Council will resist development of retail uses which are not considered an appropriate type or scale for the District Centre, especially where this may have an impact on the hierarchy of centres in the local area.

Leisure and business-related services

- 5.47 In addition to retail and associated services, it is recognised that the District Centre may provide an appropriate location for leisure uses, such as a private gym or a hotel. As Welborne will also incorporate a significant level of new employment provision in close proximity to the District Centre, it is also the case that services directed primarily at meeting the needs of businesses may be appropriately located at the District Centre. Such uses could include a conference facility which may be linked to a hotel.
- 5.48 Leisure and business services incorporated into or adjacent to the District Centre could bring benefits to both the resident and working populations of Welborne. They are also likely to support the vitality and viability of the District Centre. However, it is important that the scale and nature of such uses is appropriate to the role of the District Centre and avoid harming Fareham's town centre as the primary leisure destination within the Borough.

WEL10 - The District Centre

The District Centre for Welborne shall be developed between the A32 and the central park, in the location indicated on the Fareham Policies Map and on Appendix B.3 of this plan.

Planning permission will be granted at the District Centre for the development of a mix of uses which support Welborne and are consistent with the role of the District Centre within Fareham's retail hierarchy. These uses shall include:

- i. A range of convenience shops and services, including a main food store which should be between 1,900 and 2,500 square metres of (net convenience) floorspace;**
- ii. A range of comparison shops and services, amounting to approximately 3,600 square metres of (net) floorspace;**
- iii. The main community building (see policy WEL13);**
- iv. Health care facilities (see policy WEL14);**
- v. Offices, including provision suitable for small and start-up businesses which may include a Business Incubation Centre and;**
- vi. Residential dwellings.**

Planning permission will also be granted for leisure and business-related services within or adjacent to the District Centre, where they can be demonstrated to support the role, vitality and viability of the centre and avoid harming Fareham's town centre.

The District Centre shall be designed in accordance with the relevant approved Strategic Design Code and will be developed around a well-designed market square, fronted by retail and by the main community building. The size of the market square shall be sufficient to accommodate the functions associated with holding a retail market.

The District Centre shall be well connected to the employment areas, to the central park and to Welborne's residential areas through attractive and direct walking and cycle routes which make use of the green corridor network where possible. Bus stops shall be provided at the District Centre for local services and for the BRT. These bus stops shall be located in a highly visible and accessible position within the District Centre. Adequate parking for each use will need to be provided.

The scale and type of retail and leisure development at the District Centre shall be appropriate to the centre's function and position within Fareham's hierarchy of centres. All retail and leisure development proposals will require an impact assessment to demonstrate that they can comply with policies within the Local Plan and that they do not adversely impact in Fareham Town Centre or Wickham.

The District Centre shall be commenced early in the development period and site promoters will be expected to aim for the completion of the majority of development at the District Centre, including the main food store and community building, within Main Phase 2.

The Local Centre

- 5.49 In addition to the District Centre, a second and smaller centre will be developed in the north of the site to complement the role of District Centre and to support self-containment at Welborne. This local centre, which is being called the 'Village Centre', will be located within the 'Woodland' character area to north of the Knowle Road and near the A32. This location is shown on the Strategic Framework Diagram (Appendix B.2) and indicated, through the use of a symbol, on the Fareham Policies Map and Appendix B.3 of this plan.
- 5.50 The Local Centre will form the focus for the northern parts of Welborne and will deliver the retail and other services which will meet the everyday needs of nearby residents, including enhancing the range of services within easy access to the existing residents of Knowle. To achieve this, the centre will incorporate a limited range of retail, community and employment uses, consistent with the function of a 'local centre' within the Borough's hierarchy of centres, as set out within Policy CS3 of the Core Strategy.
- 5.51 The businesses located at the Local Centre will reflect characteristics of this area and its connection to woodlands, gardens and the countryside beyond the site boundaries. For example, in addition to convenience retail and the range of mainly small-scale services, a garden centre, cycle hire shop or outdoor pursuits centre would be appropriate businesses. All planning applications for retail and leisure services within

the Local Centre will be required to demonstrate, through impact assessments that they will not give rise to significant adverse impacts on Fareham Town Centre or Wickham's centre. Impact assessments will also need to demonstrate that retail and leisure proposals will be consistent with the role of the Local Centre and its place within Fareham's hierarchy of centres and will not adversely compete with the District Centre or with Wickham's centre.

- 5.52 The Local Centre will be designed to be highly accessible by sustainable transport means, which will be given priority. It will be well connected to pedestrian and cycle links including at-grade crossings over the Knowle Road, where appropriate. The Local Centre will include conveniently-located and well-designed bus stops for both regular services and for the BRT.
- 5.53 Each use within the Local Centre will be expected to consider its parking needs and how this can be provided in an efficient and effective way that is consistent with the relevant guidance within the Welborne Design Guidance SPD. The levels of parking provision at the Local Centre will be expected to be consistent with the guidance set out within the Borough's Residential Car and Cycle Parking Standards SPD and the Non-residential Car and Cycle Parking Standards SPD.⁷²
- 5.54 The precise layout of the Local Centre will be determined through the comprehensive masterplanning that will accompany initial planning applications. Phasing of the Local Centre is less critical than for the District Centre. However, its development should support the development of residential areas and the primary school north of the Knowle Road and at the Charity Farm area of the site, in order to promote self-containment.

WEL11 - The Local Centre

A Local Centre focussed on meeting the day-to-day needs of those living and working in the north of Welborne shall be developed north of the Knowle Road and close to the A32 at the location set out on the Fareham Policies Map and Appendix B.3 of this Plan.

Proposals for the Local Centre shall:

- i. Provide a range of retail and employment uses appropriate to the role of a 'local centre' within the Fareham hierarchy of centres (set out within Policy CS3 of the Core Strategy);**
- ii. Provide for community uses as set out in Policy WEL13;**
- iii. Prioritise access by sustainable transport means;**
- iv. Integrate well with the green corridor network and other on-site and off-site pedestrian and cycle routes, including with at-grade crossing(s) over Knowle Road;**
- v. Provide convenient and safe access to both regular bus services and to the BRT;**
- vi. Incorporate appropriate levels of well-designed parking;**
- vii. Provide appropriate and well-designed public realm areas;**
- viii. Be designed in accordance with the relevant approved Strategic Design**

⁷² Residential Car and Cycling Parking Standards SPD (Adopted in November 2009) and the emerging Non-residential Car and Cycle Parking Standards SPD which will be adopted in line with the Welborne Plan or earlier.

Code.

Proposals for a limited number of larger-scale services will be permitted at the Local Centre where these:

- i. Are well integrated with the centre and its pedestrian and cycle routes;**
- ii. Are consistent with the design approach of 'Woodland' character area and;**
- iii. Can demonstrate through an impact assessment that they do not adversely impact on the District Centre or Wickham.**

Comprehensive impact assessments shall accompany planning applications for all retail and leisure proposals to demonstrate that they will not give rise to significant adverse impacts on Fareham's Town Centre or Wickham's centre and will be consistent with the role of the Local Centre and its place within Fareham's hierarchy of centres.

The proposed layout of the Local Centre shall be established through the comprehensive masterplanning process. The phasing of the Local Centre's development should be linked to and support delivery of the residential areas and the primary school at the north of Welborne.

The Community Hub

- 5.55 A community hub will be located in the west of the site to provide a focus for community facilities and small-scale convenience retail in this part of Welborne. The location is shown on the Strategic Framework Diagram (Appendix B.2) and indicated, through the use of a symbol, on the Fareham Policies Map and Appendix B.3 of this plan.
- 5.56 The Community Hub is the smallest and is likely to be the last of Welborne's centres to be developed. However, it will be vital to provide everyday convenience retail and community services to those living and working in the western areas of the development. It will also have the important role of supporting Welborne's secondary school and third primary school, both of which will be located adjacent to the Community Hub.
- 5.57 The Community Hub will be designed to be highly accessible by sustainable transport means, which will be given the highest priority in light of the role of the hub in supporting Welborne's secondary school. It will be need to be well connected to pedestrian and cycle links including at-grade crossings over any main road separating the hub from the adjacent schools. The Community Hub will include conveniently-located and well-designed bus stops for both regular services and for the BRT which can be accessed safely by all including by schoolchildren.
- 5.58 The timing of the delivery of the Community Hub will be linked to the phasing of the residential areas to the west of the central park. However, given its role to support the secondary school, opportunities to bring forward the development of uses within the Community Hub should be explored if the secondary school itself is delivered earlier than envisaged by the phasing plan set out within Chapter 10.

WEL12 – Community Hub

A small-scale community hub shall be developed west of the central park at the location set out on the Fareham Policies Map and Appendix B.3 within this Plan. The Community Hub shall be focussed on:

- i. Meeting at least some of the day-to-day needs of those living and working in the west of Welborne; and**
- ii. Supporting the Welborne secondary school and the third primary school.**

Proposals for the Community Hub shall:

- i. Provide for a limited range of small-scale convenience retail;**
- ii. Provide for community uses as set out in Policy WEL13;**
- iii. Prioritise access by sustainable transport means;**
- iv. Integrate well with the green corridor network and other on-site and off-site pedestrian and cycle routes, including with at-grade crossing(s) over any main road separating the hub from the secondary and primary schools within this part of the site;**
- v. Provide convenient and safe access to both regular bus services and to the BRT;**
- vi. Incorporate appropriate levels of well-designed parking;**

The proposed layout of the Community Hub shall be established through the comprehensive masterplanning process. The phasing of the Community Hub's development shall be linked to and support delivery of the residential areas and/or the schools at the west of Welborne.

Community and Health FacilitiesCommunity building space

5.59 Community buildings provide a focus for a wide range of community and leisure activities throughout Fareham and this aspect will be no less important at Welborne. Whereas once community centres tended to take the form of large halls with limited facilities, better practice now involves multi-use centres able to provide flexible space to allow a wide range of community groups and individuals to benefit from the space.

5.60 In the very early stages of Welborne's development, the capacity exists at Knowle Village Community Hall to provide for meeting and recreation space. From the end of Main Phase 2 however, dedicated community building space will be required. This need will be met in a number of ways, including through arrangements to provide for shared community use at Welborne's schools and through the development of places of worship by faith groups over the course of the development. However, the main way in which the need for community building space will be met will be through the development of a main community centre building at the District Centre.

The main community building

5.61 The community building to be provided at the District Centre will be of a size and design that reflects its importance. It should be located in a highly accessible and visible part of the District Centre, with clear links to the central park and the green corridor network to promote access by foot and by cycle. The building will need to be high quality and of a design that positively contributes to the character and identity of the District Centre and

the wider new community.

- 5.62 The overall size of the building and the range of uses included will be agreed at the planning application stage. However, this will be largely determined by the infrastructure planning evidence⁷³ that has supported this plan and by the engagement process that has involved a wide range of local community groups as well as the County Council in relation to the potential for library provision within the building.
- 5.63 The Community building will provide for general community meeting space, usable by a wide range of groups and societies, including by faith groups as a place of worship until such time as dedicated places of worship are developed at Welborne. The building will also have a role to provide for flexible space for sports, pre-school, arts and cultural uses. In addition, there will be space for a police service 'Safer Neighbourhood Teams' 'hub'. This will function as the base for the regular police and for the Police Community Service Officers that will serve Welborne.
- 5.64 The need for indoor sports provision at Welborne will be met through the inclusion within the community building of a large multi-functional hall, capable of use for badminton, basketball and other sports. Although there is some current surplus capacity in sports halls elsewhere within the Borough, provision on the Welborne site is considered essential to encourage sustainable access and to contribute to the aim for self-containment. It is possible that additional community indoor sports capacity could be provided at the new secondary school. However, any provision at the secondary school is not likely to be available until the end of Main Phase 3. Therefore, it will not be able to meet the needs of the large number of Welborne residents prior to that date.
- 5.65 The County Council has confirmed that new library space will be required on-site to meet the needs for Welborne. The precise amount of space and the timing of the new provision are to be determined at the planning application stage, as Fareham Library currently has some limited available capacity which will be taken into account. The County Council has expressed a preference for Welborne's library space to be provided within the main community building. However, depending on the timing of delivery required for the library space, the opportunity also exists to deliver this function as part of one of Welborne's schools or indeed as part of the development of specialist housing for older people within the District Centre.
- 5.66 Assuming that the library space will be included, the main community building will need to provide approximately 1,800 square metres of space as set out in the Welborne infrastructure planning evidence.⁷⁴ Development of the main community building should be linked to delivery of the District Centre with the aim to complete the building by the end of Main Phase 2.

Other community buildings

- 5.67 The main community building will not be able to provide for the full extent and range of needs for community building space at Welborne. One option considered to meet the full need would be to require further community buildings within the Local Centre and Community Hub. Such dedicated provision would be supported by the Council, if it proved to be economically viable. However, given the need to ensure development

⁷³ This includes both the NCF Sports Facilities Implementation Plan (KKP, 2012) and the Welborne Infrastructure Delivery Plan 2014 (Stage 2 Update Report) (AECOM, January 2014).

⁷⁴ Welborne Infrastructure Delivery Plan 2014 (Stage 2 Update Report) (AECOM, January 2014)

viability, the Council has sought to engage with the site promoters, Hampshire County Council and others to find alternative ways in which the need for community building space can be met. As a result of this, work will be undertaken during the detailed planning of Welborne's schools to identify and secure opportunities to provide shared space within one or more schools that would be suitable for use by community groups and organisations.

- 5.68 In addition, the need has been identified for places of worship, including at least one church, to be provided at Welborne. Such buildings are generally funded and developed by the churches (or other faith groups) and therefore will not necessarily place a burden on the development of Welborne. However, given that most churches and other places of worship play an important role in providing general community meeting space and, more widely, in contributing to community cohesion and place-making, it is right for this plan to support the delivery of such buildings. Therefore, the comprehensive masterplanning for Welborne will be expected to consider how places of worship can be incorporated into Welborne and sufficient spaces will need to be allowed for these facilities to come forward during the development of the new community. Spaces for places of worship should be incorporated into Welborne's three centres to maximise access by sustainable modes of travel. However, the Council will consider the case for one or more of these to be outside of the centres where there were good reasons for applying this flexibility.

WEL13 - Community Buildings

A high quality and well-designed community building will be provided within the District Centre. The location of the community building shall be included within the comprehensive masterplanning that supports the initial planning applications. This should allow for frontage onto the 'market square' and for clear links between the building and the central park and wider green corridor network.

The size, specification and timing of the building's delivery shall be agreed with the Council at the planning application stage. The new community building shall incorporate:

- i. Sufficient flexible space community meeting, arts and cultural activities;**
- ii. An indoor sports hall large enough and with sufficient height to accommodate three badminton courts and;**
- iii. Space sufficient for a police service hub.**

Library space to a specification agreed with the Council shall also be provided within the community building. If, for timing or other reasons, this is not possible, the library space should be included within another community facility, school or specialist housing scheme for older people within or adjacent to one of Welborne's centres.

The detailed planning for the schools adjacent to the Local Centre and Community Hub shall include a robust assessment of the extent to which school facilities could be shared with the wider community to help meet the need for community meeting and event spaces. The Council expects that these opportunities will be provided and will require detailed justification of reasons where no facilities are proposed as shared use.

The comprehensive masterplan(s) that accompany initial planning applications shall incorporate sufficient and appropriately located space for the development of churches or other places of worship. Such reserved spaces shall be identified either within, or in close proximity to, each of Welborne's three centres. The Council will work with the site promoters and with local faith groups to support the delivery of churches and other places of worship at Welborne throughout the plan period.

Healthcare Services

- 5.69 In line with the other social and community services, it will be important that sufficient primary healthcare services are provided on-site to encourage sustainable modes of travel and to contribute to self-containment. The need for healthcare services is set out within the infrastructure planning evidence that supports this plan and this evidence included engagement with NHS Hampshire.⁷⁵
- 5.70 The evidence has highlighted that there is currently some available capacity at GP's surgeries in both north Fareham and in Wickham where a new surgery has recently been provided. This spare capacity will be taken into account in determining the timing of provision on Welborne and it will help to meet the needs of early residents while the on-site facilities are being established. However, the aim in the long term must be for all of the primary healthcare needs of Welborne to be met on-site.
- 5.71 The infrastructure planning evidence suggests that, in total, eight GPs will be required at Welborne. These could be based within a single primary care centre located within the District Centre, or potentially split, with a second primary care centre located at the Local Centre. The size of primary care centre(s) will need to be appropriate to the number of GP required to be accommodated. However, detailed plans for primary care facilities will also need to take into account any identified need for additional space for ancillary primary care uses, such as phlebotomy procedures and district nurse consulting. The timing of completion of this facility will be agreed with the Council and a phased delivery may be appropriate to allow for expansion during later phases of the development.
- 5.72 Other basic healthcare services will also need to be provided within the District Centre to meet the needs of Welborne's residents. The preference would be for the primary care centre(s) to include sufficient space for dental services and for a pharmacy. If these services are not to be accommodated within the primary care centre, the site promoters will be expected to provide for these services elsewhere within the District and Local Centres.

WEL14 - Healthcare Services

Welborne shall include one or two primary care centres of sufficient size to accommodate at least eight GP surgeries in total, in addition to any necessary ancillary primary care uses. At least one primary care centre will be located within the District Centre, with the potential for a second in the Local Centre. The timing of delivery for the primary care centre(s) will be agreed with the Council, and this may involve a phased approach as Welborne is built out.

⁷⁵ Formerly Fareham and Gosport Primary Care Trust (PCT)

Space within the District Centre shall also be provided for dental and pharmacy services. These types of services may additionally be located within the Local Centre. The preference is for these services to be accommodated within or alongside the primary care centre(s).

Education Facilities

- 5.73 As a purpose-built new community, the development will be an attractive location for families to live. From the early phases onwards there will be a significant number of children living at Welborne. It is therefore essential that there is sufficient provision of education facilities which are delivered at the right time. In addition to helping to create a successful and vibrant community, education provision is an important element in the aim to promote self-containment at Welborne and thereby reduce the need to travel by car.

Pre-School Provision

- 5.74 Nursery or 'early-years' provision is generally undertaken by the private and voluntary sectors, although Hampshire County Council has a duty to ensure that parents have sufficient access to nursery places. Therefore, the provision of nursery facilities will be included with each of the on-site primary schools (see below) and additional space will need to be allowed for this in the design of the primary schools, including dedicated outdoor and free-flow space for the nursery provision. In addition, further nursery provision will be expected throughout the development of Welborne. By preference, facilities will be provided within the District and Local Centres and within the Community Hub, which will be highly accessible by sustainable travel modes.
- 5.75 Overall, the infrastructure planning evidence⁷⁶ suggests that, based on a completed development of 6,000 homes, there will be a need for approximately 350 'sessional' nursery places. In addition to this there is likely to be demand for a broadly equivalent number of full-time 'day care' places.

Primary Schools

- 5.76 The County Council's guidelines in the current School Places Plan⁷⁷ is that primary schools within new development should be large enough to support their own needs. The infrastructure planning evidence, which is based on the demographics analysis⁷⁸ undertaken for Welborne, shows that there will be a 'peak' requirement for a little over 1,500 primary age children by the time Welborne is completed. This level of need supports a requirement for seven forms of entry which will be split into three new primary schools, one with three forms of entry and two with two forms of entry.
- 5.77 The broad location of the three primary schools is shown on the Strategic Framework Diagram (Appendix B.2) and has emerged from the concept masterplanning work as well as from extensive engagement with the site promoters, Hampshire County Council and others. These locations reflect the important role primary schools play in contributing to place-making at a new community. The locations also reflect Hampshire

⁷⁶ Welborne Infrastructure Delivery Plan 2014 (Stage 2 Update Report) (AECOM, January 2014)

⁷⁷ School Places: Framework and Analysis 2012-2016 (Hampshire County Council, November 2012)

⁷⁸ Analysis using the 'Chelmer Demographic Model' for Welborne, which was created by Cambridge Econometrics in 2011 and used in the preparation of the Welborne Infrastructure Delivery Plan 2014 (Stage 2 Update Report) (AECOM, January 2014)

County Council's preference in the School Places Plan for schools that are within a reasonable walking distance from pupils' homes. The need for safe routes to school by foot, bicycle or public transport is essential for all primary schools and where necessary, segregated routes and additional road crossings will need to be provided.

First primary school

- 5.78 There is currently no spare capacity at existing primary schools in north Fareham or in Wickham and Hampshire County Council's projections⁷⁹ indicate that existing schools will remain full until at least 2017. Therefore, the first primary school will be required early in the development phasing and no later than the end of Main Phase 1.
- 5.79 The first primary school will be developed adjacent to the Local Centre, north of the Knowle Road. This school will meet the needs of the first phase of residential development which will be focussed on the north of Welborne. The location of this primary school, on the Knowle Road, ensures that it can be delivered at an early stage.
- 5.80 In line with the County Council's guidelines⁸⁰ for three-form-entry primary schools, the site provided for the first school will be between 2.8 and 3 hectares, in addition to the space required to deliver nursery provision on the site. A larger site may be required dependent on the access arrangements and the shape and topography of the site agreed.
- 5.81 The proposals for the first primary school will also need to consider the special role it will play in helping to form the identity of the growing new community. In particular, the school will be likely to need to facilitate a high initial level of demand for community use of school facilities. This will be most important in the period before other facilities, such as the main community building, have been provided.

Second and third primary schools

- 5.82 The second and third primary schools are located adjacent to the District Centre and in the west of the site, adjacent to the Community Hub and the secondary school. There is flexibility about which of these schools is developed first and this will need to be agreed with the Council at the planning application stage. The focus of Phase 2 will be on residential development between the central park and the A32 which would make the school adjacent to the District Centre the most appropriate for Welborne's second primary. However, as indicated below, if there is an opportunity to deliver the secondary school early, the potential for an 'all-through' school for 4-16 years olds will be explored and this might make it more appropriate to develop the second primary school at the same time as and adjacent to the secondary school.
- 5.83 Both the second and third primary schools are planned to provide two forms of entry. However, given the difficulty in accurately predicting the number of primary school-aged children beyond the first few years of the development, larger sites of between 2.8 and 3 hectares will be required to allow for possible expansion to three forms of entry at each school, in addition to the space required to deliver nursery provision on the site. This will allow for flexibility, for example, if a higher than projected need arises during middle phases or if the development of one of the primary schools is delayed.
- 5.84 In line with Policy WEL13, the detailed planning of the second and third primary schools

⁷⁹ School Places: Framework and Analysis 2012-2016 (Hampshire County Council, November 2012)

⁸⁰ Developers' Contributions Towards Children's Services Facilities (HCC, December 2013)

will need to explore the opportunities and potential to provide shared-use community facilities to help meet the overall need for community meeting and event space and for playing pitches in particular.

WEL15 - Primary and Pre-School Provision

Three new primary schools shall be provided as part of the Welborne development, at the broad locations indicated on the Strategic Framework Diagram (Appendix B.2), to provide a minimum of seven forms of entry as follows:

- A 3 form entry school north of Knowle Road, adjacent to the Local Centre, which shall be operational by the time one form entry of primary-aged school children are resident at Welborne, which is expected to be towards the end of Main Phase 1;
- A minimum 2 form entry school adjacent to the District Centre to be operational at a time agreed with the Council and;
- A minimum 2 form entry school adjacent to the Community Hub, to be operational at a time agreed with the Council and which may be developed to integrate with the secondary school as an 'all-through' school.

The precise locations of each school shall be set out within the comprehensive masterplan(s) that will accompany initial planning applications and the site size indicated for each school shall be no less than 2.8 hectares, or as agreed with the Council, in addition to the space required to deliver nursery provision on each site.

Each of the three primary schools shall:

- i. Incorporate dedicated nursery space, including outdoor space, sufficient for a minimum of 50 pre-school age children;
- ii. Be well and safely connected to new and existing pedestrian and cycle routes, including to Welborne's green corridor network;
- iii. Be located on a bus route and benefit from a bus stop that is convenient and safely located;
- iv. Be transferred by the developers to Hampshire County Council or to the relevant education provider at the time agreed with the Council and in a form consistent with the relevant site transfer requirements.

Planning for each of the schools will explore the potential to provide for shared-use community facilities to meet the needs of Welborne's residents. Proposals for the first primary school, to the north of the Knowle Road, shall include capacity to meet the demand for an initial high level of general community usage in the period before other general-use facilities have been provided.

In addition to the nursery space provided on the primary school sites, further space for nursery development shall be provided within Welborne at appropriate locations within or near the District and Local Centres and the Community Hub.

Secondary School

5.85 Welborne will generate significant demand for secondary school places. In addition, the

delivery of a secondary school as part of Welborne is one of the key community aspirations for the development and is important for the promotion of self-containment.

- 5.86 Secondary schools in Fareham provide for 11-16 year olds, with Further Education (sixth form) provision currently being made by Fareham College and by other colleges in surrounding authorities. The infrastructure planning and demographics evidence shows that approximately 925 school places will be required for 11-16 year olds, based on a completed development of 6,000 homes. This level of demand equates to a 'peak' requirement at Welborne for a seven form-entry secondary school.

Timing of delivery and temporary arrangements

- 5.87 The long-term objective is for all secondary school pupils living at Welborne to be able to attend school on site. However, it will take time to establish the school and to generate sufficient secondary aged pupils to make opening the Welborne school economic and feasible.⁸¹ This trigger point is anticipated to be reached in 2025/2026 (towards the end of Main Phase 3) and the new school will be needed to meet the growing demand from that point onwards.
- 5.88 In the period before the trigger point is reached, secondary-aged pupils from Welborne are likely to need to attend one of the surrounding schools in Fareham or Swanmore. There is currently some spare capacity at the surrounding schools and particularly at Henry Cort Community College, although this is projected to diminish over the next few years. Therefore, until the Welborne school is opened, if there proves to be insufficient spare capacity at surrounding schools to meet the need, site promoters will be expected to work with Hampshire County Council to explore alternatives to address the deficit, including an earlier delivery of the Welborne school or facilitating temporary increases in capacity at one or more existing schools.
- 5.89 The majority of Welborne falls within the catchment area of Henry Cort Community College in north Fareham. Areas to the east of the A32 fall within the Cams Hill School catchment, while Knowle and Wickham fall within the catchment of Swanmore Technology College. In addition, a new 7 form-entry secondary school is planned at Whiteley to serve the existing community and the new planned development there. It is not yet known when the Whiteley school will begin accepting new pupils. However, the opening of the new school at Whiteley and a school at Welborne will each require an adjustment to these catchment areas.
- 5.90 In addition to these changes to catchment areas, Hampshire County Council has an aspiration to reorganise secondary education within the north of Fareham. Where this is taken forward, the site promoters will be expected to work positively with Hampshire County Council to help achieve this aspiration. However, any such reorganisation will be dependent on funding from Hampshire County Council or other external sources. Therefore, there will be no expectation that a reorganisation will place a financial burden on the development of Welborne, beyond the need for the development to contribute to securing sufficient secondary school capacity to meet the anticipated needs of Welborne itself.

Location of the secondary school

- 5.91 The Strategic Framework Diagram (Appendix B.2) identifies the indicative location of

⁸¹ Welborne Infrastructure Delivery Plan 2014 (Stage 2 Update Report) establishes that the trigger point for opening the secondary school is the point at which over 50% of the total anticipated site demand (925 places) has been reached.

the secondary school, immediately north of the District Centre. The approximate location of the school is also indicated with a symbol on the Fareham Policies Map, an extract of which is presented at Appendix B.3 of this plan. This location emerged from extensive engagement with the relevant landowners, Hampshire County Council, Winchester City Council and local communities.

- 5.92 The location is designed to be highly accessible by sustainable travel modes from the main residential areas at Welborne, west of the A32, and would provide additional footfall around the district centre. Furthermore, this location will also provide opportunities for a primary school to be delivered in close proximity to the secondary school.
- 5.93 The location of the school, adjacent to the District Centre will enable it to be constructed in line with its anticipated first intake of pupils in 2025/2026.
- 5.94 The layout of the school will need to respond to noise levels in external areas, and ensure that appropriate noise levels are achieved for external teaching and playing areas through the orientation of school buildings. Furthermore the location of the high and intermediate pressure gas pipelines will also need to be taken into account when determining the layout of the school.

Potential for an 'all-through' school

- 5.95 As referred to above, the opportunity exists to deliver a primary school and secondary school within the 'education cluster' adjacent to the District Centre in the east of Welborne, as a single 'all-through school', and this will be explored further with the County Council. Developing an 'all-through school' in stages, as the new community evolved, could potentially facilitate an earlier provision of secondary education on site.

Access to the secondary school

- 5.96 It is essential that the location of the secondary school (and the adjoining new primary school) allows access by sustainable modes of travel to be prioritised. The school will need to be well and safely connected to Welborne's green corridor network allowing access to new and existing pedestrian and cycle routes to other parts of Welborne as well as to Knowle, Funtley, Fareham and Wickham. Where such routes require main roads to be crossed, suitable at-grade crossings will be needed. The secondary school will also benefit from safe and conveniently located bus stops, including the Bus Rapid Transit (BRT).

WEL16 - Secondary School Provision

One minimum 7 form entry secondary school shall be provided on a site of at least 9 hectares at the broad location adjacent to the new district centre as indicated on the Fareham Policies Map and on Appendix B.3 of this plan.

The school shall be phased to enable an initial intake of pupils by the end of Main Phase 3, or as agreed with the Council in consultation with Hampshire County Council as Local Education Authority. In the period prior to the first intake at the Welborne School, site promoters shall work positively with Hampshire County Council to ensure that the capacity at surrounding schools is sufficient to meet the needs of Welborne, including contributing to the delivery of temporary additional capacity, where required by the Welborne development.

The secondary school site shall be:

- i. Designed and laid out to ensure it is appropriately related to the district centre, taking into account surrounding uses and constraints;**
- ii. Well and safely connected to new and existing pedestrian and cycle routes, including to Welborne's green corridor network;**
- iii. Provided with or in very close proximity to bus stops for conventional bus services and for BRT;**
- iv. Be transferred by the developers to Hampshire County Council or to the relevant education provider at the time agreed with the Council and in a form consistent with the relevant site transfer requirements.**

Chapter 6

Homes

Market Housing

Housing Mix

- 6.1 As a new sustainable 'Garden Community' that will be developed over 20 years, it is essential that the mix of dwellings is broadly balanced and meets the demands of those wishing to live there. These demands will change over the plan period as the housing market evolves, the development begins to mature and broader changes in South Hampshire's population begin to take effect. Therefore, the balance of homes provided at Welborne must seek to anticipate these changes by comprising a range of different types, sizes and tenures suitable for households with varying needs, including young and older families, the elderly and single people.
- 6.2 Evidence undertaken for the PUSH authorities⁸² has emphasised a demand across South Hampshire for medium-sized houses (2 and 3 bedrooms) for newly forming families and also for older households wishing to down-size. This evidence recommended the following broad mix of market housing across the sub-region:
- 5% - 10% 1-bed properties;
 - 30% - 35% 2-bed properties;
 - 40% - 45% 3-bed properties;
 - 15% - 20% 4+ bed properties.
- 6.3 The Council has also undertaken evidence which focuses specifically on Welborne's role in meeting the demand for market housing.⁸³ This highlights the need for a broad range of 'family houses', based on the important role that families are expected to play in creating a vibrant and active new community. This evidence also highlights a historic trend in Fareham for owner occupiers to buy a larger home than would be required by their household size. In addition, the evidence indicates a need to increase the supply, and therefore the choice, of detached homes in order to address the existing undersupply of this type of home within the Borough. Taken together, these factors support the provision at Welborne of a proportion of 3 and 4+ bed family homes broadly in line with the overall sub-regional range referred to above.
- 6.4 A further influence on the housing mix is the need to support the economic development objectives of Welborne by seeking to ensure that those who are most likely to take up new employment opportunities within the community have a sufficient choice of housing to meet their needs. Therefore, the Council expects the housing mix at Welborne to provide sufficient choice to broadly align with the range of employment opportunities that will be delivered. This choice will support the aim of self-containment by reducing the need to commute to the new jobs created at Welborne.
- 6.5 Given that Welborne will be built out over a period of at least 20 years, it is important to ensure that there is flexibility in the housing mix to avoid constraining the local housing market. For this reason, Policy WEL17 does not seek to set out a prescribed proportion

⁸² South Hampshire Strategic Housing Market Assessment (GL Hearn for PUSH, January 2014)

⁸³ NCFN Site Specific Housing Market Assessment (DTZ/Wessex Economics, March 2013)

for each dwelling size. The mix of market homes to be provided within each main residential phase will need to reflect demand at the time the phase comes forward.

Adaptable Housing

- 6.6 Evidence⁸⁴ shows that, over the course of the development, the nature of Welborne's population will change significantly and will go on changing after the development has been completed. During the early phases most households are likely to be formed by working couples and young families, whilst in later years, particularly as the development moves towards completion, older people will be likely to form a large number of households. As well as giving rise to the need for an appropriate mix of housing types, these changes require homes to be flexible and adaptable enough to meet the changing needs of their residents over a period of time. This is important in making it possible for people to stay in their homes over the long term and also in enabling older people or those with mobility impairments to live independently in ordinary homes.
- 6.7 This flexibility can be achieved by homes being designed to meet higher accessibility standards, the most widely used of which are currently the 'Lifetime Homes' standards.⁸⁵ These are a set of nationally recognised standards that go further than statutory minimum building regulations by ensuring that the available space and features of new homes can readily meet the needs of most people, including those with reduced mobility. Therefore, in line with the expectation set out within Policy CS17 of the Core Strategy and to ensure flexibility in the housing stock at Welborne, a proportion of new homes of different types and sizes will be expected to meet the Lifetime Homes standards, or any equivalent standard that the Government may introduce as a result of its review of housing standards.⁸⁶
- 6.8 The precise proportion of homes within each residential phase that will be expected to meet these higher accessibility standards will depend in part on the impact this could have on development viability. However, based on the Council's evidence of potential demand for adaptable housing,⁸⁷ it is expected that approximately 15% of all homes will meet Lifetime Homes or equivalent standards.

Private Rented Housing

- 6.9 The number of households seeking to rent homes from private landlords on the open market has increased significantly in recent years, both nationally and within the local housing market.⁸⁸ A number of factors, including the affordability of home ownership, the constraints on mortgage availability as well as significant recent welfare reforms could result in the demand for private rented homes being even greater in the future, particularly amongst some groups, such as younger people, lone-parent families and cohabiting couples.
- 6.10 A sufficient supply and choice of good quality homes to rent is also important for a

⁸⁴ Analysis using the 'Chelmer Demographic Model' presented in the Welborne Infrastructure Delivery Plan 2014 (Stage 2 Update Report) (AECOM, January 2014)

⁸⁵ <http://www.lifetimehomes.org.uk>

⁸⁶ Housing Standards Review Consultation (DCLG, August 2013)

⁸⁷ This includes evidence of the proportion of people in the Fareham area with mobility impairments as well as projections of the proportion of older households that will be resident at Welborne following the completion of the development.

⁸⁸ NCNF Site specific Housing Market Assessment (DTZ/Wessex Economics, March 2013) and South Hampshire Strategic Housing Market Assessment (GL Hearn for PUSH, January 2014)

buoyant labour market, where mobility of skilled workers is increasingly expected. Evidence shows⁸⁹ that where people move to a new area to take up employment, they often seek to rent for a period and may then opt to buy a home in the new location later. Therefore, a lack of choice in rental homes could result in reluctance to move to the area, or establish longer commuting patterns that work against sustainable development and self-containment objectives.⁹⁰

- 6.11 Currently the proportion of private rental homes in Fareham is below average, amounting to about 10% of all dwellings.⁹¹ Within South Hampshire and elsewhere in the South East the proportion is significantly higher. This means that there is a potential undersupply of private rental homes locally. If left unaddressed, this undersupply could fail to meet the needs of the local community and may harm the economic and sustainable development objectives of Welborne.
- 6.12 Left entirely to the open market, some rental homes would be likely to be provided at Welborne, mainly through individuals 'buying to let'. Based on historic trends, evidence suggests that the proportion of homes that would be purchased with the intention of letting them out would be about 8%.⁹² Whilst making a welcome contribution, buy-to-let is unlikely to provide the number of rental homes required to meet local needs in the future. Neither are individual private landlords able to provide the stability in the rental market needed to ensure a sufficient choice of high quality rental homes for the longer term.
- 6.13 To help address these issues, the Government has sought ways to remove the barriers to large-scale institutional investment in private rented homes to promote a significant increase in supply and choice in this sector.⁹³ One of these barriers is the way in which private housing is valued, which favours sale to owner occupiers and makes large-scale investment in homes for long-term rent less competitive.
- 6.14 In the long term, it is possible that large-scale market letting by institutional and corporate landowners will become mainstream. However, until this happens and based on the evidence of demand for market rented homes within the housing market area⁹⁴ the Council will work with the site promoters at Welborne and with other partners to encourage the delivery of homes for long-term private rent. This will include considering opportunities for the Joint Venture Housing Company (JVHC)⁹⁵ to facilitate new rental homes. Correspondingly, the Council expects the site promoters to work proactively with institutional landlords or other investors to seek the delivery of homes specifically for long-term market rent.
- 6.15 The Council acknowledges that delivering homes specifically for private rent could have negative impacts on development viability and in particular on the scope to secure a proportion of affordable homes from such housing. Therefore, in line with the recommendations of the Montague Review, and only where necessary to secure

⁸⁹ NCFN Site specific Housing Market Assessment (DTZ/Wessex Economics, March 2013)

⁹⁰ South Hampshire Strategic Housing Market Assessment (GL Hearn for PUSH, January 2014)

⁹¹ As above

⁹² NCFN Site specific Housing Market Assessment (DTZ/Wessex Economics, March 2013)

⁹³ Review of the barriers to institutional investment in private rented homes - "The Montague Review" (DCLG, August 2012)

⁹⁴ NCFN Site specific Housing Market Assessment (DTZ/Wessex Economics, March 2013)

⁹⁵ The Council is in the process of forming a new joint venture housing company, in partnership with Eastleigh Borough Council, First Wessex and Radian Housing Association.

delivery of homes for long-term market rent, the Council will consider the need for flexibility in how the Borough's housing needs can be met. This will include considering the role that the new private rental homes at Welborne could play in meeting housing needs.

WEL17 – Market Housing

Planning permission will be granted for development that delivers an appropriate mix of good quality market housing, suitable for a wide range of different households including younger and older families, single people, the retired and those with reduced mobility.

Within each residential phase the overall mix of dwellings that are intended for market sale shall reflect evidence of demand at the time the phase comes forward.

Approximately 15% of all market homes within each phase of the development shall be designed to meet higher accessibility standards equivalent to the Lifetime Homes standards. The precise proportions shall reflect evidence of demand at the time the phase comes forward and will be subject to the need to ensure that the phase remains economically viable.

The delivery of homes at Welborne for private market rent is encouraged. Through its involvement in the Joint Venture Housing Company, the Council will consider opportunities to facilitate homes for private rent at Welborne. In addition, site promoters should work proactively with institutional landlords or other investors with the aim of delivering homes specifically for long-term market rent. Where there is clear evidence that the delivery of homes for long-term market rent would threaten economic viability and additional or external investment cannot be secured to address the problem, the Council will work with the site promoters to ensure the phase remains deliverable.

Affordable Housing

Housing Needs

- 6.16 Meeting the needs of those in the Fareham area who cannot access the housing market is one of the key priorities of the Council and is an important objective for Welborne. Delivering new affordable housing is vital in achieving sustainable development and Welborne provides a rare opportunity for the Borough to deliver a significant number of affordable homes and to make a real contribution towards addressing the current backlog of housing need.
- 6.17 Policy CS13 of the Core Strategy sets out the aim to achieve between 30% and 40% of all homes at Welborne as affordable homes and this was the starting point for the Welborne Plan. Subsequently, up-to-date evidence on housing needs has been undertaken, initially by the Council⁹⁶ and subsequently by PUSH through the South Hampshire Strategic Market Assessment (SHMA)⁹⁹ and a target of 30% affordable housing has been confirmed. The SHMA identified likely housing need within the Borough to 2036. This evidence recommended an annual target for the whole Borough

⁹⁶ Fareham Borough Housing Needs Assessment (DTZ, August 2012)

⁹⁹ South Hampshire Strategic Market Assessment (SHMA)

of 146 additional affordable homes, which amounts to 3,358 by 2036. Given that Welborne represents a majority of Fareham's planned housing delivery within this period, it is expected that a significant proportion of this target for affordable homes will be met at Welborne.

Tenure, Housing Mix, Adaptability and Integration

- 6.18 The SHMA considered the proportions of new affordable homes that should be provided to meet varying levels of need and it recommended a tenure split of 70% affordable and social rented homes and 30% in 'intermediate' forms of tenure, such as shared ownership homes. Whilst this split will be appropriate in the early phases of development, it will need to be kept under review to ensure that tenures being provided meet the needs at the time each phase is built out and that phases of development remain viable.
- 6.19 A wide range of affordable housing types and sizes will be required at Welborne to meet identified housing need. Within each residential phase, the mix will need to provide homes suitable for families and for smaller households as well as homes suitable for vulnerable households, including those with reduced mobility. Over the course of the Welborne development, a range of specialist needs housing should be provided as part of the affordable housing mix. This will include specialised accommodation for older people and wheelchair accessible homes. These requirements are covered in more detail in the following section below and in Policies WEL19 and WEL20.
- 6.20 The SHMA considered an appropriate mix of affordable homes for Fareham, based on the latest available data on housing needs. However, the long build-out period of Welborne means that this evidence provides only a starting point and the precise affordable housing mix required cannot be known at this stage. Housing needs change over time and are also influenced by Government policies, such as welfare reforms. Therefore, the agreed mix of affordable homes provided within each residential phase will need to reflect identified needs and viability at the time the phase comes forward.
- 6.21 In line with the requirement set out in the previous section for a proportion of market homes to be adaptable and to provide for those with reduced mobility, the providers of affordable housing at Welborne will also be expected to respond to this need. Therefore, subject to need and viability, approximately 15% of all affordable homes within each residential phase should be designed and built to meet higher accessibility standards equivalent to the Lifetime Homes standards.
- 6.22 To ensure the creation of a mixed, integrated and socially inclusive community, the affordable housing should be developed to the same design and construction standards as the market housing. Affordable dwellings should be integrated with the market housing, taking account of the nature of the stock, the mix of tenures and the prevailing character of the different parts of Welborne, as set out in Chapter 4. The level of integration will always be expected to fit within a range consistent with the upper and lower limits referred to below and set out in Policy WEL18. For management purposes, it may be considered appropriate to cluster the affordable housing in small groups.

Delivering Affordable Housing

- 6.23 National planning policy requires that new development is deliverable and this means that the overall financial burden on new development, including obligations to deliver

affordable housing, should not threaten its economic viability.⁹⁷ Extensive viability testing has been undertaken on the proposals within this Plan. The outcome of this evidence is that there is potential to deliver a significant proportion of affordable homes, but that an overall target of 30% is likely to be the highest that the development as a whole could reasonably be expected to achieve.

- 6.24 In coming to this conclusion, the viability evidence has taken into account separate studies⁹⁸ which have sought to identify and secure additional and external funding for infrastructure and affordable housing at Welborne. One of the potential delivery mechanisms which may assist viability is a Joint Venture Housing Company (JVHC) that may allow the Council and its partners to play a more central and active role in the delivery of affordable housing across the Borough potentially including Welborne. The nature of the role this JVHC will play at Welborne will be determined in dialogue with the site promoters. If the opportunity arises to use the JVHC, or any other external funding, to help deliver a higher level of affordable housing than would be expected to result from the 30% overall target, this will be positively and actively pursued by the Council.
- 6.25 Notwithstanding the potential role of the JVHC, delivering the target level of 30% affordable homes each year will be a significant challenge given the overall infrastructure burden on the development and the length of time it will take to build the new community. Therefore, it is necessary for the Welborne Plan to consider how a flexible approach to the delivery of affordable homes could be required.
- 6.26 Flexibility may be required, for example, where the proportion of affordable homes considered to be deliverable within the early phases of the development fell below the 30% policy target, or proposed a different tenure split to the 70:30 envisaged in Policy WEL18. In line with the overall approach to development viability (see Chapter 10), the Council would expect such proposals to be fully justified by a robust and independently verified viability assessment. Where the Council accepted a reduced percentage of affordable housing numbers, there would also be a clear expectation that the affordable housing deficit would be rectified, preferably later within that same phase of development or, failing that, within a subsequent residential phase.
- 6.28 If it proves not to be viable or practical for the site promoters to increase the percentage of affordable housing provision within the same phase, then the Council will seek to ensure that the affordable housing deficit is rectified within the subsequent phase of residential development. The Council will initially consider the potential for the JVHC to deliver some or all of the short-fall, but failing that, will expect increased development revenues within the next phase to subsidise the additional affordable housing.
- 6.29 In cases where the affordable housing deficit is deferred to a subsequent phase and, at the start of that phase of development, the site promoters consider that the provision of the additional affordable housing would not be financially viable, then the Council will expect this to be tested through a formal development valuation commissioned by the Council, at the developer's cost. This valuation would take account of costs and revenues to date as well as the anticipated infrastructure requirements and the anticipated revenues for the following main phase. Where it is agreed that both the

⁹⁷ National Planning Policy Framework paragraph 173 (DCLG, March 2012)

⁹⁸ These comprise the Welborne Infrastructure Funding Study (GVA, March 2013) as well as further commercially confidential work undertaken for the Council on options to support housing investment.

normal target levels of provision and the additional provision to rectify a shortfall on the previous phase cannot be met, the Council will again consider whether it would be viable, feasible and desirable for the JVHC to deliver some of or the entire shortfall.

- 6.30 When applying any flexibility in the phasing and delivery of affordable housing it will be important not to undermine the principle of creating a mixed, integrated and socially inclusive community as set out above. In practice, this means that lower and upper percentages of affordable housing will be set for any given phase of development at Welborne to avoid under provision or over-concentration in any one part of the development. The minimum and maximum levels that will be acceptable within any given phase will be agreed with the Council. However, overall, it is considered that a lower limit of 10% affordable housing numbers and an upper limit of 40% affordable housing numbers provide a reasonable balance between the need for flexibility and achieving the vision and objectives of the Welborne Plan.

WEL18 – Affordable Housing

Development at Welborne shall provide a total of 30% affordable housing.

Each residential phase of development shall be required to meet the target of 30% affordable housing provision unless a robust and transparent viability appraisal proving this not to be possible is accepted by the Council.

In exceptional circumstances where viability considerations require, the minimum affordable housing numbers on any phase will be 10% (subject to viability and the implications for other infrastructure) and the maximum required will not normally exceed 40%.

Where it is agreed that a residential phase will not meet the 30% target of affordable housing, the subsequent phase or phases will be required to meet that shortfall in addition to the 30% target if possible in viability terms.

The initial tenure split will be 70% affordable or social rent and 30% intermediate tenures. The tenure split will be kept under review phase by phase based on evidence of need and viability.

A range of affordable housing types, sizes and tenures shall be delivered within each residential phase. The precise number and mix of affordable homes within each phase shall be agreed with the Council, having regard to the nature of the phase to be developed, the identified need for affordable homes and its viability at the time the phase comes forward.

Approximately 15% of all affordable homes delivered within each phase of the development shall be designed to meet higher accessibility standards equivalent to the Lifetime Homes standards. The precise proportions shall reflect evidence of need at the time the phase comes forward and will be subject to the need to ensure that the phase remains economically viable.

Planning permission will be granted for affordable homes that are integrated with the market housing, within the overall limits set out, and are designed and will be constructed to the same or higher standards. Affordable housing may be clustered in small groups.

Housing Provision for Specific Groups

Older People

- 6.31 The number and proportion of older people in South Hampshire is projected to increase significantly in the coming decades. The latest projections for the South Hampshire sub-region indicate that between 2011 and 2036 there will be an increase of 30% in the number of people aged 60-74 and an increase of 91% in those aged 75 years or over.⁹⁹ The same evidence shows that the percentage increase within Fareham Borough between these dates will be even higher. In both cases these increases account for the majority of the growth in population that is projected to occur.
- 6.32 Projections based on past trends need to be treated with caution when applying them to specific development areas. Although Welborne will clearly be affected by these demographic changes, experience shows that older people are less likely to move to large new developments in their early stages. The Welborne-specific evidence indicates that the proportion of new residents aged 65 years or older will increase from 6.4% in 2021 to over 12% in 2041 reaching almost 20% by 2051.¹⁰⁰
- 6.33 In Fareham, as is the case generally in the South East, a large majority of older people choose to live in their own homes as private owner occupiers for as long as they are able to. A study on housing provision for older people completed for Hampshire County Council in 2009¹⁰¹ indicates that this trend will increase in the future as medical advances and the availability of home adaptations allow more elderly people to remain independent and living in their own home.
- 6.34 At Welborne, the mix of private market and affordable homes will be expected to facilitate this choice by older people to live in their own home. To help make this choice practical, a requirement has been set out, within the sections on market and affordable housing above, for a proportion of all homes at Welborne to be designed to be adaptable and with enhanced access standards that make it easier for those with mobility or other impairments. Although the 'Lifetime Homes' standards¹⁰² are not designed only with older people in mind, they are very important in ensuring that ordinary homes can be easily adapted for older people or those who wish to remain in their home into old age.

Specialist private market provision for older people

- 6.35 Older people have diverse needs and some prefer not to remain in their own home, whilst others are not able to cope and need specialist accommodation with a higher level of care. The various types of specialist provision are set out in the County Council's 2009 study and also within the Adopted Development Sites and Policies Plan. Many of these, including sheltered accommodation, retirement communities and some extra care schemes, are delivered as private market developments.

⁹⁹ South Hampshire Strategic Housing Market Assessment (GL Hearn for PUSH, January 2014).

¹⁰⁰ Demographic Evidence derived from a 'Chelmer Model' analysis prepared for FBC by Cambridge Econometrics in 2011 and presented in the Welborne Infrastructure Delivery Plan 2014 (Stage 2 Update Report) (AECOM, January, 2014).

¹⁰¹ Housing Provision for Older People in Hampshire: Older Persons Housing Study (Hampshire County Council, November, 2009).

¹⁰² Or any replacement national "intermediate access standard" that is introduced as a result of the Government's Housing Standards Review (DCLG, August 2013)

- 6.36 Welborne provides an important opportunity for the private market to deliver different types of specialist provision to meet the needs of older people who prefer or feel obliged to move into specialist accommodation. The demand for private specialist housing for older people is expected to grow as the development evolves and as the anticipated demographic changes, referred to above, take effect. The Council expects the market to respond to this growing demand at Welborne and will encourage the site promoters and developers to include well-designed specialist accommodation for older people as part of the new community.
- 6.37 Such provision should be located within easy walking distance of the District Centre or the Local Centre and should be provided in a way that fully integrates with the rest of the new community. Any such schemes will be expected to be designed to be accessible to older people and should also contribute to affordable housing, either as part of the scheme or elsewhere on the Welborne site, and preferably within walking distance of the District or Local Centre. The level of affordable housing provision sought will be commensurate with the level of C3 dwelling units¹⁰³ included as part of the scheme.
- Specialist provision for older people delivered or supported by the public sector
- 6.38 Some types of specialist accommodation¹⁰⁴ have traditionally been provided with significant public sector support, principally to meet the needs of older people who cannot access private market specialist accommodation. Hampshire County Council's evidence work to assess the need for different types of specialist provision covered both private market as well as affordable accommodation.¹⁰⁵ This highlighted a need in Fareham for a range of provision, including rented sheltered, extra care and accommodation for older people suffering with dementia. The evidence recommended that all Strategic Development Areas in Hampshire should include an element of housing specifically designed for older people e.g. extra care housing/sheltered housing/care homes/retirement village/other housing designed for and restricted to older people.
- 6.39 Hampshire County Council has played a major role in planning and helping to deliver specialist older persons accommodation and has indicated an intention to help deliver at least one extra care scheme at Welborne. Extra care is a type of specialist self-contained housing designed to facilitate the diverse care and support needs that its tenants or owners may have, now or in the future. The availability of care or support twenty four hours a day is a key feature of this type of accommodation.
- 6.40 Extra care schemes being delivered with the support of Hampshire County Council are focused on meeting the housing needs of a portion of the elderly population who are unable to afford private specialist accommodation. Such schemes bring wider community benefits, for example, by making it possible to release existing larger affordable homes within the Borough to others in housing need, including families. In addition, extra care schemes help to make a community more vibrant and viable by

¹⁰³ 'C3' Dwellings relates to the Use Classes Order and reflects the fact that specialist provision for older people often incorporates areas classed as C2 Residential Institutions, for which affordable housing contributions would not be sought.

¹⁰⁴ These include sheltered housing, extra care, close care and residential care schemes. The different types of specialist provision for older people are defined within the Housing our Ageing Population: Panel for Innovation (HAPPI) Report (HCA, June 2009)

¹⁰⁵ Housing Provision for Older People in Hampshire: Older Persons Housing Study (Hampshire County Council, November, 2009)

supporting local shops and services, including public transport.

- 6.41 Through its evidence work, the County Council has identified the need for 468 extra care units to be provided within Fareham Borough by 2025.¹⁰⁶ This need relates to the existing and projected number of older people (of 75 years or older) within the whole of Fareham Borough. A further need has been identified for 16 units of accommodation for the period between 2026 and 2036 or 34 units between 2026 and 2050.¹⁰⁷ This additional need is related solely to Welborne.
- 6.42 Although the Welborne development is not expected to fund extra care provision to meet pre-existing needs, it does present by far the best opportunity to facilitate the delivery of a significant proportion of the overall need, including all of the need generated by Welborne itself.
- 6.43 Given the overall evidence of need, and in particular for extra care, Welborne will be expected to incorporate suitable specialist accommodation for elderly people who are not able to access private market provision. The Council's preference is for the delivery of several schemes over the plan period, including rented sheltered housing, provision for those suffering with dementia and at least one extra care scheme. The site promoters will be expected to include these schemes within the comprehensive masterplan(s) that will be approved by the Council as part of the determination of initial planning applications.
- 6.44 All schemes focused on meeting the specialist local housing needs of older people should incorporate a mixture of tenures including affordable or social rent and shared ownership, and such units will count towards the overall affordable housing target for Welborne set out in Policy WEL18. Schemes proposed should be of an economically viable size.¹⁰⁸ The overall size of each scheme and the proportion of units that are for social or affordable rent will be agreed with the Council and with Hampshire County Council where relevant. All schemes should be well designed and properly integrated with Welborne. They will need to be easily accessible by foot from a range of shops and services, including public transport. In order to achieve this, schemes should be located within or close to the District or Local Centres.
- 6.45 As part of ensuring that schemes provide wider benefits to the community, the Council expects the site promoters and the County Council where relevant, to explore the opportunities to provide general community meeting space or the Welborne library space provision within the scheme. Where such community facilities are included, the scheme should be designed to ensure that the need for high levels of public access can be achieved without compromising the security or quality of life of the scheme's residents.

¹⁰⁶ Hampshire County Council Infrastructure Statement - Version 1 (HCC, December 2012)

¹⁰⁷ Welborne Infrastructure Delivery Plan 2014 (Stage 2 Update Report) (AECOM, January 2014)

¹⁰⁸ Advice received from Hampshire County Council indicated that the minimum viable size for extra care schemes is 42 units.

WEL19 – Specialist Accommodation for Older People

Planning permission for specialist accommodation designed specifically for older people will be permitted where it:

- i. Is located within or adjoining the District Centre or the Local Centre;**
- ii. Fully integrates with the rest of Welborne, including with the green corridor network;**
- iii. Allows easy walking distance to public transport; and**
- iv. Incorporates sufficient parking for both residents and staff.**

All schemes will be expected to explore opportunities to incorporate additional wider community facilities, such as meeting space provision.

Development at Welborne shall include provision to meet the needs of those older people who cannot afford private market specialist accommodation. A range of provision will be required to reflect identified needs at the time the scheme comes forward, although this is likely to include extra care or similar and accommodation for older people suffering from dementia. All schemes intended to meet this purpose shall be included within the comprehensive masterplan(s) for Welborne.

For extra care or similar schemes being delivered with public sector support, a large proportion of units shall be provided as affordable or social rent with the balance being provided as shared ownership and as market sales, if this is demonstrated to be necessary for scheme viability. The precise size of the scheme(s) and the level of affordable or social rent shall be agreed with the Council or with Hampshire County Council, as appropriate. Affordable housing units provided as part of schemes to meet the needs of older people will count towards the overall target set out in Policy WEL18.

The timing of delivery of each scheme shall be agreed with the Council, with the aim to achieve completion of at least one extra care or similar scheme by the end of Phase 3.

People with mobility-related disabilities

- 6.46 General housing, even where it is designed to Lifetime Homes or similar accessibility standards, does not meet the needs of a small portion of the community with mobility-related impairments or disabilities. These people with long-term conditions usually rely on wheelchairs and other specialist mobility equipment that places specific additional demands on the space and access standards of homes.
- 6.47 It is important that Welborne includes some homes which are designed to meet the needs of people with mobility-related impairments to provide opportunities for them to live in a new home. However, homes designed to wheelchair access or other high accessibility related standards are more expensive to build and so a balance is needed to ensure that overall development viability is not adversely affected.
- 6.48 The Government's Housing Standards Review¹⁰⁹ concludes that the requirement for a small proportion of homes to be designed to high accessibility or wheelchair standards

¹⁰⁹ Housing Standards Review (DCLG, August 2013)

is appropriate where it is backed up by local evidence of need. The current evidence for Fareham indicates that approximately 2% of the local community have long-term mobility-related impairments that would require the use of wheelchairs or other specialist mobility equipment.¹¹⁰ Correspondingly, the Council expects that a proportion of all homes at Welborne, equal to the latest evidence of need, should be designed to higher levels of accessibility standards. Such provision may be delivered as part of wider target for the delivery of homes meeting Lifetimes Homes or equivalent accessibility standards.

- 6.49 In order to make the provision of wheelchair-adapted homes as effective as possible, the Council expects that when these homes are marketed (in the case of the private market units), efforts are made to ensure that local disability groups and charities as well as Hampshire County Council Adult Services are made aware of the housing opportunities.

WEL20 – Wheelchair Adapted Homes

Development within each residential phase will only be permitted where it includes a proportion of homes designed to high standards of accessibility, suitable for occupation by wheelchair users.

The precise proportion of wheelchair-adapted homes within each phase shall reflect the latest available evidence of need. However, based on evidence available during the preparation of this plan, it is expected that approximately 2% of all homes within the initial phases will meet this standard.

People wishing to build their own homes

- 6.49 National policy requires the Council to assess the demand for custom and self-build housing within the housing market area. Evidence gathered for this purpose¹¹¹ indicates that there is demand for this form of housing that is currently not being fully met. Given that a large proportion of Fareham's future housing supply will be accounted for by the Welborne development, it is appropriate that the development should provide for small builders and individuals looking to 'custom-build'.
- 6.50 Custom-building, whether by groups of people or by individuals is a small but important form of housing provision that the Council would like to encourage as part of a balanced local housing market. In addition, small local builders provide an important element of Fareham's economy and ensuring that there are opportunities for custom-build homes will help to foster this local trade and provide opportunities to enhance local construction skills. Therefore, the Council expects a proportion of new housing land at Welborne, throughout the plan period, to be made available to meet the demand of those who wish to build their own home. Areas dedicated to custom-build homes will need to be incorporated into the comprehensive masterplanning for Welborne that will

¹¹⁰ The evidence is based on 2 sources: 1st the 2011 Census which indicates that 6.8% of people in the Borough have a long-term illness that limits their daily activities and on statistics from the Government Office for Disability Issues which estimates that 60% of those with long-term disabilities in England have mobility-related disabilities. 2nd The 2009 Housing Condition Survey undertaken for FBC (CPC, April 2010) included a stratified sample of Fareham residents in private accommodation that indicated that 1.6% were dependent on wheelchair use within the home. If this survey had included residents in affordable homes the percentage would have been higher as many who are disabled and unable to work qualify for and reside in affordable housing.

¹¹¹ The evidence was gathered through engagement with land and estate agents (within the Portsmouth and Southampton housing market areas) which maintain lists of clients who are seeking suitable plots to build their own home.

accompany initial planning applications. The Council will work with the site promoters to agree a suitable approach to deliver custom-build homes as part of Welborne.

- 6.51 All custom build proposals for plots at Welborne should be consistent with the Welborne Design Guidance SPD.

WEL21 – Custom Build Homes

To ensure the demand of those wishing to build their own home can be met at Welborne, a proportion of homes shall be delivered as dwelling plots for sale to individuals or groups of individuals wishing to build their own home. The number of custom-build plots within any given residential phase shall reflect up-to-date evidence of demand and the need to ensure that the character and nature of that phase are not compromised. Overall, it is expected that not less than 1% of all homes at Welborne should be delivered as custom-build plots.

Development parcels intended for custom-build shall be identified within the comprehensive masterplan(s) to be agreed with the Council alongside the determination of initial planning applications. These areas shall be well integrated into the transport, utilities, open space and other site infrastructure.

Custom-builders taking up plots at Welborne shall ensure that their proposals comply with relevant policies within the Fareham Development Plan and are consistent with relevant and approved strategic design codes.

Gypsies, Travellers and Travelling Showpeople

- 6.52 Planning Policy for Traveller Sites¹¹² requires local planning authorities to proactively plan for gypsies, travellers and travelling showpeople. This includes setting targets to address the likely permanent and transit site accommodation needs of travellers. The Local Plan Part 2: Development Sites and Policies has undertaken this process of identifying needs¹¹³ across the Borough and, in the case of permanent sites, has allocated sufficient sites outside of Welborne to meet the area's identified needs.
- 6.53 In relation to the need for transit sites, the Travellers Accommodation Assessment for Hampshire 2013 recommends, in line with national policy, that the Council works with neighbouring authorities to identify and deliver sufficient transit pitches. The Assessment does not recommend specific targets for individual authorities, but for a grouping of authorities based on distinct highway corridors and broad geographical catchment areas. The transit site target for the 'Eastern grouping' of authorities¹¹⁴ is 29 pitches to be delivered by 2027, or earlier where possible.
- 6.54 Having considered the recommendations in the Assessment, no transit site is proposed for allocation within Welborne. However, the Council will continue to work collaboratively with the other local authorities in the grouping to identify an appropriate transit site or sites to address the requirements. In the event that one or more of the agreed transit sites being proposed falls within Fareham Borough, an allocation will be made through the early review of the Fareham Local Plan.

¹¹² Planning Policy for Traveller Sites, (DCLG, March 2012)

¹¹³ This process was informed by the Travellers Accommodation Assessment for Hampshire 2013 (Forest Bus, March 2013)

¹¹⁴ The 'Eastern grouping' comprises: East Hampshire; Fareham; Gosport; Havant and Winchester.

- 6.55 In relation to sites for travelling showpeople, the Assessment concluded that no additional provision was required within Fareham Borough. It did, however, recommend that local planning authorities in the 'Eastern grouping' work collaboratively to deliver a total of nine plots across the five 'Eastern group' authorities by 2017. This work to identify appropriate sites within the Eastern grouping is still on-going.
- 6.56 Planning Policy for Traveller Sites sets out that where there is no identified need within an area, criteria-based policies should be included to provide a basis for decisions in case applications nevertheless come forward.¹¹⁵ Therefore, given that there is no currently identified need for traveller sites within Welborne, the criteria set out in Policy WEL22 will be used to determine any relevant planning applications received by the Council.

WEL22 - Gypsies, Travellers and Travelling Showpeople

Provision for gypsies, travellers and travelling showpeople is not required at Welborne. Any planning applications for one or more permanent pitches for gypsies or travellers at Welborne will only be permitted where it can be demonstrated that the proposal:

- i. has regard to the Borough-wide objectively assessed need;**
- ii. is accessible to shops, schools, community and health facilities by public transport, on foot or by cycle;**
- iii. offers safe and convenient pedestrian, vehicular access and parking without unacceptable impact on highway safety;**
- iv. is capable of being provided with on-site services for water supply, power, drainage, sewage disposal and waste disposal facilities;**
- v. is well laid out and carefully designed;**
- vi. does not have unacceptable adverse impact upon living conditions or neighbouring development by way of the loss of sunlight, daylight, outlook and privacy;**
- vii. does not unacceptably harm visual amenity and includes adequate planting and landscaping, where necessary;**
- viii. does not cause harm to natural and/or heritage assets that cannot be satisfactorily mitigated and/or compensated; and**
- ix. is not located in areas at high risk of flooding or unstable land.**

Where a transit site is proposed, permission will only be granted for proposals that meet criteria ii – ix set out above and in addition:

- x. has regard to the objectively assessed need within the 'Eastern grouping' of Hampshire authorities and;**
- xi. has good access to the strategic road network.**

Where a site is proposed for travelling showpeople, permission will only be granted for proposals that meet criteria ii – xi set out above. In addition, it shall also incorporate sufficient space to allow for the storage of equipment.

¹¹⁵ Policy B (Point 10) of the Planning Policy for Traveller Sites (DCLG, March 2012)

Chapter 7

Transport, Access and Movement

Policy Background

- 7.1 The starting point for the transport requirements to support Welborne is Policy CS13 in the adopted Core Strategy. This established a broad framework of principles to be taken forward in planning for Welborne.
- 7.2 These policy requirements followed from a series of transport studies which were commissioned by Hampshire County Council (HCC) and Transport for South Hampshire which were then brought together, into a single document called the 'Emerging Transport Strategy (ETS)'. This document was broadly supported by the Highways Agency. It also set out various transport interventions - measures to reduce traffic; measures to manage traffic; and investment in the transport network. The overall aim was to achieve a significant modal shift away from reliance on the private motorcar.
- 7.3 The ETS was always seen as a living document that would need to be regularly reviewed and up-dated as development proposals emerge. This has been done alongside the development of the strategic framework to ensure the alignment of land-use planning and transport planning.
- 7.4 Work on the Transport Strategy has evolved, informed by changes to the strategic framework and concept masterplan, transport modelling evidence, and on-going discussions with Highways England, the Highway Authority and others. The transport evidence has built upon existing studies and plans to develop a comprehensive package of measures, from masterplanning, investment in new infrastructure and ongoing governance arrangements, to secure sustainable transport from the outset.
- 7.5 In March 2011 the Transport for South Hampshire (TfSH) partnership produced a Local Transport Plan Joint Strategy for South Hampshire setting out the approach to transport in South Hampshire to 2031. The policies incorporate the reduce-manage-invest strategy for South Hampshire and establish principles for reducing the need to travel, maximising the use of existing transport infrastructure and delivering targeted network improvements.
- 7.6 Since the production of the above document TfSH has been expanded to form Transport for South Hampshire and the Isle of Wight (TfSHIOW) and has developed a Sub-Regional Transport Model (SRTM). The SRTM has been used to identify where transport interventions are (and will be) required as a consequence of growth and changing travel patterns.
- 7.7 In February 2013 TfSHIOW produced a Transport Delivery Plan¹¹⁶ setting out strategic investments for the period to 2026 and in October 2013 the County Council approved the Fareham and Gosport Strategic Transport Infrastructure Plan¹¹⁷ which sets out an interim transport strategy for the area.

¹¹⁶ Transport Delivery Plan 2012-2026 (TfSH, February 2013)

¹¹⁷ Fareham and Gosport Strategic Transport Infrastructure Plan (HCC, October 2013)

- 7.8 Since the adoption of the Core Strategy, sustainable transport considerations have been at the heart of the masterplanning of Welborne¹¹⁸ and have been reflected in the ongoing assessment of infrastructure requirements. The Transport Strategy sets out the evolution of the transport considerations for Welborne and has informed the assessment of infrastructure in the Infrastructure Delivery Plan. This includes the encouragement of self-containment through the provision of mixture of uses to reduce the need to travel off site, and the provision of a network of footpaths, cycle ways and bridleways to enhance permeability within the site and to access the adjoining area.
- 7.9 The Transport Strategy and the Strategic Framework have been developed in tandem, to develop revised high level transport principles for Welborne. Transport modelling undertaken to date indicates that the majority of movements to and from Welborne will be to the south, including the M27.
- 7.10 Welborne will deliver a mix of land uses to ensure opportunities for local living and working are provided and encouraged. Alignment of the provision of jobs alongside residential development will assist in providing opportunities to minimise the need to travel. The issue of self-containment for Welborne is covered in Chapter 5 (Economy and Self-Containment.)
- 7.11 Welborne will provide access to goods, retail, community facilities and recreational/leisure amenities within 10 minutes' walk or a short cycle ride in the district and local centres. These centres will act as public transport hubs for BRT and local bus services. They also have potential to act as transport hubs providing access to transport information, car clubs and taxis.
- 7.12 The new development will be served by a network of streets with a strong emphasis on place-making. Main streets will link key destinations including the district, local centres, employment area and the schools. Alongside the streets, the green infrastructure throughout the site will create attractive and convenient routes for pedestrians and cyclists.
- 7.13 Travel planning will be used across the site to assist accessibility to and lead to a reduction in use of the private car. Initiatives will be delivered with each part of the site in accordance with the Framework Travel Plan.
- 7.14 A car parking strategy has been produced for Welborne¹¹⁹. Car parking throughout Welborne will be provided in line with the Council's adopted Residential Car and Cycle Parking Standards SPD,¹²⁰ the Non-residential Car and Cycle Parking Standards SPD and the Welborne Design Guidance SPD. Provision of parking will be monitored and reviewed throughout the development of the project to ensure those standards are appropriate.
- 7.15 The Council's Transport Strategy sets out the evolution of the transport evidence, and the broad approach to transport issues. This work will now need to be taken forward by the developers of the site. The site promoters' Structuring Plan for the whole of the

¹¹⁸ North Fareham SDA Smarter Choices Study and Parking Study (Campbell Reith/ ITP, January 2012)

¹¹⁹ Welborne Parking Strategy (FBC, January 2014)

¹²⁰ Residential Car and Cycle Parking Standards Supplementary Planning Document (Adopted by FBC in November 2009)

Welborne site will need to be accompanied by a Transport Framework to supplement and inform the proposals in the site promoters' Transport Assessment(s) for the site and inform future planning applications to ensure compatibility of approach. The Transport Framework will comprise:

- The justification for the layout of the access points and primary road network, including the BRT route and the main pedestrian and cycle routes throughout Welborne identified in paragraph 1.57 and in Policy WEL4;
- A Public Transport Plan (see Policy WEL26); and
- A Framework Travel Plan (see Policy WEL27).

7.16 The Council's Habitats Regulations Assessment identified that atmospheric pollution arising through traffic impacts could potentially affect nearby internationally protected sites. In order to comply with Habitats Regulations, these impacts will either need to be avoided or fully mitigated if the development is to gain approval.

WEL23 - Transport Principles for Welborne

Proposals to develop all or part of Welborne must be accompanied by a full Transport Framework and Transport Assessment for the site as a whole which should demonstrate how the following measures will be achieved:

- i. **The delivery of high quality sustainable public transport system, including the extension of the existing Bus Rapid Transit network to serve the new community;**
- ii. **Implementation of Travel planning to reduce the reliance on the private car;**
- iii. **Achieves a development which is southwards-facing in transport terms through the masterplan layout and delivery of access via the A32 and an improved junction 10 of the M27;**
- iv. **The rate of development will be linked to the funding and provision of necessary transport infrastructure;**
- v. **The incorporation of transport interventions to mitigate traffic impacts on the local and strategic road network and to mitigate any environmental impacts.**

Access to the Strategic Highway Network

7.17 The M27 runs through the southern part of the site. Junction 10 of the M27 currently provides direct access to the A32, which runs north through the site to Wickham, and south into Fareham Town. The existing Junction 10 of the M27 has restricted access, allowing movement only to and from the east. The existing motorway is under considerable pressure with capacity constraints evident during peak periods.

7.18 One of the first considerations in developing the land-use strategy and the transport strategy was to determine the principal means of access to the site from the motorway. Following initial Sub-Regional Transport Model testing and analysis of outputs, a strategic highway solution focused on Junction 10 was identified as a viable option on which to base future testing by both the Borough Council and the Highways Authority. Since then, significant testing using the SRTM has been undertaken to assess the impact of providing an all-movements solution at Junction 10. In principal and subject to the next level of more detailed testing, Highways England and the Highway Authority support this way forward. Minor interventions at Junction 11 may also be required.

Appropriate works are currently being considered at Junction 9 of the M27 to mitigate the impacts of the proposed significant development at north Whiteley.

- 7.19 Key to the consideration of the impacts of Welborne on the strategic road network is that making Junction 10 an all-moves junction will reduce the number of trips between Junctions 10 and 11, as motorists no longer need to travel to Junction 11 in order to travel west on the M27.
- 7.20 Investigating the appropriate design for an all-moves junction 10 is an iterative process. Alternatives are being tested using both local junction modelling and the SRTM to explore and refine a range of options. The draft Welborne Plan included details of a junction focused at the part of the site adjacent to the M27 and A32, but recognised that alternatives to the west were possible. Testing to date has demonstrated that there are a number of potential options for delivering an all-moves Junction 10, each with relative merits. The Transport Strategy outlines those options which have been the subject of testing with the SRTM so far and sets out the characteristics of each option. However, further iterations and refinements will be required as work progresses.
- 7.21 It must be stressed that any transport option identified at this point is subject to further detailed design and a process of review and refinement by Highways England and others and therefore the final solution may contain elements of more than one option. Of the options presented in the Transport Strategy the Council has included Option 3 on the Strategic Framework Diagram and the Council's concept masterplan for the purposes of illustrating how Welborne may be delivered.
- 7.22 The Highway Authorities (Hampshire County Council and Highways England) will need to be satisfied that testing through the SRTM demonstrates that the detailed proposals can work both in terms of the operational effectiveness of the junction itself and that mitigation can be put in place to minimise the impacts upon the surrounding strategic and local transport networks. Any improvement to the Strategic Highways Network will require a Section 278 agreement for delivery of the appropriate infrastructure improvements.

WEL24 - Strategic Road Access

Proposals for the development of the strategic road access for Welborne shall include the following:

- i. A series of improvements to create an 'all-moves' Junction 10 of the M27 motorway. Detailed design must address the following criteria:**
 - a. Provide appropriate priority measures for BRT and local buses;**
 - b. Provide safe and attractive routes for pedestrians and cyclists between Fareham and Welborne;**
 - c. Minimise the severance between north Fareham and Welborne;**
 - d. Retain settlement buffers in accordance with WEL5; and**
 - e. Minimise the environmental impacts within the site and on neighbouring communities, including any noise and visual impacts.**
- ii. The delivery (or funding) of necessary off-site improvements to the M27, including Junctions 9 and 11 and the carriageway and associated infrastructure, if required to mitigate the impacts of the development.**

All new road infrastructure must comply with the standards and guidance in the Design Manual for Roads and Bridges. New road infrastructure or funding will be secured by condition or planning obligation to ensure the timely delivery of the required transport measures.

Access to the Local Highway Network

- 7.23 As well as an improved Junction 10 of the M27, the A32 will be the key vehicular access to Welborne.
- 7.24 Within Welborne itself, a spine network of more minor roads will provide primary access to the district centre, local centre, major employment uses and other facilities. The spine streets will cater for mixed traffic including HGVs, general traffic volumes, and public transport as well as for walking and cycling. Importantly, these roads will provide the gateways into Welborne and its centres.
- 7.25 The spine streets will use Knowle Road as the northern edge of a network box. This access will link back to the A32 at a number of locations (including Knowle Road / A32 junction). This will allow optimum movement around Welborne, linking all centres and will provide the main routes for public transport. In addition a new north-south route across the site will reduce pressures on the A32.

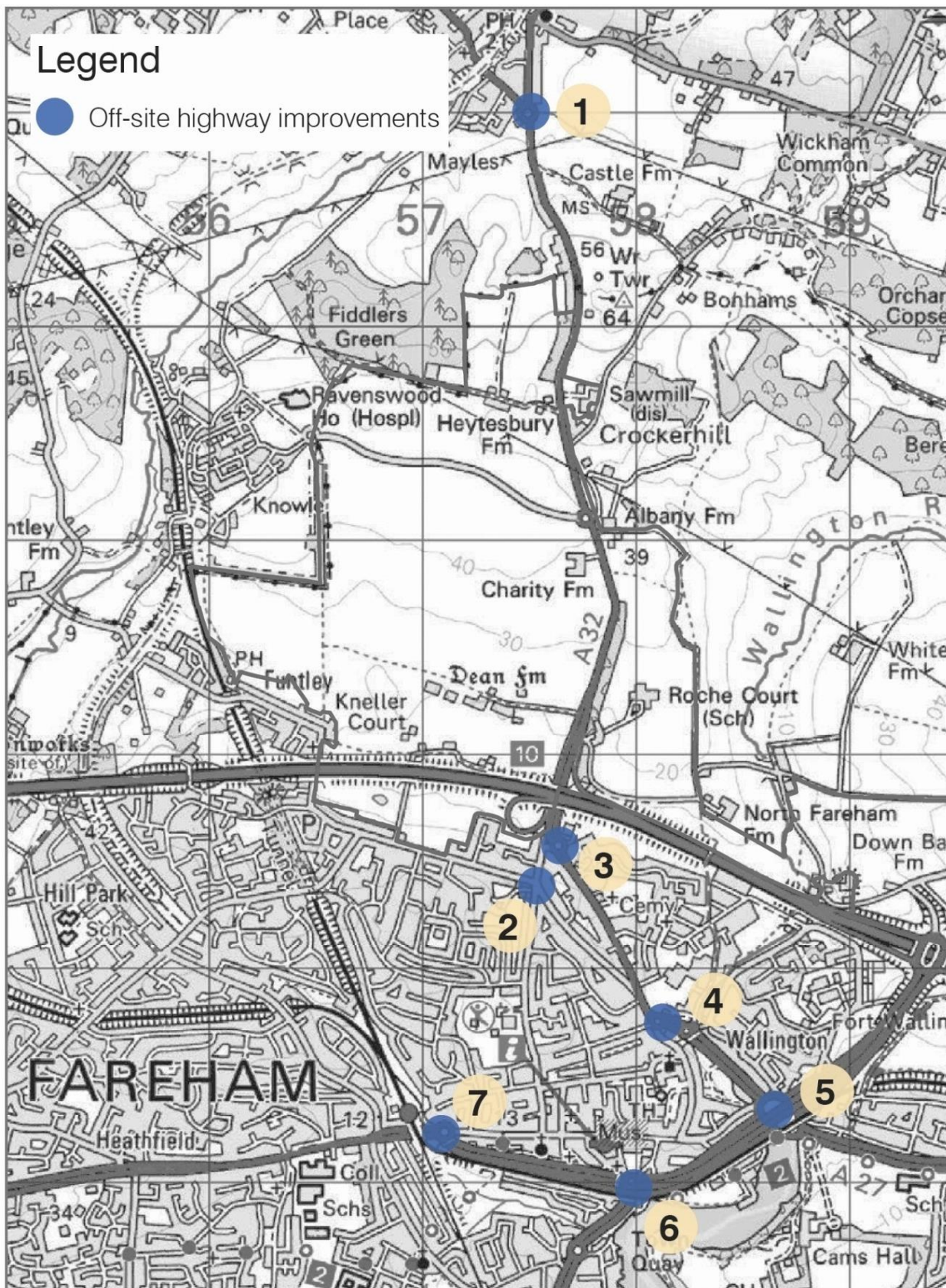
Managing Wider Impacts

- 7.26 Welborne will inevitably generate trips within the wider area by all modes of transport. Mitigation measures will be required to manage the increased traffic flows on the local roads and to discourage 'rat running' traffic on inappropriate residential roads through Fareham town centre, Wickham and Funtley.
- 7.27 Congestion is recognised as a problem in the Fareham area. The strategy for Welborne will be to minimise additional congestion through providing local access to facilities, enhancing alternative modes of travel and implementing a wide ranging package of traffic management measures to prioritise bus services. The effectiveness, deliverability and viability of any proposed measures will be assessed in detail as the planning process moves forward.
- 7.28 A number of roads and junctions have been identified which are likely to require traffic management and/or upgrading measures as a direct result of traffic generated/attracted by Welborne. These are set out on Figure 7.1 (numbered 1-7):
1. A32/A334 Fareham Road, Wickham - This junction lies to the north of the development on the A32. It is a three-arm roundabout junction with two lanes on all approaches. It is likely that the approach lanes on the A32 will need widening to accommodate additional traffic generated by the development. There appears to be sufficient carriageway and verge space to realign the carriageway. Whilst some works may be required at this junction to discourage additional traffic movements travelling north through Wickham, it may be more appropriate to manage this additional demand through traffic management measures in the town centre and appropriate measures will need to be identified and locally agreed.
 2. North Hill/Kiln Road/Old Turnpike/Park Lane - Kiln Road provides the main link to

Funtley from the north of Fareham. The new development is likely to generate some additional demand on Kiln Road for traffic travelling to an improved Junction 10 of the M27 motorway. Improvements to the Kiln Road signal junction are likely to be required.

3. A32 Wickham Road/North Hill/Furze Court - This junction lies just to the south of Junction 10, providing the main route into Fareham town centre from the north. The junction is likely to require some upgrade to increase traffic capacity and enable bus priority measures to be incorporated.
 4. A32 Wickham Road/Wallington Way/Southampton Road - This junction, comprised of two roundabouts closely situated, lies on the A32 and provides access to the Broadcut Retail Park and Fareham Industrial Estates. The two roundabouts are linked by dual carriageway, presenting the opportunity to implement bus priority measures through this section down to the A27 junction.
 5. Delme Roundabout A32/A27 - This large, grade-separated junction links the main A27 to the A32 and connections south to Gosport. The A27 has significant congestion problems. The introduction of an all movements operation at Junction 10 will relieve some of this east-west traffic flow. Traffic management measures would be required at this junction in order to facilitate bus priority movements on the A27 westbound approach to the junction for BRT.
 6. A27/A32 Quay Street Roundabout – This large junction is also on the main access to the Gosport peninsula. It has recently been subject to significant improvements as a result of development within Fareham Town centre and a scheme to deliver bus priority measures has been proposed by the County Council. Significant additional works are not envisaged, but some minor improvements may be required.
 7. A27 Railway Station Roundabout - This junction will require remodelling to improve traffic control and connectivity between the railway station and the BRT service serving the new development. The remodelling will also seek to improve cycle and pedestrian accessibility to the railway station from the adjoining highway network. A scheme to deliver significant improvements to this roundabout has been proposed by the County Council.
- 7.29 In addition, further work on transport impacts may identify the need for other mitigation works on the local road network, and some measures may be required to mitigate traffic impacts in Wickham and Funtley. This may include additional measures at Mayles Lane to prevent it being used as a 'rat-run' for through traffic.
- 7.30 Similarly, Pook Lane could be used as an alternative route heading east from Welborne to Junction 11 of the M27. This road is not suitable for significant increases in vehicular traffic and therefore the option of closing this road to through traffic while ensuring adequate access to existing premises will be considered.
- 7.31 Any planning application for the site must be supported by a Transport Assessment to assess the phasing of the development against the implementation of various off-site highway improvements, including works to the M27 and A32 and any other primary or secondary links or junctions to mitigate the traffic impacts on the local and strategic road network and mitigate any environmental impacts, including any impacts on air quality in the surrounding area.

Figure 7.1: Off-Site Highway Improvements



0 500 1,000 2,000 Metres

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WEL25 – Local Road Transport and Access

The principal vehicular access to Welborne will be from the south via the A32 and junction 10 of the M27.

Proposals for the development of Welborne shall include the following:

- i. Improvements to the A32 to accommodate the increase in traffic, achieve satisfactory access to the site and create an appropriate gateway to the development;
- ii. A spine network of routes to facilitate vehicle movement through the site, including a main north-south route through the site to the A32;
- iii. Should it be required by the Highway Authority, the closure of Pook Lane to through vehicular traffic, while providing for vehicular access to existing premises and maintaining a through route for pedestrians and cyclists; and
- iv. The delivery (or funding) of any necessary off-site improvements to the nearby road network, including at the following locations:
 - A32/A334 Fareham Road, Wickham
 - North Hill/Kiln Road/Old Turnpike/Park Lane
 - A32 Wickham Road/North Hill/ Furze Court
 - A32 Wickham Road/Wallington Way/Southampton Road
 - Delme Roundabout A32/A27
 - A27/A32 Quay Street Roundabout
 - A27 Railway Station Roundabout, Fareham; and
 - Other roads within Fareham Town Centre, Wickham and Funtley.

All new road infrastructure or funding will be secured by condition or planning obligation to ensure the timely delivery of the required transport measures.

Public Transport

- 7.32 Sustainable transport (public transport, cycling and walking) will need to be available for the first residents of the development to enable sustainable transport patterns to be established at the outset.
- 7.33 Fareham has a comprehensive bus network linking the town to Portsmouth, Gosport, Southampton and beyond. This includes the innovative 'Eclipse' Bus Rapid Transit (BRT) route between Fareham and Gosport, as well as a strong network of local bus services, primarily run by First Group. Hampshire County Council has developed strong partnership working relationships with operators, which has led to a stable bus network with good levels of patronage. Despite this, up to 80% of trips made by Fareham residents are currently made by car.

Bus Rapid Transit

- 7.34 The existing Bus Rapid Transit link between Gosport and Fareham town centres is the first stage in the development of a network of routes across South Hampshire. This link comprises a mixture of segregated routes and on-road running with bus priority measures. The innovative, high specification service will form a key component of the access strategy for Welborne.

- 7.35 Since commencing operation in April 2012, patronage has increased by 16% on new BRT routes compared with the equivalent routes replaced. Over the Gosport peninsula as a whole, there has been a 6% general increase in bus use. In the first year of operating 1.3 million passengers used the Eclipse BRT buses. There was a 64% increase on the E1 and E2 services compared to the services they replaced with a 12% increase in general bus use on the corridor as a whole.
- 7.36 The BRT route at Welborne can be delivered using a package of measures, including priority measures at junctions and sections segregated from cars. It is proposed to have stops at the main district and neighbourhood centres, potentially with real time information, to provide an attractive alternative to the private car. BRT nodes located at neighbourhood centres will be located in areas of higher density reflecting the relative accessibility of these areas. Bringing public transport to the centre of the development, integrating stops with local and district centres, ensuring short direct walking routes to all land uses are critical elements of the strategy.
- 7.37 From Welborne, the BRT service will provide links to the existing Fareham to Gosport route, including Fareham train station, and link to new routes via the A27 and M27 to Portsmouth, a key employment and retail centre.

Local Buses

- 7.38 The BRT route through the site will be supplemented by local bus services providing an integrated and coordinated network. Interchange from BRT to local bus services at each of the main BRT stops will be facilitated by the provision of high quality infrastructure and onward travel information. Local bus routes will link to a range of destinations. The public transport strategy will be a phased process with local bus route enhancements forming the first stage. As Welborne grows, the full public transport improvements will come forward including the commencement of the full BRT service.
- 7.39 The additional bus routes will serve not only Welborne but also Wickham, Funtley and Knowle, enhancing their connectivity to Fareham town centre.
- 7.40 Local bus priority measures will be investigated to ensure public transport has a time advantage over private vehicles wherever possible.
- 7.41 The Transport Framework for Welborne will include a Public Transport Plan, setting out the site promoters' proposals, which is to be agreed as part of any Section 106 Agreement for the development. This shall be the means of agreeing the detail of service provision, including the route, any operational subsidy, the timing of provision in relation to development phasing, and a 'toolkit' of measures to promote (and subsequently increase if required) use of the service during the life of the development, with the Borough and County councils.

Rail Connections

- 7.42 Welborne is bounded to the west by the Fareham to Eastleigh rail line. This route is currently single track and the opportunities to develop a new rail halt on this line to directly serve Welborne are limited due to line access, single track operation, level changes and proximity to the existing Fareham Station. However, there is the potential for a new halt to come forward in the latter phases of the development and the concept masterplan allows for this. Therefore, proposals for development in the far west of the site, north of Funtley will need to fully investigate the potential for delivering a new halt.

- 7.43 Any future investigation for a potential halt/station on the Fareham to Eastleigh line would require discussions with South West Trains and Network Rail, full business case development and detailed timetable work. Proposals which prevent the delivery of a rail halt in the future will be resisted, until it can be determined if a new halt is technically feasible and financially viable. Policy WEL42 (Safeguarding Sites for Specific Development) provides further guidance on this matter. In the shorter term, strong links will be developed from the start between Welborne and Fareham Station through the BRT and bus network enhancements and improvements to cycle routes. Smart ticketing would assist in providing a seamless journey for passengers, incentivising public transport travel.

WEL26 - Public Transport

Planning Applications for all or part of the site will demonstrate how Welborne will be served by a package of excellent public transport links to Fareham Town centre and beyond in accordance with a site-wide Transport Framework for Welborne. Measures shall include:

- i. An extension to the Bus Rapid Transit system, linking the site to and through Fareham town centre to Fareham train station and Gosport, and linking to new routes to Portsmouth via the A27 and M27; and**
- ii. Appropriate links and extensions to the local bus network; and**
- iii. Measures to support the provision of bus services in the early years of development.**

Outline planning applications for the west of the site (north of Funtley) will need to accommodate the future provision of a new rail halt on the Fareham to Eastleigh rail line unless it is demonstrated that it is not technically feasible or viable to deliver this before the end of the Plan period.

Encouraging Sustainable Choices

- 7.44 A key feature of the Transport Strategy for Welborne is to encourage sustainable transport choices. These could include the following elements:
- An overall vision of sustainable travel and committed funding for the long term;
 - Early implementation to encourage new residents / employees to travel sustainably at the outset, when travel patterns are established;
 - Flexibility of delivery, with residents and future users able to participate in and tailor measures to suit; and
 - Co-ordination with efforts in the wider area, to maximise benefits.
- 7.45 Key measures are likely to include:
- Multi-modal smart ticketing;
 - Travel information and marketing (various channels, possibly including a travel information centre within a community facility within the development);
 - Real time information boards, delivered in partnership with the transport operators;
 - Promotion of smarter working practices (in partnership with the employers);
 - Personalised Travel Planning;
 - Promotions and events – e.g. ‘bike to work’ week;
 - Public transport marketing and branding of services;
 - Car club scheme – e.g. a community based group with vehicles and allocated parking;

- Car share scheme (including local car share group for residents to join);
- Electric vehicle charging points; and
- Cycle hire scheme.

7.46 An area-wide Framework Travel Plan, in accordance with the County Council's Guide,¹²¹ will be required to demonstrate how modal share by walking, cycling and public transport and the encouragement of more sustainable transport will be achieved. Site specific Travel Plans will be developed by schools and employers locating on the site. As individual developments come forward, the site specific Travel Plans will need to be consistent with the Framework Travel Plan. Travel Plans will need to include how the users of the site will be encouraged to reduce the need to travel and, where travel is involved, ensure it is done sustainably. For example, the detail might include the on-site facilities (e.g. cycle parking, showers, etc.) and management arrangements (e.g. staff time to promote information, deliver Personalised Travel Planning etc.).

WEL27 - Encouraging Sustainable Choices

Planning applications for all or part of the site must be supported by an area wide Framework Travel Plan in accordance with the Highway Authority Guidance agreed between the Council, Highway Authority, and the developers which will demonstrate how modal shares by walking, cycling and public transport and the encouragement of more sustainable transport will be achieved.

Subsequent travel plans will be required to support planning applications for residential, employment, education, retail and leisure developments. These will set out a comprehensive package of measures for delivering sustainable transport.

In part or full they will be made legally binding through the use of planning conditions or Section 106 agreements.

All measures will be secured by condition or planning obligation to ensure the timely delivery of the required transport investment.

Cycling and Pedestrian Linkages

7.47 The development will deliver clear pedestrian and cycle routes throughout the community. These will provide connections between the residential and employment areas and the district centre, local centre and community hub as well as providing access to the schools on site and to off-site schools. In addition, pedestrian and cycle connections will be needed from Welborne to Fareham, Wickham, Funtley and Knowle and longer routes to Whiteley and other destinations. The overall approach to providing pedestrian and cycle linkages is shown in Appendix B.2.

7.48 Pedestrian and cycle-friendly routes will be delivered by a mixture of segregated routes and well-designed streets which are safe for all users, in accordance with the Welborne Design Guidance SPD. Securing attractive and safe routes across the A32 will be essential to encouraging sustainable transport, creating a sense of place, and in the creation of a new community at Welborne.

¹²¹ Guide to Development Related Travel Plans, (Hampshire County Council, 2009)

- 7.49 Key features of the development such as green corridors through the site, provide excellent opportunities to develop high quality green infrastructure for both walking and cycling.
- 7.50 The transport strategy seeks to maximise the potential of existing links across the M27 to provide more choice for pedestrians and cyclists and reduce reliance upon the busy Junction 10 link. The final design for an improved Junction 10 will need to consider and include north south cycling and pedestrian links. One key aim is to provide a direct link north-south through Welborne up towards Wickham. This will enable existing and future residents to connect with rail services to wider Hampshire from Fareham station.
- 7.51 The existing green infrastructure around the edge of the development will be integrated and enhanced to ensure connectivity around all boundaries for walking and cycling, as indicated in the concept masterplan. In particular, appropriate provision must be made for safe attractive pedestrian and cycle routes to nearby offsite schools which will serve the community during the early years of the development.
- 7.52 Key destinations within Welborne, including the district and local centres and all schools will be well served by appropriate pedestrian and cycle links. Cycle parking will be provided throughout the site in accordance with the Welborne Parking Strategy which brings together cycle parking and storage standards from the adopted Residential Car and Cycle Parking Standards SPD and the emerging Non-residential Car and Cycle Parking Standards SPD.
- 7.53 In particular, the secondary school must be well connected to the cycle and pedestrian network as it will have a large catchment covering north Fareham, Funtley and Knowle.
- 7.54 Paragraph 8.38 of this Plan identifies a number of links to the surrounding countryside which should be fully explored to create improved pedestrian and cycling links to surrounding communities and the surrounding countryside.

WEL28 – Walking and Cycling

Proposals for development at Welborne will be permitted only where they provide for a network of strategic pedestrian and cycleway routes in accordance with the agreed Transport Framework for the new community. This network will be supplemented by a series of good quality, local pedestrian and cycleway links to be agreed prior to the determination of planning applications for each land parcel.

The development will include good pedestrian and cycle links to key destinations by including the following:

- i. Pedestrian and cycle routes to Fareham town centre and railway station making use of existing connections over and under the M27;**
- ii. Links to the surrounding communities of Wickham, Funtley, and longer routes to Whiteley and the surrounding countryside;**
- iii. Attractive links across the A32 to encourage east-west pedestrian and cycle movements; and**
- iv. Attractive pedestrian and cycle routes to off-site schools which serve the development.**

Chapter 8

Green Infrastructure, Biodiversity and Landscape

The Green Infrastructure Strategy

- 8.1 The Vision Statement, as set out in Chapter 2, seeks to ensure that Welborne's 'spirit, character and form are inspired by its landscape setting'. The implementation of a Green Infrastructure (GI) Strategy is one of the principal means by which the vision for Welborne as a new garden community embedded in its landscape setting will be achieved. The Council has commissioned the Welborne GI strategy¹²² which sets out the broad quantum of GI resources required to support Welborne, and provides a strategy for how potential risks to the internationally protected sites along the Solent coastline can be avoided or adequately mitigated. The GI Strategy is linked to the Strategic Framework Diagram, and illustrates how the various components of the strategy might be located throughout Welborne. However apart from those elements of green infrastructure fixed through The Fareham Policies Map,¹²³ the Strategy is indicative and meant as guidance to assist the site promoters' Structuring Plan and comprehensive masterplanning process required to support any future planning applications to bring forward the new community.
- 8.2 Welborne will derive its unique character and identity from the land itself and the countryside surrounding it. Therefore one of the aims for creating a new garden community should be to try to bring everyone who will live in Welborne closer to the natural environment. The GI strategy therefore, provides an opportunity to try to ensure that, as far as is practical, every household is within 200m of the primary open space network. In practice this means that it should take less than 5 minutes to walk to a network of parks and open spaces that will extend to every part of Welborne.
- 8.3 The analysis and description of the landscape setting of Welborne was the subject of an earlier study.¹²⁴ This unique landscape offers the opportunity to create substantial areas of open space connected by a green corridor network linking the different uses within the site and with the wider countryside. Residents and visitors will have a choice of routes and spaces within easy reach of their homes, jobs and sustainable transport points. This can be achieved through a combination of interconnecting green corridors and open spaces within and around Welborne through a comprehensive on-site network of open spaces and linkages, and numerous connections to the wider countryside. Through these means, Welborne will be able to connect with the semi-natural environment to an extent that most urban areas cannot achieve.
- 8.4 Welborne's open space is likely to provide an attractive natural resource for the neighbouring communities. This will include attractive parks, woodland and open spaces to visit, and high quality long distance recreational routes.

¹²² Welborne Green Infrastructure Strategy (LDA Design, February 2014)

¹²³ The central park and Welborne's settlement buffers are shown on the Fareham Policies Map and on Appendix B.3 of this plan.

¹²⁴ NCNF Landscape Study (LDA Design, July 2012)

- 8.5 The wide-ranging benefits of the GI Strategy will be made possible by the: Multi-functional use of the GI spaces; a combination of on-site and off-site GI resources; and linkages, including the strategic green corridor network. Whilst the GI should be inspired by the existing landscape, it is fundamentally a new resource, as the site is currently intensively farmed with relatively few formal connections or landscape features. As a result, the site is currently of only limited biodiversity or recreational value, and could be significantly enhanced through the GI Strategy.

The Quantum and Type of Green Infrastructure

- 8.6 Policy CS13 in the adopted Core Strategy requires GI to be provided to meet the recreational needs of Welborne and to provide access networks to the natural environment. The Strategic Framework Diagram indicates the potential for around 108 hectares of GI within the site boundary, which exceeds the minimum requirements set in the adopted Core Strategy but is consistent with the infrastructure planning for Welborne.¹²⁵ The 108 hectares includes the landscape buffers required to avoid coalescence with adjoining settlements, and 8.7 hectares of incidental green space (including significant areas of land adjoining the motorway), but whilst it might not be practical for the public to use much of this land, it can play an important role in both providing a visual amenity and increasing biodiversity.
- 8.7 On the assumption that Welborne will deliver 6,000 new dwellings, with a projected population of around 15,000, then based on the standards set out in the Core Strategy this would require:
- 22.8 hectares of parks and informal play space;
 - 2.1 hectares of allotments;
 - 18.2 hectares of sports and playing pitches (which may include around 7.15 hectares of sports pitches associated with the secondary school); and
 - 44.5 hectares of semi natural green space.
- 8.8 The GI provided will be expected to make a positive contribution to the well-being of Welborne, by providing a range of open spaces which can accommodate both formal and informal recreational activities. The location of the on-site GI, including the semi-natural greenspace should ensure that it is both accessible and useable, and isolated or peripheral pockets of GI should be avoided wherever possible. The emphasis should be on creating a linked network of multi-functional open spaces, which can provide a range of activities within a reasonable distance from the main residential areas. Large private rear gardens appropriately planted will be strongly encouraged at Welborne, as they can make a positive contribution to enhancing visual appearance and biodiversity. However, the provision of generous private gardens would be expected to be additional to and not as an alternative to meeting the Council's open space requirements.
- 8.9 One of the key aspects of the GI Strategy is to encourage the new community at Welborne to enjoy healthier life-styles. This will in part be achieved through providing a network of connected open spaces which encourages walking, informal exercise, and sports. It will also include giving the residents of Welborne the opportunity to grow their own food and will provide at least 2.0 hectares of allotments, with the further opportunity to provide community orchards. This amount is based on the standard of 27 allotment

¹²⁵ Welborne Infrastructure Delivery Plan 2014 (Stage 2 Update Report) (AECOM, January 2014)

plots per 1,000 households.¹²⁶

- 8.10 In order to ensure the plan operates in a flexible way, the quantum of open space set out in Policy WEL29 is meant as a guideline rather than a fixed target. Ultimately the emphasis will be on providing a high quality network of multi-functional spaces. However, it is expected that the standards set out in the policy, which are derived from the space standards in the adopted Core Strategy (Policy CS21) and the evidence base that supports this plan will form the basis for the provision of the necessary GI to support Welborne.
- 8.11 Welborne's infrastructure planning evidence demonstrates a need for around 18.2 hectares of sports and playing pitches will be provided on site, this includes 11.05 hectares within the current boundaries and a further 7.15 hectares in association with the proposed secondary school. This can be broken down into:
- 1x artificial grass sports pitch (approx. 0.3 hectares);
 - Up to 18 grass pitches, for junior and senior sports;
 - At least 1 bowling green;
 - At least 4 tennis courts.
- 8.12 The required 22.8 hectares of open space identified for parks and informal play space will include the following:
- 0.4 hectares of equipped neighbourhood play areas for young children;
 - 0.4 hectares of equipped 'local' play areas for all children and;
 - 1.25 hectares of youth facilities, including at least 1 MUGA, and skateboard/BMX facilities.
- 8.13 Some of the sports provision could be co-located with the secondary school, including potentially the artificial pitch and associated changing facilities. The remainder of the outdoor sports facilities will need to be provided in sufficient quantities and in accessible locations to facilitate shared changing and maintenance facilities. The location of the proposed sports facilities should also take into account the need for any floodlighting and fencing to ensure compatibility with adjoining land-uses and to avoid adverse impact on the landscape and biodiversity beyond the site boundaries.
- 8.14 The equipped play areas required should be distributed throughout the development to ensure access by walking and cycling is convenient and safe. Distribution should aim to ensure that dwellings are within 100 metres of 'doorstep' play areas, within 300 metres of 'local' play areas and with 600 metres of youth play areas. However, it is expected that there will be flexibility in the delivery of this provision.
- 8.15 Many play areas will be able to serve more than one of the play space categories and the size of the area and the range of equipment provided in each case will need to reflect this. It is also expected that much of the play equipment and other facilities aimed at encouraging healthy life-styles will be provided within the wider open space network, so that the green network includes opportunities for creative play and facilities for adult residents, such as fitness trails.

¹²⁶ *The allotments standard being taken forward within Policy WEL29 derives from the Fareham Allotment Strategy (FBC, 2010) and is based on 27 plots (of 125 square metres each) per 1,000 households, which equates to 0.13 hectares per 1,000 population.*

WEL29 - On-site Green Infrastructure

Proposals for development at Welborne shall be accompanied by a detailed open space and green infrastructure strategy to be prepared as part of, or alongside the comprehensive masterplanning. This strategy shall identify the exact location, quantity, nature and quality standards of each type of on-site green infrastructure required, together with adequate changing, storage and parking facilities, where appropriate. The strategy shall be approved by the Council at the initial planning application stage.

The open space and green infrastructure strategy shall meet the following minimum open space requirements:

Type of open space of GI	Minimum standard (per 1,000 population)	To include
Parks and amenity open space	1.5 hectares	Equipped play areas for children and for youth, with 14 pieces of play equipment per 1,000 1-12 years olds
Allotments	0.13 hectares	
Sports pitches	1.2 hectares	<ul style="list-style-type: none"> • At least one all-weather pitch; • At least 4 full-sized Tennis courts; • At least one bowling green (of approximately 170 square metres)
Semi natural green space	3 hectares	Local nature reserves

The sports pitches provision may include approximately 7 hectares to be combined with school sites at Welborne.

The new sports provision should be aimed at encouraging the active participation in sport by all sections of Welborne, specifically by making provision for junior sports for all genders, and providing sports and recreational facilities aimed at encouraging an active and healthy older population.

The open space and green infrastructure strategy shall include specifications for the layout and construction of the relevant facilities together with details of the required level of parking and floodlighting (where appropriate), and boundary treatment. In this connection, the specification for changing facilities should be agreed by the Council in advance and will be expected to meet the needs of all potential participants.

The required levels of green infrastructure shall be laid out so, wherever feasible and viable, every dwelling is within 200m of the primary open space network.

Equipped play areas shall be distributed with the intention that all dwellings are within 100 metres of 'doorstep' play areas, within 300 metres of 'local' play areas and with 600 metres of youth play areas. Each play area shall be located and laid out to ensure that access by foot and cycle is safe and convenient.

The standards set out above should be taken as a target and the final quantities will be determined at the planning application stage. The guiding principle and

emphasis will be on providing useable, flexible and high quality open space, play and sports facilities rather than meeting every specific target. However it is not expected that the final provision of green infrastructure would fall significantly below the above standards.

Avoiding or Mitigating the Potential Impacts of the Development on the Internationally Protected Sites

- 8.16 The Council's Habitats Regulations Assessment Screening Statement identified a number of potentially adverse impacts on the internationally protected sites along the Solent. In order to comply with Habitats Regulations,¹²⁷ these impacts will either need to be avoided or fully mitigated if the development is to gain approval.
- 8.17 The development of Welborne must therefore ensure that any potentially adverse effects on the internationally protected sites identified through the HRA required to accompany the outline planning applications are either avoided or fully mitigated. Where adequate mitigation or avoidance measures cannot be achieved on or adjoining the site through the provision of suitable areas of natural greenspace, a financial contribution will be sought to provide off-site mitigation measures.
- 8.18 In order to assess the magnitude of the threats posed by the scale of development proposed along the protected coastline, the Solent Forum developed the Solent Recreation and Mitigation Partnership (SRMP). Work to date has confirmed that significant effects to the Special Protection Area, which arise from the scale of new development proposed in the South Hampshire sub-region cannot be ruled out. This risk to the internationally protected sites will need to be avoided or mitigated through a package of measures developed through the Solent Forum. The expectation is however, that major development sites such as Welborne will substantially avoid or mitigate their potential impacts through the provision of suitable natural green space on or immediately adjoining the site.
- 8.19 Therefore in addition to the GI required to be provided on-site to meet the needs of Welborne, as outlined in Policy WEL29, GI will also need to be provided adjoining and in close proximity to the site, with multiple links to the wider GI network. This will help mitigate or avoid potentially adverse impacts on nearby environmentally sensitive sites.
- 8.20 There are no national or local standards applicable to the Welborne development for the provision of land to mitigate or avoid impacts to protected sites. The nearest equivalent is the SANGS (Suitable Alternative Natural Green Space) standards adopted in the Thames Basin Heaths. This standard was developed by the adjacent Local Authorities together with Natural England and other wildlife bodies such as the RSPB. If this standard were to be applied to Welborne then with the projected population of just over 15,000 persons it would require 121 ha of SANGS.
- 8.21 However the main distinguishing feature from the Thames Basin is the obvious presence and attractiveness of the Solent coastline. Therefore, Natural England has advised that a target of at least 70 % of the SANGS standard should be met on or adjoining the site. This equates to a requirement of around 84.8 hectares of additional natural green space provided on land on or adjoining Welborne. The balance of the mitigation requirement will be met through a financial contribution towards the measures

¹²⁷ Conservation of Habitats and Species Regulations 2010

to be set out in the SRMP to mitigate potential impacts along the coast. However, the target of 70% is considered only a minimum, and if it were to prove possible to exceed this target it would be encouraged. The figure of 84 hectares is based on a population at Welborne of around 15,000, should this figure increase or decrease then the amount of SANGS should be adjusted accordingly.

- 8.22 The requirement for around 84 hectares of land as alternative natural green space could be provided through the combination of land within and adjoining Welborne. This includes Dash Wood and the triangle of land adjoining Knowle, together with land at Fareham Common. This land, shown indicatively on the Strategic Framework Diagram, should be set out and managed as natural green space or open countryside in accordance with the broad character area within which it sits.
- 8.23 Collectively these sites have the potential to deliver up to 70.5 ha of SANGS. The final total will depend on land assembly and the extent to which other uses, such as the motorway junction arrangements, constrain its value as SANGS. It will also be possible to contribute towards the provision of SANGS by incorporating an element of the proposed on-site semi-natural green space into the network of SANGS, especially on the edges of the site abutting areas of potential SANGS.
- 8.24 Discussions with Natural England have also indicated that the SANGS should provide a varied but semi-natural landscape and experience and as a minimum should provide the following:
- Car parking for visitors from outside the area
 - Interpretation and information boards
 - Walks, including dog-walking facilities, and runs of between 2.5 to 5 kms. The routes should be circular and wherever possible should not cross main roads
 - Footpaths should be surfaced but not with tarmac or a similar hard surface
 - The routes should all be way marked.
- 8.25 The potential inclusion of the land near Knowle within the Winchester City Council's area as natural green space would be consistent with the adopted Winchester District Local Plan Part 1, which identifies this land as part of the settlement gap between Wickham and Knowle and Welborne.
- 8.26 The Winchester Local Plan also supports the principle of this land playing a role as natural green infrastructure to support Welborne. The triangular parcel of land in the Winchester District to the southeast of Knowle which in total amounts to around 22 ha will remain primarily as semi-natural space, providing separation between Knowle and Welborne as well as the opportunity for informal recreation. However the potential exists for around 7 ha of this land to provide playing fields for Welborne's secondary school (see Chapter 5). The Council will continue to work with Winchester City Council over the exact nature of the uses on these areas of land and its on-going maintenance to ensure that this does not become a financial burden on Winchester City Council.
- 8.27 Dash Wood to the north and north- west of Welborne is a substantial area of woodland of just over 38 ha. This could potentially form a community woodland with controlled access and management to improve recreation, biodiversity and commercial woodland.
- 8.28 Fareham Common, to the south of both Welborne and the motorway, offers up to 17.5 ha of potential SANGS depending on whether the issue of the different land-ownerships can be satisfactorily resolved. At the present time it is mostly farmed or paddock land,

so the opportunity presents itself to create a substantial new GI asset laid out as semi natural open space, to provide for a range of recreational opportunities for new and existing residents and enhanced biodiversity.

WEL30 - Avoiding and Mitigating the Impact on Internationally Protected Sites and Off-site Green Infrastructure

Development proposals shall be accompanied by a full assessment of the potential impacts on habitats and biodiversity of all sites of national and international importance that may be adversely impacted through the development of Welborne. This assessment shall consider the impacts in combination with other nearby sites allocated for development as identified in the accompanying Habitats Regulations Assessment. The assessment shall set out the on-site and off-site measures proposed in order to avoid or mitigate potential impacts on these internationally protected sites.

Unless an alternative strategy is agreed by the Council and Natural England, (which might require more or less green infrastructure) in order to avoid or mitigate potential impacts on the internationally protected sites on the Solent, it is expected that around 84 hectares of suitable alternative natural green space (SANGS) shall be provided either on or immediately adjoining the site. The 84 hectares is based on 6,000 dwellings and could increase or decrease if the number of homes delivered changes.

The figure represents 70% of the SANGS standard of 8 hectares of natural green space per 1,000 population, applied to the anticipated peak population at Welborne of around 15,000.

A financial contribution shall also be required towards implementing the Solent Recreation and Mitigation Strategy. This shall provide for the mitigation of the potential impacts on the internationally protected sites along the Solent coastline that cannot be achieved solely through the delivery of on and off-site green infrastructure at Welborne.

The Council will continue to work with Winchester City Council to determine the appropriate uses of the natural greenspace within their area and the management that will be required. It is expected that a financial contribution will be required from the Welborne development to lay out and help fund on-going management of these areas.

Conserving and Enhancing Biodiversity

- 8.29 The majority of the Welborne site is currently intensively farmed and as a result is of relatively limited biodiversity value. It consists mainly of arable fields and some improved grassland habitats; nonetheless, it does support a range of flora and fauna. It is expected that development at Welborne will contribute to the protection and enhancement of priority habitats and species, as well as achieve a net gain in biodiversity in accordance with policy CS13 of the Core Strategy.
- 8.30 The broad habitat types to be created within the semi-natural greenspaces of Welborne have been developed through the concept masterplanning, undertaken by the Council. They are in line with current local biodiversity objectives and have helped inform the

character areas (as set out in Chapter 4). This offers the opportunity to create woodland habitats in the semi-natural greenspace of the woodland character area. A dry meadow grassland habitat could be created in the downland character area and also in the central and northern parkland character area. The southern part of the site which encompasses the meadow character area and the southern-most part of the parkland character area east of the A32 could also support a wet meadow habitat.

- 8.31 Biodiversity Opportunity Areas (BOAs) represent a targeted landscape-scale approach to conserving and enhancing biodiversity in Hampshire. They identify opportunities for habitat creation and restoration where resources can be focused to have the greatest positive impact for wildlife. The northern part of Welborne lies within the Forest of Bere Biodiversity Opportunity Area so the development will be expected to enhance biodiversity in this area, in line with the aspirations for that BOA. This could be achieved through development being set in the woodland character area as well as through the effective management of the woodland at Dash Wood.
- 8.32 There are a number of Sites of Importance for Nature Conservation (SINCs) within or immediately adjacent to Welborne as illustrated on the Constraints Map (Appendix B.1). The development will be expected to demonstrate how SINCs within, adjoining and in close proximity to the Welborne site will be protected from adverse impacts, and those within the site favourably managed. The SINCs within or immediately adjacent to the site are:
- Knowle Copse, Dash Wood and Ravens Wood SINC
 - Ravenswood Row SINC
 - Blakes Copse SINC
 - Martin's Copse SINC
 - Birchfrith Copse SINC
 - Fareham Common SINC
- 8.33 Initial survey work has indicated that a number of protected species¹²⁸ are present on the site including great crested newts, reptiles, breeding birds, badgers, dormice, and possibly bats. Further survey work will need to be undertaken to confirm presence and extent of populations and their distribution across the site, as well as the occurrence of priority habitats and features in order to assess the potential impacts of the proposals, and to detail appropriate avoidance, mitigation and compensation measures which will need to be designed into any proposals and implemented.
- 8.34 Welborne offers an opportunity to protect and enhance key species by incorporating biodiversity features into the built fabric and landscaping of the development. This could be achieved for example through the installation of bird and bat nesting and roosting features and through selecting native species suitable to their downland habitat, in planting and landscaping schemes. The requirement to provide a suitable Sustainable Drainage System also offers the opportunity to significantly enhance biodiversity.

¹²⁸ Protected under the Wildlife and Countryside Act 1981 (as amended) and/or the Conservation of Habitats and Species Regulations 2010 as amended, or the Protection of Badgers Act 1992 (as amended)

WEL31 - Conserving and Enhancing Biodiversity

The initial planning applications for development at Welborne shall be supported by a full ecological assessment to identify and address potential impacts on designated sites, priority habitats and protected species, within and immediately adjacent to the site boundary.

The ecological assessment shall clearly set out how biodiversity interests will be protected, and where possible enhanced. Given that the development of Welborne will take place over a long period of time, the ecological assessment should provide details of how it is intended that it is regularly updated to ensure that any mitigation measures required are effective.

Any adverse impacts to designated sites, priority habitats and priority and protected species should be avoided. If impacts are unavoidable, measures shall be put forward to ensure that impacts are appropriately mitigated, with compensatory measures used only as a last resort.

Proposals shall demonstrate how development contributes towards enhancing biodiversity through:

- i. The implementation of the broad habitat types within Welborne's semi-natural greenspace;
- ii. Incorporating design features within the built environment to enhance biodiversity; and
- iii. Enhancing ecological connections to other areas of natural greenspace off site.

Strategic Green Infrastructure Corridors and Connections

- 8.35 Achieving the vision of creating a new garden community makes it essential that the open spaces within Welborne are not isolated, but are inter-connected by an attractive network of strategic green infrastructure corridors. They should be designed to accommodate different types of users, including pedestrians (of all ages and abilities), dog walkers and cyclists. The impact by dog walkers is one of the prime causes of recreational disturbance identified in the SRMP. Due to the potential impact on the internationally protected sites along the Solent, it will be necessary to ensure that the strategic green infrastructure network at Welborne is attractive to dog walkers and provides additional facilities to meet their needs such as suitably located dog-bins.
- 8.36 As well as helping to realise the vision for Welborne, these green corridors and links will play an important role in encouraging those living and working in Welborne to walk and cycle rather than take the car. They are therefore considered to be important in helping to achieve a sustainable new community.
- 8.37 Green corridors and connections also offer the opportunity to help deliver the aspirations of the wider PUSH GI Strategy,¹²⁹ and in particular contributing towards implementing the 'green grid.' It will be important to ensure that Welborne is linked effectively with the adjoining settlements and the wider countryside. It is equally important that the existing public rights of way network is protected and where possible extended, which will benefit and enhance recreational opportunities for existing

¹²⁹ PUSH Green Infrastructure Strategy (PUSH, June 2010)

residents in the area as well as visitors and the new residents of Welborne.

- 8.38 In order to ensure that Welborne is properly linked to adjacent areas, including the wider countryside, a series of routes/links from the site to the surrounding countryside will be required. The comprehensive masterplanning process should therefore fully explore the potential to create improved pedestrian and cycling links especially along the following corridors:
- Pook Lane;
 - Mayles Lane;
 - Completing the link from Welborne to the former railway line along the Meon Valley Trail;
 - Improving the existing pedestrian/cycle link to Fareham along the former railway track; and
 - Titchfield Lane to link with Botley Woods and the extensive GI being created in the vicinity.
- 8.39 As these routes connect to areas beyond Welborne, other relevant agencies and land interests will need to be engaged by the site promoters in order to ensure that the network is delivered in a comprehensive manner.

WEL32 - Strategic Green Infrastructure Corridors and Connections

Development at Welborne will be permitted where it provides for an integrated network of attractive multi-functional green corridors throughout the site. This network shall connect the different elements of on-site green infrastructure to the new District Centre, Local Centre and Community Hub, as well as to residential, employment areas and to the schools.

Development proposals shall also include enhanced green connections, leading from the site connecting to adjoining settlements and the wider countryside in the locality.

The proposed network of on-site green corridors and off-site connections shall be set out within a green infrastructure network plan which will be submitted to the Council within or alongside the Comprehensive Masterplanning that accompanies initial planning applications.

The green corridor and connection network proposed within the green infrastructure network plan must be usable and attractive to a variety of users, including cyclists and dog walkers.

The Landscape

- 8.40 It is the landscape setting of Welborne which gives the area its distinctive character, and it was the analysis of the landscape setting which was instrumental in identifying the four character areas which define Welborne. It is this relationship with the landscape and surrounding countryside which presents a unique opportunity to create a 21st century garden community at Welborne
- 8.41 The landscape qualities of the four different Welborne character areas are set out in Chapter 4 (Figure 4.1). Four distinctive types of landscape character are identified: the

woodland to the north of the site; the chalk downland running through the middle of the site; the meadowland to the south of the site; and a parkland typology framed by a strong woodland edge on the land east of the A32.

- 8.42 The landscape within which Welborne is set and which will be a strong influence, on the character and form of the proposed development has been shaped by human activity over the preceding millennia. It retains the evidence of the historic development of this part of Fareham in respect of the historic landscape, the historic buildings and structures, and the archaeology below ground, all of which make up the historic context and assets which will help shape Welborne.
- 8.43 The area currently proposed for Welborne is considered to be predominantly of medium to low landscape sensitivity. However, the adjoining land to the north and the east of the site, which form an important part of the setting for Welborne are considered to be of high landscape sensitivity. Furthermore the land to the east of the A32 is clearly visible from Portsdown Hill, and will therefore require a sensitive approach to landscaping along this important edge. Structural landscaping schemes will be required to demonstrate how the proposed landscaping responds to the areas of high landscape quality to the north and east of the site, especially when viewed across the site from the south. The structural landscaping should take into account and soften the potential impact of the eastern edge of Welborne on long distance views of the site from Portsdown Hill.
- 8.44 Due to the sensitivity of the site and surrounding area proposals for development at Welborne will need to be supported by a structural landscaping scheme to enhance the landscape setting of Welborne and demonstrate how the key landscape features on the site will be delivered. Due to the length of time it can take for landscaping to become established and make an impact, the emphasis will be on ensuring the early implementation of the structural landscaping. Any structural landscaping schemes submitted should form part of the comprehensive masterplanning process undertaken to support the development of Welborne

WEL33 - Structural Landscaping

Initial planning applications for the development of Welborne will be permitted where they are accompanied by a structural landscaping scheme which identifies how the existing landscape features on and around the site can be strengthened and used to create a unique 21st century model for a new garden community .

Structural landscaping schemes will show how they respond positively to areas of high landscape quality to the north and east of the site and take into account any material impact on long distance views of the site from Portsdown Hill to the east and across the site from the south.

All structural landscaping schemes submitted to the Council for approval should include a detailed phasing and management plan, with the emphasis on bringing forward the structural planting elements in the early phases of the development.

Detailed Landscaping

- 8.45 The objective of creating a new community, which is based on the principles of a garden city, requires a strong emphasis on providing a 'green' public realm. This will require that

significant tree cover is incorporated into the layout of the new streets and public spaces. Guidance on the approach expected in relation to the layout of the public realm and street trees will be contained in the Welborne Design Guidance SPD, which in turn should inform the Strategic Design Codes to be prepared by the site promoters. However, at each phase of the development, the promoters of the site will be required to submit a detailed landscaping scheme, which sets out the location and species of the proposed tree, shrub and ground cover in accordance with the relevant Strategic Design Codes.

WEL34 - Detailed Landscaping

Proposals for development will only be permitted where they are accompanied by a detailed landscaping scheme, which sets out the species and location of the proposed tree, shrub and ground cover.

Proposals shall also indicate precisely where existing landscape features will be protected and enhanced, including details of the methods to be used to properly protect those features during the construction period.

Governance and On-going Maintenance

- 8.46 The extent and scale of the green infrastructure that is expected to be delivered is such that some will need to be implemented over several phases of the development and possibly by multiple developers. There will be a need to ensure consistency of design and quality to achieve and sustain the desired effect over the long term.
- 8.47 Phasing principles will also need to be established to ensure that green infrastructure is implemented in a balanced way and aligned with the development of the housing, employment and other associated land-uses. A detailed phasing plan will need to ensure that each phase of the development provides access to the required level of GI. The Council will work with the site promoters and other interested parties to clarify phasing.
- 8.48 It is essential that adequate provision is made for the future management and maintenance of the onsite and off-site green infrastructure that will be delivered. There is no single model of governance to ensure that the required standards of green infrastructure provision are maintained in perpetuity, but in providing details of the nature and type of green infrastructure being proposed, the developers will be expected to include a fully costed maintenance schedule and management plan.

WEL35 - Governance and Maintenance of Green Infrastructure

The green infrastructure network plan submitted to the Council with initial planning applications will:

- i. Be accompanied by an implementation, phasing and management plan which clearly sets out how and when the network will be completed and how it will be maintained in perpetuity; and**
- ii. Identify who will ultimately adopt and have responsibility for managing and maintaining the different components of green infrastructure within and adjoining the site.**

Chapter 9

Energy, Water and Waste

9.1 As the largest development planned within the Borough, Welborne provides an opportunity to make a substantial contribution towards achieving sustainable development. It should capitalise on the opportunities for sustainability that are unique to a large-scale new community and in particular it should promote high levels of resource efficiency for energy, water and waste. This chapter sets out how Welborne can achieve a balance between the aspirations for the sustainable use of resources in this plan's vision and objectives, whilst also delivering a cost effective development which results in a place people want to live.

Energy Efficiency, Generation and Supply

9.2 The Council wishes to ensure that the principles of energy efficiency, sustainable energy generation and supply are applied from the outset at Welborne and are integrated into all aspects of design. An Eco-Opportunities Study¹³⁰ was undertaken to consider a range of energy technologies and design standards which could be applied and concluded that whilst there are significant opportunities, a single standardised approach may not achieve the Council's aims. Due to the interconnected nature of energy standards, generation and supply, the development will require an energy strategy to show how the energy used in the new community will be delivered in a sustainable way.

9.3 The policy is not designed to require a particular approach to energy at Welborne, but rather to maximise sustainability in a cost effective and user-friendly way. This approach encourages the developers to find solutions that are appropriate and effective. The Energy Strategy should set out the overall energy requirements and building standards to be employed, the mechanism for supplying energy (either on or off-site), and the capacity of the existing energy supply network to serve the development. It is likely that the strategy will need to be revised at each phase of the development to take into account changing technologies any changes to national standards and market viability considerations.

9.4 Policy CS15 of the adopted Fareham Core Strategy seeks to achieve Code for Sustainable Homes (CSH) Level 4 and CSH Level 6 from 2016, however the Government is undertaking a Housing Standards Review to consider various standards including the Code for Sustainable Homes. Nonetheless, the Council is keen to encourage high levels of sustainability at Welborne. In particular, the Council is keen to promote a high level of thermal efficiency in new buildings at Welborne, as this would reduce energy consumption and bills for residents and occupiers of non-domestic dwellings. It can result in significant carbon savings, and if planned in from an early stage, it can be very cost effective.

9.5 'Passivhaus' is a recognised standard for best practice energy efficiency which can be applied to both dwellings and non-domestic buildings. The size of the Welborne development and orientation of much of the site on a south-facing slope makes this an

¹³⁰ New Community North of Fareham Eco-Opportunities Study; (LDA Design, August 2012)

ideal location to maximise the potential for Passivhaus techniques. The Council expects a proportion of each phase of the development to meet this standard with an overall target of 10% of dwellings meeting the Passivhaus standard (or equivalent), unless developers can demonstrate this is unviable.

- 9.6 Welborne provides the opportunity to deliver low and zero carbon energy. The Eco-Opportunities Study considers a range of technologies that could be used to generate the energy demanded by new and existing buildings on site and an outline feasibility study¹³¹ indicates that a district energy network is feasible and could possibly be economically viable.
- 9.7 The District Centre is particularly suitable for a district energy network because it will contain a mix of uses requiring heat throughout different times of the day and is also the area with the highest proposed density of development. It may be unviable for properties served by a district energy network to employ Passivhaus techniques. However, the target for Passivhaus should be achieved in parts of Welborne not served by a district energy network.
- 9.8 It may also be appropriate to install low and zero carbon energy technologies on individual buildings in some parts of Welborne. These could include solar thermal, photovoltaics and ground or air source heat pumps. The full potential of a district energy network and other low and zero carbon energy sources should be considered within the Energy Strategy that will accompany planning applications.
- 9.9 The Council is supportive of the creation of an Energy or Multi-Utility Services Company (ESCo / MUSCo) at Welborne as a way of supporting the delivery of innovative solutions to Welborne's energy needs.

WEL36 – Energy

Planning applications for Welborne shall be supported by an Energy Strategy which demonstrates how the development will:

- i. Optimise energy efficiency by minimising the use of energy through design, layout, orientation, landscaping and materials;**
- ii. Achieve high energy efficiency standards for all buildings, including meeting the Passivhaus Standard if appropriate; and**
- iii. Secure energy supply, maximising the use of low or zero carbon technologies including district energy networks.**

Proposals for residential development shall incorporate 10% of dwellings built to Passivhaus Standard, unless it can be demonstrated to be unviable by means of a financial assessment which clearly demonstrates the maximum proportion of dwellings built to Passivhaus Standard which can be achieved.

Water

- 9.10 The Welborne site lies within the catchment of two rivers – the Meon to the west and the Wallington to the east. Portsmouth Water is responsible for water supply to the area, which mainly comes from groundwater. There is an aquifer designated as a Source

¹³¹ Welborne New Community – District Energy Network Outline Feasibility Study; (Hampshire County Council, October 2013)

Protection Zone (SPZ) to the east of the site. Southern Water is responsible for waste water in the area and has a large waste water treatment works (WWTW) at Peel Common to the south of Fareham. An exception to this is at Knowle Village, where Albion Water deals with waste water at a small Sewage Treatment Works to the north-west of the village. The Welborne site is within Environment Agency Flood Zone 1 which means there is a low probability of fluvial flooding¹³².

9.11 Water will be an important resource for Welborne so the development will need to meet a number of aims including to:

- Promote efficient use of water on site and ensure a sustainable supply;
- Provide infrastructure to allow waste water to be carried off site for treatment;
- Maintain water quality in the rivers and groundwater, in particular at the Source Protection Zone;
- Prevent flooding within the site, avoid any increase in flood risk downstream, and explore opportunities to reduce the risk of downstream flooding;
- Deliver a site-wide Sustainable Drainage System (SuDS) to deal with surface water run-off.

Water Supply and Disposal

Water efficiency and supply

9.12 Water efficiency at Welborne will be critical to the delivery of a sustainable new community. The impetus for efficient usage of water at Welborne is threefold: Firstly local water supplies come mainly from a heavily used aquifer where there is no further water available for licensing¹³³, as well as nearby watercourses, so increased levels of abstraction could cause environmental harm. Secondly, treated wastewater is discharged back into the environment and it is important to ensure that the quantity and quality does not result in any adverse effects on protected habitats. Thirdly, climate change is likely to affect the availability of water in the long term so it will be necessary to avoid creating substantial additional demand from resources which may be depleted in future. Portsmouth Water's current Water Resources Management Plan 2009¹³⁴ and Draft Water Resources Management Plan 2014¹³⁵ indicate that new houses will be more efficient through a metered supply and incorporation of water efficient fittings and fixtures to ensure that a sustainable water supply to Welborne will be possible.

9.13 The Eco-Opportunities Study¹³⁶ identifies a number of ways in which sustainable water usage could be achieved at Welborne. These include:

- Reducing water usage by installing water meters so that people pay for the water they use (as standard in new developments).
- Installing water efficient fixtures and fittings such as low flush or dual flush toilets, low-flow taps and showers, and water efficient appliances.
- Rainwater harvesting from roofs and other surfaces.
- Greywater recycling which involves collecting water from relatively clean sources such as baths, showers and basins for reuse in toilet flushing.

¹³² Environment Agency Flood Map

¹³³ East Hampshire Abstraction Licensing Strategy (Environment Agency, March 2013)

¹³⁴ Water Resources Management Plan 2009 (Portsmouth Water)

¹³⁵ Draft Water Resources Management Plan 2014 (Portsmouth Water)

¹³⁶ NCFN Eco-Opportunities Study (LDA Design and Parsons Brinckerhoff, August 2012)

- Blackwater recycling which involves the collection and treatment of all domestic wastewater for reuse in toilet flushing.
- 9.14 There are pros and cons associated with each of these options for water efficiency and re-use, but ultimately the choice of which of these measures will be most suitable will be influenced by how water is supplied to Welborne. Currently there are two options:
1. Portsmouth Water; the incumbent water supplier for the region could supply Welborne with potable water.
 2. Albion Water; could supply water to the site through a dual supply system, which would deliver a treated non-potable water supply for toilet flushing, as well as potable water for all other applications. If all water services were to be provided, Albion would require a bulk supply of potable water from Portsmouth Water.
- 9.15 Current Building Regulations (2010 Part G) state that new dwellings must be designed for potable water consumption to not exceed 125 litres per person per day (l/p/d). The Government has indicated the possibility of amending this standard¹³⁷ but no standard has yet been agreed and timescales for implementation have not been set. Therefore the Council intends to set a baseline target for internal potable water consumption in residential development in line with the Code for Sustainable Homes. Policy CS15 of the adopted Fareham Core Strategy seeks to achieve Code for Sustainable Homes Level 6 on all new residential development in the Borough from 2016. This would require extremely high levels of water efficiency as Code Level 6 requires a maximum internal potable water consumption of 80 litres per person per day (l/p/d), which it may not be possible to achieve in a cost effective manner. Therefore, as a minimum, the developer will be expected to achieve water efficiency targets in line with Code for Sustainable Homes Level 4, (i.e. maximum internal potable water consumption of 105 l/p/d). It is considered that this represents an achievable and cost effective target, delivering a 16% increase in water efficiency over current Building Regulations, but also retaining flexibility about exactly how water will be supplied to the site. The requirements for water efficiency may be reviewed during the plan period due to changes in Building Regulations or other Government policy.
- 9.16 There are a number of ways in which the 105 l/p/d target can be met and the suitability of each method will need to be considered in relation to the water supply options. The Eco-Opportunities Study indicates that in the first instance, water meters should be installed in all new households as this may reduce demand by between 5-15%. Portsmouth Water have indicated that the installation of water meters is a standard measure for new properties and so therefore all new homes at Welborne will incorporate water meters. It then sets out that the target could be achieved by best practice water efficient fixtures and appliances, or a combination of good practice efficiency measures and some re-use of water. The wastewater drainage and sewage system will need to be designed to cope with lower flows due to the efficient usage of water at Welborne.

Waste water

- 9.17 There are currently two known options for dealing with waste water arising from Welborne, but both would require new infrastructure to be provided.¹³⁸
- 9.18 Southern Water is the incumbent sewerage provider for the area. Their WWTW at Peel

¹³⁷ Housing Standards Review Challenge Panel Report (DCLG, August 2013)

¹³⁸ NCF Infrastructure Delivery Plan Stage 1 Report (AECOM, Feb 2013)

Common, south of Fareham, is capable of meeting future demand arising from new development but may require investment to deliver additional biological treatment capacity within the parameters of the environmental permit. There is however insufficient capacity in the existing sewerage pipe network that transfers waste water from the Welborne area to Peel Common WWTW. Therefore major improvements to the off-site sewerage infrastructure would be needed to connect Welborne to the WWTW which would involve crossing the M27 motorway. The precise engineering configuration and route of the infrastructure would need to be investigated and agreed with the Council.

- 9.19 Albion Water operates a small sewage treatment works (STW) at Knowle which caters for the existing village. Expansion of their operations to meet demand from Welborne is likely to require the employment of a dual supply system providing separate potable and recycled blackwater supplies to the new community. If connection of Welborne to the Knowle STW is to be pursued, the site promoters will need to demonstrate that the STW could be expanded and gain planning permission from Hampshire County Council as the waste disposal authority. They would also need to demonstrate the efficacy and safety of a dual supply system and obtain agreement from the Environment Agency that the increased flows could be discharged without affecting the existing licence conditions.
- 9.20 The redevelopment of Crockerhill Industrial Park to housing provides the opportunity to connect existing houses within the Crockerhill community to the Welborne waste water system. This would improve the utilities network and provide benefits for those residents who are currently reliant on septic tanks.
- 9.21 Further work needs to be undertaken by the developer to determine how water will be supplied and how waste water from Welborne will be transferred and treated in a sustainable way. The infrastructure required to supply water and deliver waste water treatment services will need to be funded and delivered in the early phases and potentially prior to the first main residential phase.

WEL37 – Water Efficiency, Supply and Disposal

Demand for water should be minimised in all new development through the installation of water meters, water efficient fixtures and the appropriate re-use of water. All new residential development at Welborne shall be designed to achieve good practice standards of water efficiency by ensuring that internal potable water consumption does not exceed 105 litres per person per day (l/p/d).

Proposals for each phase of development shall be permitted only where they include the provision of infrastructure for sustainable potable water supply.

Planning application(s) for development will only be permitted where they include details of a comprehensive waste water conveyance and treatment solution for Welborne, including details on the phasing of new waste water infrastructure. Development of any phase must meet the required environmental standards and not result in an adverse impact in water quality or increase the risk of sewer flooding as a result of the waste water flows from the development.

Proposals for residential development at Crockerhill Industrial Park should demonstrate how the existing nearby dwellings at Crockerhill may be connected

to the Welborne waste water network.**Water Quality and Aquifer Protection**

- 9.22 The development of Welborne offers the opportunity to improve water quality in the watercourses in the vicinity of the site. All water bodies need to meet at least 'good' status by 2027 in line with the objectives of the Water Framework Directive (WFD). The River Meon is currently in a 'good' condition in WFD terms, but the River Wallington's current status is 'moderate'. As a result, the development of Welborne will not be permitted to exacerbate water quality issues and should support improvements to the River Wallington.
- 9.23 In addition, the development of Welborne will not result in any adverse effects to the quality of groundwater. This is especially important as most of the site is underlain by the chalk aquifer which supplies public drinking water and to the east of the site there is a designated Source Protection Zone (SPZ) around a Portsmouth Water borehole. Any potential pollutants should be contained within the site and will not be permitted to infiltrate any part of the SPZ. In order to avoid the risk of contamination, no run-off from the development should be discharged or allowed to infiltrate the ground within SPZ 1 unless it is clean water from roofs or other low-risk surfaces. Within zones 2 and 3 of the SPZ, uncontaminated run-off can be discharged through the use of Sustainable Drainage Systems (SuDS). Measures to manage emergency spillages in SPZ 2 and 3 should be incorporated within the SuDS scheme, where the ground conditions require it.

WEL38 – Water Quality and Aquifer Protection

Development at Welborne shall protect the quality of water through suitable pollution prevention measures. Proposals that could result in surface water run-off entering the Source Protection Zone or the watercourses shall demonstrate how they will avoid any risk of contamination or deterioration of water quality through the use of a robust Sustainable Drainage System or suitable pollution control. Opportunities should be taken to improve water quality where possible.

Flooding and Sustainable Drainage Systems

- 9.24 The Welborne site is situated between two rivers, the Meon and the Wallington, and generally slopes down towards the south. The site is not at risk of fluvial flooding, although there is a risk that if left unmitigated, the development could increase the risk of flooding downstream. Additionally, flooding from surface water run-off could potentially also be an issue. The majority of the site is underlain by permeable chalk, however the southern part of the site is underlain by impermeable clay which means that allowance for on-site water storage needs to be made in this part of the site.
- 9.25 Welborne will include a Sustainable Drainage System (SuDS) to ensure that surface water run-off from the development will not increase the risk of flooding, either on site or elsewhere. In addition, SuDS can offer opportunities to reduce pollution, improve water quality and enhance biodiversity, recreation and amenity.
- 9.26 A SuDS Strategy should be prepared and submitted with the outline planning application, demonstrating how surface water arising from the development will be managed within the site, with a minimum requirement for no net increase in run-off rates

and volumes. The SuDS system must follow the SuDS management train¹³⁹ and be designed to control run-off and prevent flooding of property across a range of events up to and including the 1% (1 in 100 year) probability event, with a 30% allowance for climate change.¹⁴⁰ At outline planning application stage, information on the type, location and scale of the SuDS features required to achieve the above will be required, supported by appropriate evidence. Planning applications for each phase will need to be supported by a detailed SuDS Strategy for that phase.

- 9.27 In line with the SuDS management train, surface water should be managed as far as possible at source so SuDS features may be distributed throughout the site. The location of larger 'site control' features such as ponds should give consideration to existing drainage issues so that they are effective during storm events. If evidence indicates that it is in line with the SuDS management train, ponds could be located in the south of the site (immediately north of the M27) which would contribute to the 'meadows' character area and help to improve biodiversity and provide good quality spaces for residents and businesses located in the 'meadows'.
- 9.28 All SuDS features should be designed to have gently sloping, natural sides which can be left open and do not pose a hazard or require additional protection measures to be installed. Where smaller SuDS features are proposed, these should be designed in a way so that they integrate into streets and spaces and become an attractive feature of the urban environment. Any existing drainage channels or watercourses on-site should be incorporated in to the SuDS scheme where possible, as these will form important existing natural flood management features on the site. The SuDS will need to be designed to meet the relevant standards for approval by the SuDS Approval Body.
- 9.29 SuDS will need to be constructed alongside each phase of the development to ensure that each is self-sufficient in meeting appropriate run-off rates. The strategic SuDS drainage ponds should be delivered in accordance with the strategic infrastructure phasing requirements set out in Chapter 10 of the Plan.
- 9.30 Development proposals will need to demonstrate that the long term management and maintenance measures for all existing and new water bodies and watercourses required to serve the development are in place to ensure their function as drainage, habitat and, where appropriate, public open space is retained and maintained for the long-term.
- 9.31 Where the flow of any existing ordinary watercourses located on the site (small watercourses and drainage ditches) is to be affected by any phase of development, Hampshire County Council, in its role as the Lead Local Flood Authority (LLFA), must be consulted regarding the need for an Ordinary Watercourse Consent.

WEL39 – Flooding and Sustainable Drainage Systems

Initial or outline planning applications for Welborne must include a site-specific flood risk assessment for the development site, to demonstrate that the proposed development will not increase flood risk on the Welborne site or elsewhere.

The development of Welborne shall manage flood risk, in accordance with the findings of the site-specific flood risk assessment through the integration of

¹³⁹ SuDS management train is set out in CIRIA C697 'The SUDS Manual' (ONS, October 2004)

¹⁴⁰ As endorsed by the Environment Agency.

Sustainable Drainage Systems (SuDS). A comprehensive SuDS Strategy showing the principles of delivery, future management and maintenance across Welborne, shall be prepared and submitted with the initial planning applications.

The type of SuDS proposed by the site-wide SuDS Strategy shall:

- i. Manage surface water arising from the development within the site, with no net increase, and where possible, a reduction in run-off rates and volumes; and**
- ii. Control run-off and prevent flooding for up to a 1 in 100 year rainfall event with a 30% allowance for climate change; and**
- iii. Follow the SuDS management train and be fully integrated with the green infrastructure network; and**
- iv. Be designed and built to the appropriate adoptable standard, as agreed with the Council and the appropriate SUDS Adoption Body.**

Waste Management and Recycling

9.32 The appropriate management of domestic and non-domestic waste will form an important part in developing a sustainable new community. In order to help this aim succeed the provision of appropriate waste management infrastructure will be required together with design measures to make waste recycling straightforward for building users and residents.

Household Waste Recycling Centre

9.33 In terms of waste management infrastructure, Hampshire County Council as the Waste Disposal Authority (WDA) has identified the need for a new Household Waste Recycling Centre (HWRC) to be provided in the locality of Welborne due to capacity constraints at the three existing HWRCs which are located within a reasonable distance from the site. This need for additional capacity is supported by the infrastructure planning evidence base that underpins this plan.¹⁴¹

9.34 Although Welborne does not on its own give rise to the need for a new HWRC, it does form the largest of a number of proposed housing developments within the area, all of which together give rise to the need for a new facility. It is however considered appropriate to locate a new HWRC at Welborne as it represents the largest of the proposed developments and therefore would be close to a large population centre¹⁴².

9.35 A specific plot for a new HWRC has not been allocated by this plan, but instead a policy based approach has been adopted to determine its location. Broadly, a new HWRC will be supported within either of the two main employment areas (see appendix B.2) to be located in the south of Welborne near to the M27, both east and west of the A32. Provision of a HWRC is considered complimentary to the B1, B2 and B8 employment uses which will be supported in these areas.

9.36 Hampshire County Council has indicated that the HWRC will need to be operational on the occupation of 1000 homes. Based on the housing trajectory for Welborne, this is estimated to occur during 2021/22. At this point, it is likely however that only the employment area to the west of the A32 will have become available for development.

¹⁴¹ NCNF Infrastructure Delivery Plan (Stage 1) Report (AECOM, February, 2013) and Welborne Infrastructure Delivery Plan 2014 (Stage 2 Update Report (AECOM, January 2014)

¹⁴² Welborne Potential New HWRC: Briefing Note (Hampshire County Council, January 2014)

- 9.37 In terms of delivery of the HWRC, the Welborne development will be expected to make a 0.8 hectare plot available for purchase and subsequent development by Hampshire County Council. As part of this, the development will be expected to provide a proportionate financial contribution to Hampshire County Council towards both the cost of constructing the HWRC and towards the purchase of the specific plot.
- 9.38 In the circumstances where a suitable plot for a HWRC cannot be made available at Welborne within the required timeframe, the Welborne development would remain responsible for providing the same proportionate financial contribution to Hampshire County Council towards the cost of purchasing a suitable plot elsewhere and constructing a HWRC.
- 9.39 Delivery of a new HWRC at Welborne will depend on funding from a variety of sources, including but not limited to a financial contribution from the promoters of Welborne. The County Council will be responsible for ensuring that the total funding package is sufficient to deliver the new facility and will agree the specific timing of delivery with the site promoters.

Recycling

- 9.40 Fareham Borough Council, as part of the Project Integra waste collection and disposal partnership, collects a range of dry mixed recyclables and green waste as part of its alternate weekly collection scheme from residential properties. To complement this service and facilitate increased levels of recycling in Welborne, all domestic properties should incorporate, as part of their design, storage facilities for recyclables both internally and externally. This storage should as a minimum be given equal preference in terms of access and space over non-recyclable facilities. Provision for home composting areas within private gardens should also be made. The Welborne Design Guidance SPD will provide additional guidance on external waste storage provision.
- 9.41 Currently there is no household food waste collection service by Project Integra. However, the need for food waste storage within domestic properties should be periodically reviewed throughout the lifetime of the development in order to respond to any future food waste collection service which may become available to Welborne residents.
- 9.42 Recycling provision must be incorporated within all non-domestic buildings as part of the internal design, alongside non-recyclable disposal. The potential for outside communal storage and composting facilities between office premises or at community buildings and schools must also be provided, in order to facilitate recycling. The Welborne Design Guidance SPD for the development will provide additional guidance on this provision.

WEL40 – Household Waste Recycling Centre and Recycling

A new Household Waste Recycling Centre shall be developed at Welborne within the main employment area west of the A32. The location of the Household Waste Recycling Centre shall be shown on the comprehensive masterplan that supports the initial planning applications.

Subject to securing the full funding package, land to locate the HWRC shall be made available to enable delivery of a fully operational HWRC on completion of 1000 dwellings, or as agreed with the Council in consultation with the County

Council, as waste disposal authority.**The new facility will require:**

- i. A site amounting to 0.8 hectares, which is suitable for a split-level facility and at a location agreed with the Council;**
- ii. Appropriate design and layout to facilitate integration alongside B1, B2 or B8 employment uses;**
- iii. Direct highway access which avoids any adverse highways impacts on the A32, M27 junction 10 or to internal site routes;**
- iv. To not be located directly adjacent to existing or proposed residential areas;**
- v. To be designed to avoid adverse impacts on the amenity of nearby residential areas; and**
- vi. To incorporate landscape screening to ensure that the facility is not intrusive into significant views from the surrounding area and from the M27 motorway.**

Storage space for domestic waste and recyclable materials awaiting collection must be provided for at all domestic and non-domestic buildings.

Chapter 10

Delivering the New Community

- 10.1 This chapter sets out how Welborne will be delivered in terms of phasing and implementation. It also includes consideration of development viability and how the Council will ensure that the Welborne development is deliverable and can respond to changes during the plan period. Finally, guidelines are set out for the way in which construction should be undertaken.

Phasing of Development

- 10.2 Delivering a large and complex new development over a period of at least 20 years in a way that is both sustainable and economically viable requires a clear understanding of the way in which the development will evolve and progress. Based on its Concept Masterplan, the Council has produced a Phasing Plan to illustrate how the Plan may be delivered. This is informed by the extensive infrastructure planning and other evidence work that has been undertaken during the preparation of this plan.¹⁴³ It has taken into account the existing infrastructure and the need to provide sufficient new infrastructure, at the right time and in a cost-effective way, to ensure that the development of Welborne does not cause problems for existing communities in the area.
- 10.3 The approach to phasing set out in the Concept Masterplan Phasing Plan involves dividing the Welborne development into five 'main' phases, each of which would be likely to incorporate a number of sub-phases. This division is based on evidence, including the infrastructure planning and the concept masterplanning work. It also reflects discussions with the landowners, with the infrastructure providers and with others, including community representatives.
- 10.4 As a general principle, the phasing reflects the need to begin developing areas close to the A32 to avoid major new road infrastructure having to be provided before it would otherwise be required. This also helps to avoid the delivery of isolated parcels of development which would require additional significant infrastructure and would undermine the cohesion of the new community as a whole.
- 10.5 However, the phasing of development will ultimately be determined through agreement between the Council, site promoters, and other parties including the County Council, Highways England, Natural England and others following consideration of the detailed plan and strategy for implementation prepared by the site promoters to accompany the initial applications for the site.

Phasing Plan

- 10.6 The delivery of housing and employment floorspace is dependent upon a range of factors including market conditions. The Council recognises that the site promoters have aspirations for the early delivery of employment floorspace which is in excess of the indicative employment development trajectory set out in Table 10.2 of this Plan. The Council is supportive of early delivery of employment floorspace should sufficient

¹⁴³ See Appendix A for further details about the evidence base supporting this plan.

market demand exist and suitable infrastructure is in place. However, the Phasing Plan set out below, and the monitoring framework in Chapter 11 is based on the indicative trajectory for employment floorspace which has arisen from the evidence available in the Welborne Employment Strategy and set out in Table 10.2. The description of employment land phasing is not an absolute cap on what may be achievable in each phase.

10.7 Main Phase 1 (2015 – 2019)

Commencement on site, initial major infrastructure and local road mitigation.

Key outcomes –

- Approximately 500 homes located adjacent to the District Centre and to the north of Knowle Road.
- 1,000 sq. m employment floorspace
- District Centre commencement including the foodstore, and initial community facility
- Local Centre commencement

Critical Infrastructure –

- Initial works to Junction 10 of M27, including access from the A32 and associated roads
- Local Highway Network Improvements
- Enhanced public transport
- Pedestrian and cycle links
- Initial utilities strengthening
- Diversion of large diameter water mains
- Initial primary school provision
- Green Infrastructure, including SANGS
- Initial structural planting
- Sustainable Drainage systems

10.8 This main phase represents initial site preparation and the delivery of infrastructure required to unlock the early stages of development. Increased capacity in utilities infrastructure and the road network will be required before the next phase can be commenced. For roads, this will include site accesses from the A32 and Knowle Road, as well as initial improvements to the existing eastbound on-slip to Junction 10 of the M27. In relation to utilities, the primary electricity sub-station required to serve Welborne will need to be completed as well as the provision of sufficient foul water disposal capacity to serve at least the initial and following main phase. In addition, Portsmouth Water will have to divert an existing large diameter water main to allow this site to be developed. The works along the A32 provide the opportunity for a service corridor to be delivered at the same time as the proposed road improvements. Similarly, a high pressure water main to the south of the site is likely to require diversion in this or the next phase of development with the new north-south link providing the opportunity for a service corridor to be created in this part of the site.

10.9 Development within this initial phase will focus on and around the Local and District Centres, and will entail the delivery of residential, employment and retail floorspace. North of Knowle Road, the Local Centre will start to be developed, commencing with some initial retail units and residential areas. In the southern part of the site, the District Centre will be commenced with the foodstore, some shops and initial community facility. The initial community facility may be used for the delivery of health

care services on site in the first phase of development. Initial primary school provision will be made. Some 1,000 sq. m of employment floorspace is anticipated in this phase in the southern part of the site, west of the A32. An early start of employment space for small businesses, including the incubation centre is envisaged, which will help support self-containment. In total, approximately 500 home completions are anticipated during this main phase, close to the Local and District Centres. If more homes and employment space can be delivered over this period this will be encouraged.

10.10 During this phase, Welborne's green corridor network will begin to be delivered, concentrating initially on enhancements to existing links which relate to the areas being developed at this stage and securing key green infrastructure assets, including pedestrian and cycle links to important destinations including secondary schools off site. Sufficient SANGS will need to be delivered, in this and subsequent phases prior to residential development, to support the avoidance or mitigation of potential damage to sensitive sites. Similarly, complementary green infrastructure, including open space and playing fields will need to be delivered in each phase to serve the growing community.

10.11 Main Phase 2 (2019 – 2022)
Completion of Junction 10 of the M27, development around the district and local centres.

Key outcomes –

- 1,000 homes
- 5,850 sq. m employment floorspace
- District Centre completed
- Local Centre completed

Critical Infrastructure –

- Upgrade to Junction 10 of M27 complete
- Physical works required to deliver BRT to the site
- Enhanced public transport
- District Community Centre
- Pedestrian and cycle links
- Initial playing pitches and sports provision
- Green Infrastructure, including SANGS
- Sustainable Drainage systems

10.12 The second main phase will see the pace of development and investment in infrastructure increase. Key will be the completion of the upgrade to Junction 10 of the M27 to provide an all-moves junction. This will be required to be fully operational before the next main phase can commence. The main internal road network will begin to take shape during this phase.

10.13 During the second main phase, development will continue north of Knowle road, including at the Local Centre and near the District Centre, both of which will be at least partially completed by the end of the phase. By the end of this phase some 1,500 dwellings will have been completed at Welborne.

10.14 Employment development during this phase will be focused south of the District Centre, to the west of the A32, with the Business Incubation Centre promoting indigenous economic growth within the new community, supported by a training and skills

programme. Development of this part of the site provides the opportunity to lay out the new north-south link and other elements of the new internal road network, providing the opportunity to move water mains and other services to suitable alignments.

10.15 It is anticipated that the development of the District Centre during this main phase will include the main community building, linked to shared facilities in the primary school which will provide a range of community facilities that are needed to support the early residents, including the opportunity for health care and other services to be provided at Welborne prior to bespoke facilities being constructed. Providing these facilities and services during these early phases will be crucial for establishing a sense of place for Welborne at the outset and providing a focus for new residents and visitors. This phase also provides the first opportunity to deliver a Household Waste Recycling Centre.

10.16 The green corridor network and the first significant green open spaces will be delivered during this second main phase. Towards the end of this period, local work is anticipated to begin on formalising the main central park to ensure that the growing number of residents have sufficient formal green infrastructure.

10.17 Main Phase 3 (2022 – 2026)
Central part of the site and main internal road network

Key outcomes –

- 1,360 homes
- 18,500 sq. m employment floorspace
- District Centre development
- Local Centre development

Critical Infrastructure –

- Enhanced public transport
- Primary care centre
- Secondary School
- Second primary school
- Pedestrian and cycle links
- Green Infrastructure, including SANGS
- Central Park
- Sustainable Drainage systems

10.18 The third main phase will see the development start to take shape as significant residential and employment areas and community facilities are delivered. Key pieces of infrastructure required by the end of this main phase include the second primary school, the primary care health centre(s), the central park and the on-site routing for the Bus Rapid Transit (BRT) service. These will all be required before the next main phase can commence.

10.19 Residential development during the third main phase will mainly be located in the centre of the site, taking shape around the central park. The main internal spine road network route providing access and BRT services to key areas will be delivered, including the new north-south route parallel to the A32. During this phase, at least one supported housing scheme, such as extra care accommodation, is expected to be completed. Residential development at the Crockerhill Industrial Park, to the east of the A32, is also anticipated in this phase. Overall, by the end of this main phase, some 2,860 homes will have been delivered at Welborne.

- 10.20 The main employment areas to the south of the central park will continue to be developed during the third main phase. This is likely to focus on the area to the west of the A32, potentially including the employment areas closest to the District Centre. The District Centre itself (as well as the Local Centre) should have been completed by the end of this phase.
- 10.21 The green corridor network will be continued during this main phase and the central park will be expected to be substantially complete by the end of this phase to ensure both that the growing number of residents benefit from this key strategic open space and also to ensure that the new secondary school is well connected by sustainable travel routes to the completed housing areas east of the park.
- 10.22 Main Phase 4 (2026 – 2030)
Completion of residential development to the west of the A32 and commencement to the east
- Key outcomes –
- 1,360 homes
 - 24,500 sq. m employment floorspace
 - District Centre development
 - Local Centre development
- Critical Infrastructure –
- Third primary school
 - Community hub
 - Pedestrian and cycle links
 - Green Infrastructure, including SANGS
 - Sustainable Drainage systems
- 10.23 Main Phase 4 is anticipated to involve considerable residential development to the west and north of the site. By the end of Main Phase 4 about 4,220 homes will have been completed at Welborne. Development of the western part of the site (north of Funtley) will need to accommodate the future provision of a new rail halt on the Fareham to Eastleigh rail line, unless it is demonstrated that it is not technically feasible or viable to deliver this before the end of the Plan period.
- 10.24 With respect to other infrastructure, the key items to be delivered during this phase include the third primary school and the completion of the Community Hub. This phase will also need to include the completion of a range of green infrastructure assets.
- 10.25 A significant quantity of employment floorspace is likely to be completed during Main Phase 4, potentially amounting to about 24,500 square metres. At some point in the development, the total employment net floorspace delivered will be reduced due to the expected loss of about 14,000 square metres to residential development at Dean Farm.
- 10.26 In addition, development will also commence to the east of the A32, with main road infrastructure and residential development commencing to the north of Roche Court.

10.27 Main Phase 5 (2030 – 2036)
Development of eastern part of the site

Key outcomes –

- 1,780 homes
- 25,000 sq. m employment floorspace
- District Centre development
- Local Centre development

Critical Infrastructure –

- Enhanced public transport
- Pedestrian and cycle links
- Green Infrastructure, including SANGS
- Sustainable Drainage systems

10.28 The final strategic phase will see residential development to the east of the A32 completed both north and south of Roche Court. By the end of Main Phase 5, approximately 6,000 homes will have been completed.

10.29 Employment land will continue to be developed during Main Phase 5, both east and west of the A32. Depending on take up, it is expected that by the end of this phase a net additional employment floorspace of about 60,000 square metres will have been completed at Welborne. However, even with strong take-up, it is not likely that all of Welborne's employment development will have been completed by 2036. Therefore, it is expected that a further 23,500 square metres of floorspace will be completed in the years following Main Phase 5.

10.30 There are no other strategic infrastructure items phased to be completed during Main Phase 5.

Housing and Employment Trajectories

Housing Trajectory

10.31 The following tables set out the housing trajectory for Welborne, divided into the five main phases as set out above. This trajectory has been developed using a wide range of evidence sources, including the site capacity work undertaken through the concept masterplanning,¹⁴⁴ as well as the Welborne Build-out Rates Study¹⁴⁵ and the site development viability work.¹⁴⁶

¹⁴⁴ Welborne Concept Masterplan Reports (LDA Design, August 2012, April 2013 and January 2014)

¹⁴⁵ Welborne Build-out Rates Study (GVA, November 2013)

¹⁴⁶ Welborne Stage 2 Viability Test Executive Summary (GVA, January 2014).

Table 10.1: Housing Trajectory for Welborne

Main Phase 1	2015/16	2016/17	2017/18	2018/19	Phase total		
Delivery projections	0	120	180	200	500		
Cumulative delivery	0	120	300	500			
Main Phase 2	2019/20	2020/21	2021/22	Phase total			
Delivery projections	320	340	340	1,000			
Cumulative delivery	820	1,160	1,500				
Main Phase 3	2022/23	2023/24	2024/25	2025/26	Phase total		
Delivery projections	340	340	340	340	1,360		
Cumulative delivery	1,840	2,180	2,520	2,860			
Main Phase 4	2026/27	2027/28	2028/29	2029/30	Phase total		
Delivery projections	340	340	340	340	1,360		
Cumulative delivery	3,200	3,540	3,880	4,220			
Main Phase 5	2030/ 31	2031/ 32	2032/ 33	2033/ 34	2034/ 35	2035/ 36	Phase total
Delivery projections	340	340	280	280	280	260	1,780
Cumulative delivery	4,560	4,900	5,180	5,460	5,740	6,000	

Employment Trajectory

- 10.32 The table below sets out the Council's view on how the employment development at Welborne is likely to be built out. This is based on available evidence, principally the Welborne Employment Strategy¹⁴⁷ and is informed by engagement with the site promoters. However, it is important to note that, especially when dealing with such a long timescale, it is not possible to accurately predict the precise mix and build-out rates of employment development and so this trajectory should be viewed as indicative.

Table 10.2: Indicative Employment Development Trajectory for Welborne

(All figures are in square metres)

Main Phase	1 (2015-19)	2 (2019-22)	3 (2022-26)	4 (2026-30)	5 (2030-36)	Beyond 2036	Total
B1a	0	600	4,200	6,600	6,000	6,600	24,000
B1c/B2	998	2,660	6,319	8,313	7,649	7,316	33,255
B8	0	1,600	8,000	9,600	11,200	9,600	40,000
Demolitions	0	0	0	-13,860	0	0	-13,860
Total gross	998	4,860	18,519	24,513	24,849	23,516	97,255
Total net	998	4,860	18,519	10,653	24,849	23,516	83,395
Total net cumulative	998	5,858	24,377	35,030	59,879	83,395	

Flexible Approach to Phasing

- 10.33 The phasing plan and trajectories set out above can be considered the Council's preferred approach, based on the technical evidence and engagement with the site promoters and other interested parties. However, given the long build-out of the development, it is essential that the approach is flexible and can adapt to changes over the lifetime of the plan. Therefore, the phasing plan should be seen as an informed

¹⁴⁷ Welborne Employment Strategy (Wessex Economics, November 2013)

guide and not rigid prescription. A detailed phasing plan will be undertaken by the site promoters, in discussion with the Council, and this will be agreed as part of the determination of initial planning applications for development at Welborne.

- 10.34 The initial 'main' phase described above is intended to involve the delivery of certain key infrastructure items upon which subsequent development will depend. Likewise later main phases will also involve the delivery of infrastructure that is required before subsequent main phases can commence. Therefore, it is anticipated that each main phase will be completed before the following phase can commence.
- 10.35 In order to provide for flexibility, some degree of overlap between main phases could be acceptable, providing that the earlier phase is substantially complete. In particular, the Council would wish to ensure that any key infrastructure items, upon which the subsequent phase depends, are sufficiently progressed to avoid the risk of development in the next phase proceeding unsupported by necessary infrastructure. The precise point at which a main phase could be considered to be 'substantially complete' will need to be determined through the detailed phasing plan and implementation strategy to be prepared by the site promoters, which will be agreed with the Council at the initial planning application stage.
- 10.36 In cases where a site promoter wishes to bring forward any development parcel from a future main phase, the benefits of early delivery will need to be considered against the risks of permitting isolated development and of allowing development to proceed ahead of the necessary supporting infrastructure. Bringing development forward to an earlier phase will not be acceptable where it will be likely to give rise to an adverse impact on the amenity of existing residents in any of Welborne's neighbouring settlements.
- 10.37 Where any development within a main phase is delayed to a subsequent phase, the Council will expect the site promoters to discuss and agree an approach to ensure the development can be delivered and, where necessary, to ensure that any impacts caused by the delayed development can be mitigated.

Phasing of Infrastructure

- 10.38 It is important to ensure that the right type and level of infrastructure is provided at the right time to support development at Welborne and to meet the needs of the new residents and workers as the community takes shape. This has required a comprehensive approach to planning infrastructure and its phasing over the development period.
- 10.39 The Welborne Infrastructure Delivery Plan (IDP)¹⁴⁸ marks the culmination of this infrastructure planning process and has been produced with involvement from a wide range of interested parties, including the site promoters, infrastructure providers and statutory agencies. The development of the IDP has been closely linked to the concept masterplanning work undertaken by the Council which has itself been subject to extensive engagement. Other key evidence work which has informed the IDP includes the demographics work, the transport modelling and the work undertaken to determine likely rates of house building and employment development at Welborne.
- 10.40 In essence, the IDP sets out what infrastructure would be required to support the

¹⁴⁸ Welborne Infrastructure Delivery Plan 2014 (Stage 2 Update Report) (AECOM, January 2014).

development of the Council's concept masterplan, including when infrastructure is likely to be needed, based on the housing and employment trajectories set out above. The IDP will also form a crucial part of the infrastructure evidence that will support the review of Fareham's Community Infrastructure Levy (CIL) to be undertaken alongside the examination of this plan.

- 10.41 As set out in Chapter 1, it is important to stress that the concept masterplan is only one expression of how Welborne could be developed to be consistent with the Strategic Framework. Therefore, although the IDP that supports this Welborne Plan should inform and guide more detailed work to be prepared by the site promoters ahead of planning applications, it is not designed to be a rigid list of exactly what infrastructure will ultimately be needed to support a sustainable new community.
- 10.42 Therefore, the Council expects the site promoters to use the phasing principles and guidance within the Concept Masterplan Phasing Plan as well the IDP to produce a detailed phasing plan and an infrastructure delivery plan. This phasing plan and infrastructure delivery plan will need to be submitted to the Council for approval alongside initial planning applications for development at Welborne. In line with the principle of a flexible approach, the site promoters will be expected to keep the phasing plan and infrastructure delivery plan under review and submit any changes to the Council for approval alongside relevant planning applications.

WEL41 – Phasing and Delivery

Initial planning applications for development at Welborne shall be accompanied by a detailed phasing plan and infrastructure delivery plan for the whole Welborne development. This phasing plan and infrastructure delivery plan will be guided by the Phasing Plan (set out within the Concept Masterplan Phasing Plan) and by the Infrastructure Delivery Plan that supports this plan. Once approved by the Council, the detailed phasing plan and infrastructure delivery plan will be kept under review over the life of the development, with changes being submitted to the Council for approval alongside relevant planning applications.

The phasing of development and associated infrastructure at Welborne shall be in accordance with the agreed detailed phasing plan and infrastructure delivery plan, unless it can be demonstrated that suitable appropriate infrastructure is available and the development can be adequately serviced.

Safeguarding Land for Specific Development

- 10.43 The policies within this plan set out various requirements for infrastructure, facilities or other development to be delivered within specific areas of Welborne. For example, Chapter 5 sets out a range of expectations for different land uses to occupy sites within or adjacent to the District Centre.
- 10.44 Such policy expectations are based on robust evidence and on the outcomes on public and other consultation. Therefore, where such infrastructure or other development is delayed and cannot be commenced within the main phase expected, the relevant sites will be safeguarded to ensure that the infrastructure or other development can be delivered at a later stage.

- 10.45 As part of the flexible approach to ensuring that Welborne can be delivered in an economically viable way, this safeguarding of sites will allow for alternative uses of the relevant sites to come forward within the final 'main' phase of Welborne's development, or earlier if agreed with the Council.
- 10.46 The intention is that any such early release of sites for alternative uses would only be triggered following clear demonstration by the site promoters that the relevant development was not viable and was not likely to be viable within the plan period. In the case of infrastructure it would need to be demonstrated that the development was no longer required or that the requirement was being met in another appropriate way.
- 10.47 Where the release of sites for alternative uses is agreed with the Council, the expectation will be that the alternative uses are properly incorporated into the wider development and are included within a review of the comprehensive masterplanning for that part of Welborne. The alternative uses will be expected to be compatible with the surrounding development and with the overall vision for Welborne.

WEL42 – Safeguarding Land for Specific Development

Where, due to viability or other reasons, any development, facility or infrastructure required by this Plan, on a particular site or area, is delayed and cannot be commenced within the anticipated main phase, or at the time agreed with the Council, the relevant site shall be safeguarded for the intended use.

Any safeguarding applied will operate until the commencement of Main Phase 5. Safeguarded sites may be released for alternative uses earlier only where site promoters can provide clear justification that the intended development, as set out within this plan, is not viable and is not likely to be viable within the remaining plan period or that it is no longer required or that the need for the facility or infrastructure is being fully met in another way.

Planning applications for alternative uses on sites to be released from safeguarding will be permitted where they are appropriately incorporated into the wider development and where the alternative uses proposed are included within an accompanying review of the comprehensive masterplanning for that part of Welborne.

Developer Contributions

- 10.48 Developer contributions will be required as part of the overall funding package to deliver the infrastructure required to support Welborne. In addition, developer contributions will be required to mitigate the impacts of the development in other ways, such as funding off-site mitigation projects to reduce visitor impact, particularly at internationally protected sites on the Solent coastline. The nature and scale of the contributions required will be determined at the planning application stage and based on the policies within this plan and the supporting evidence, including the Infrastructure Delivery Plan.
- 10.49 Traditionally, Section 106 Planning Obligations¹⁴⁹ have been used to secure developer contributions. More recently, Community Infrastructure Levy (CIL) has been introduced

¹⁴⁹ This relates to agreements made under Section 106 of the Town and Country Planning Act 1990 (as amended).

to secure tariff-based developer contributions for all relevant development. The Council has already introduced CIL across the Borough and the charging schedule sets out how much CIL different types of development within the Borough will have to pay.¹⁵⁰

- 10.50 In introducing CIL, the Council committed to an early review of CIL in line with the preparation of the Welborne Plan. This review will ensure that the rate(s) at which Welborne development will need to pay CIL will be consistent with the infrastructure planning and development viability evidence that supports the adopted Welborne Plan. It will also provide clarity about the roles of Section 106 Planning Obligations and CIL in terms of what each mechanism is intended to fund in connection with the Welborne development. This will ensure that there is no 'double charging' of developer contributions which would harm overall development viability and run counter to government guidance.¹⁵¹
- 10.51 Based on currently available viability evidence,¹⁵² the Council anticipates that all or almost all developer contributions from Welborne will be secured through Section 106 Planning Obligations¹⁵³ and therefore, it is likely that a differential CIL rate (or rates) will be justified and will need to be applied to the Welborne policy area which reflects the overall burden of planning obligations. Given the latest available evidence, a differential rate of zero could be justifiable.

Development Construction Strategy

- 10.52 The phased construction of Welborne will occur over a period of at least 20 years. This will require the careful management of construction related activity and impacts, including construction traffic, noise and dust to ensure that the construction of Welborne does not significantly and adversely impact existing communities near the site. Planning applications will require conditions or suitably worded Section 106 agreements, prior to approval. These will cover:
- An indicative programme for carrying out the works;
 - Management of traffic visiting the site, including which roads can be used for haulage and what areas can be used as holding areas;
 - Off-site signage;
 - Measures to minimise and mitigate dust on site;
 - Measures to minimise the noise generated by the construction process;
 - Design and provision of site hoardings;
 - Provision of off road parking;
 - Measures to prevent the transfer of mud and other materials onto the public highway;
 - Measures to minimise the potential for the pollution of ground and surface water;
 - Monitoring of groundwater;
 - Measures to prevent an increase in flood risk during scheme construction;
 - Measures to manage waste produced on site (whether through demolition/site clearance or of new building materials) and to maximise the recycling and reuse of such materials;

¹⁵⁰ Details of FBC's CIL Charging Schedule can be found at:

http://www.fareham.gov.uk/planning/local_plan/whatiscomminflev.aspx

¹⁵¹ Community Infrastructure Levy Guidance (DCLG, April 2013)

¹⁵² Welborne Stage 2 Viability Test Executive Summary (GVA, January 2014)

¹⁵³ Or through similar legal agreements, made under Section 278 of the Highways Act 1980

- Measures to minimise the impact of vibration from the construction processes;
- Location and design of site offices and construction vehicle access points;
- Arrangements for consultation and liaison during the construction process with the residents and businesses near and adjoining the site;
- An assessment of the impact on water quality, habitat management and aftercare of assets; and
- Measures to minimise impacts on biodiversity, including habitats and species along with connections with the wider environment.

Local Skills

- 10.53 The long term nature of the development offers the opportunity to enhance local skills in the field of construction during the long development period. The site promoters will be required to submit employment and training plans to the Council at the initial planning application stage. These plans will need to demonstrate how local people will be able to participate in construction skills training and be employed in the construction of Welborne. This should relate to the full range of development proposed on site including homes, non-domestic buildings and infrastructure and landscaping works.

Quality Control

- 10.54 Delivering a high quality, successful community at Welborne will require a collaborative arrangement between the Borough Council, other public sector organisations and the community, as well as the developers. This plan has outlined a number of mechanisms to ensure quality of delivery is maintained over the plan period. The main quality controls include:

- The Strategic Framework (comprising the policies and Strategic Framework Diagram within this plan) as well as the supporting Supplementary Planning Documents (Welborne Design Guidance SPD and Welborne Planning Obligations SPD) which provide the overall planning framework for the delivery of Welborne;
- The Infrastructure Delivery Plan and Infrastructure Funding Strategy which set out a framework to coordinate actions by the various parties to ensure arrangements are in place for the funding and delivery of necessary infrastructure;
- A framework of targets and indicators, based on the policies within this plan, as set out in Chapter 11 which provides a basis for plan monitoring and the results will be published regularly in the Authorities Monitoring Report;
- The Welborne Standing Conference which will continue as a forum for a wide range of interested parties, including community representatives. It will help to steer the Council's work on the delivery of Welborne and will act as a sounding board for a wide range of issues, including, for example, governance of community assets at Welborne.

WEL43 - Development Construction and Quality Control

The careful management of construction related activity and impacts will be secured via planning conditions or suitably worded Section 106 agreements.

Initial planning applications shall be accompanied by employment and training plans demonstrating how local people will be included in the development process and can develop relevant construction and related skills and find employment in the development of Welborne.

The Council will monitor the delivery of development at Welborne against the framework set out in Chapter 11 of this plan and against other appropriate qualitative benchmarks, such as those within relevant SPDs, to ensure that the quality, requirements and aspirations set out within this plan are delivered and maintained.

Chapter 11

Monitoring and Review

The Monitoring Framework

- 11.1 This chapter sets out how the Welborne Plan will be monitored. The mechanisms may be altered over the lifetime of the project, but nonetheless this chapter sets out the main principles by which monitoring will take place.
- 11.2 Delivering the Welborne project depends upon the actions of a number of interested parties. Therefore monitoring the Welborne project will require a coordinated and complimentary approach to be followed by the key agencies involved.
- 11.3 A key asset for the Welborne project to date has been the Strategic Delivery Group, with active involvement of the following:
- Site promoters
 - Fareham Borough Council
 - Hampshire County Council
 - Highways England
 - Homes and Communities Agency, and
 - Solent Local Enterprise Partnership.
- 11.4 These organisations all have an interest in the delivery of a successful new community at Welborne. The Group has provided an opportunity for the organisations to discuss the emerging proposals for Welborne, with a focus on delivery. The governance arrangements will be reviewed over the lifetime of the project; nonetheless there will always be a role for a group to coordinate public and private sector action and investment. This will build upon both the body of technical work contained within the evidence base for the Welborne Plan, (e.g. the transport evidence), as well as the principle of coordinated investment set out in the Infrastructure Funding Strategy. Specific tasks for this Group include identifying and agreeing key infrastructure spend and monitoring and reviewing infrastructure funding and cost.
- 11.5 The Phasing Plan contained within Chapter 10 of this document sets out the *key outcomes* and *critical infrastructure* identified for each of the main phases of development. This has been produced to inform the understanding of the Plan, using the best information available. It should be recognised that the mechanism which will deliver Welborne, including critical infrastructure, will be the phasing plan, infrastructure delivery plan and s106 planning agreement approved alongside planning application(s) for the site. Nonetheless, the phasing plan in Chapter 10 provides a useful guide to the Council's expected outcomes, including infrastructure.
- 11.6 Strategic Group meetings will be undertaken on a regular basis throughout the year to enable early action to be taken to overcome any barriers to delivery of the Plan's objectives and policies. Particular reference will be made to the *key outcomes* and *critical infrastructure* listed in the Phasing Plan in Chapter 10 of this Plan. Any risk to the timely delivery of either will be reported as an entry in the Delivery Risk Register which will be created and reviewed at the Group meetings. Given the wider public interest in the delivery of the Welborne project, it will be appropriate for changes in the

Delivery Risk Register for Welborne to be reported to the Welborne Standing Conference as and when they arise and included in the Council's Authority Monitoring Report.

- 11.7 If an issue is identified where delivery of a key outcome or item of critical infrastructure for a phase may not be met, it will be for the Strategic Group to identify any contributory factor and identify necessary action to remedy the issue. If a planning policy in the Welborne Plan is the issue (or a main contributing factor) then necessary amendments will be identified and if they require a change to a Plan policy, may trigger a review of the Welborne Plan. Should any review of the Plan appear likely, then the Welborne Standing Conference will have a role in informing the priorities for any revision.
- 11.8 Complimentary to the role of the Strategic Group, will be the ongoing monitoring of the outputs of the Plan by the Borough Council. The monitoring will cover a range of measures, both in terms of built form (homes delivered, floorspace built, etc.) as well as some quantifiable measures of what sort of place the new community is becoming (e.g. number of homeworkers, number of children of secondary school age, etc.).
- 11.9 The adopted Core Strategy contains a series of high level targets in relation to Policy CS13 which represent the essential components for the delivery of Welborne. However these targets have required review and refinement in light of the technical evidence work and as such, the suite of detailed policies in the Welborne Plan to guide development will require new monitoring targets and indicators. These will supplement the reviewed targets within the Core Strategy and together will form the monitoring framework for the Welborne Plan.
- 11.10 The purpose of developing a monitoring framework is to provide a mechanism for assessing developmental progress of Welborne against the overall vision and objectives for the new community as set in the Welborne Plan. This is of particular relevance where development targets are set within the policies of this plan, such as for the delivery of housing or employment space, or for the provision of specific community, education and recreation facilities. However, it should be recognised that much of the finer detail will only come forward through the planning applications and the development management process over the lifetime of the project.
- 11.11 Where appropriate, Borough-wide targets which are monitored through the Council's Authority Monitoring Report (AMR) will be broken down and applied to the Welborne Plan area so that the contribution of Welborne to Borough-wide targets can be seen on a local scale. Given the wider public interest in the delivery of Welborne the progress against targets will be reported to the Standing Conference.
- 11.12 Table 11.1 below lists indicators that will be monitored specifically for the Welborne Plan area. It should be noted that these indicators and targets themselves will be subject to change over the lifetime of the project, to ensure that the overall framework provides a suitable mechanism for assessing the delivery of the Plan. For instance, the mechanism and timetable of delivery of the schools will be fixed in section 106 planning agreements. Nonetheless, the following sets out the Council's commitment to indicate the built form outputs of the Plan and what type of place is being delivered.
- 11.13 It will take a mixture of sources to monitor all of the outputs listed. These will include buildings regulations information and residents surveys. The monitoring of the framework set out below will be undertaken by the Council in liaison with the

Community Development Officer to ensure that built form outputs and qualitative measures are captured.

- 11.14 Monitoring of these indicators will establish the extent to which the vision for Welborne is being achieved. This will help to identify areas where further action is required from the Council or other agencies identified within the monitoring framework. Taken together the targets and indicators provide a robust framework for assessing delivery of the plan. However, given the scale and the evolving nature of the project it is unlikely that failure to meet one target would indicate that the plan needs reviewing. Should monitoring indicate that a phase of development was not delivering the overall vision and objectives of the Plan, the Council will consider the need to formally review the Welborne Plan. The need for this review will be identified through the Authority's Monitoring Report.

Table 11.1: Welborne Monitoring Indicators

Indicator	Target(s)	Year
Net increase in provision of B use class employment floorspace at Welborne	60,000 sq. m.	2036
Floorspace built		
Phase 1	1,000 sq. m	2015-2019
Phase 2	4,860 sq. m.	2019-2022
Phase 3	18,520 sq. m.	2022-2026
Phase 4	10,650 sq. m.	2026-2030
Phase 5	24,850 sq. m.	2030-2036
No of jobs delivered at Welborne	5,735	2036
Number of Borough residents developing relevant skills and finding employment in the development of Welborne		Ongoing
Amount of retail space provided at the District Centre:		
• Supermarket (convenience)	1900-2500 sqm. (net)	2026
• General A1 – A5 (comparison)	3600 sqm. (net)	
Provision of a multi-purpose main community centre at the District Centre (based on 6,000 homes) <i>Comprised of:</i>	1800 sqm.	2022
• Community/art/culture space	1000 sqm.	
• Library space	227 sqm	
• Indoor sports space	400 sqm.	
• Safer Neighbourhood Police space	168 sqm.	
Provision of a Primary care centre at Welborne	Space for 8 GP surgeries	2026
Education provision at Welborne:		
• Nursery 1	180 sqm.	2019
• Nursery 2 & 3	360 sqm.	2022
• Nursery 4 & 5	360 sqm.	2026
• Nursery 6	180 sqm.	2030
• Nursery 7	180 sqm.	2036
• Primary school 1	3FE	2019
• Primary school 2	2FE	2026
• Primary school 3	2FE	2030
• Secondary school	7FE	2026

Number of primary and secondary age children on site		Ongoing
Number of net dwellings completed at Welborne	6000 dwellings (See table 11.2 below)	2036
Total number of new affordable dwellings delivered at Welborne (part of the total 6000 dwellings)	1800 dwellings	2036
Amount of Extra Care (or similar) housing for the elderly	16 units	2036
Average residential (internal) water consumption per person	105 litres per person per day	Ongoing
Proportion of homes in each phase meeting the Lifetime Homes (or equivalent) standards	15% of completions in each phase	Ongoing
Percentage of Custom build homes	1% of completions in each phase	Ongoing
Percentage of completed dwellings built to "Passivhaus" standards	10% of completions in each phase	Ongoing
Amount of community play/ sports provision delivered at Welborne (based on 6,000 homes):	<i>See Table 4.7 of the Welborne IDP (Stage 2) Report</i>	
• Artificial Grass Pitch	685 sqm.	2022
• 1 x Bowling Green	170 sqm.	2026
• 4 x Tennis Courts	670 sqm. per court	2022-2036
• Local play space (0-11 ages)	3900 sqm. (maximum 13 spaces)	From 2016
• Neighbourhood play space (all ages)	3900 sqm. (maximum 8 spaces)	From 2016
• Youth play space (12+ ages)	2600 sqm. (maximum 13 spaces)	From 2016
• Play space equipment	42 pieces	From 2016
Additional amount of public open space delivered at Welborne	<i>See Table 4.6 of the Welborne IDP (Stage 2) Report</i>	
• Parks & amenity space	1.5ha per, 1,000 population	Ongoing
• Allotments	0.13ha per 1,000 population	Ongoing
• Sports & Playing pitches (including shared school provision)	1.2 ha per, 1,000 population	Ongoing
• On-site semi-natural green space	3ha per 1,000 population	Ongoing
• SANGS (both on and off-site)	Sufficient SANGS provided in agreement with Natural England to support each phase of development in place before development	Ongoing
Transport infrastructure delivered at Welborne:		
BRT	At least three BRT buses an hour to serve the site.	2019
BRT	Full on-site routing for BRT	2026
M27 Junction 10 upgrades	Junction 10 upgraded to all-moves	2022
Modal split for transport to/from Welborne – mode for travel to work		Ongoing
Pedestrian and cycle links:		
Fareham - Wickham	100%	2022
Welborne – Whiteley		Ongoing
Proportion of commercial and community development covered by Travel Plans		Ongoing

Table 11.2 Target Housing Completions

Year	Target completions	Target cumulative completions
2016/17	120	120
2017/18	180	300
2018/19	200	500
2019/20	320	820
2020/21	340	1160
2021/22	340	1500
2022/23	340	1840
2023/24	340	2180
2024/25	340	2520
2025/26	340	2860
2026/27	340	3200
2027/28	340	3540
2028/29	340	3880
2029/30	340	4220
2030/31	340	4560
2031/32	340	4900
2032/33	280	5180
2033/34	280	5460
2034/35	280	5740
2035/36	260	6000

Glossary

Affordable Housing: Social rented, affordable rented and intermediate housing provided to eligible households who cannot afford accommodation through the open market. Eligibility to affordable housing is determined by local incomes and local house prices. Delivery of affordable housing may involve some form of subsidy for the provider as the incomes received by the developer will likely be a rate lower than what the developer would achieve on the open market.

Affordable rented: A form of affordable housing which is let by local authorities or registered private providers of social housing (e.g. housing associations). Affordable rented housing is subject to rent controls which limit the rent chargeable to a maximum of 80% of the local market rent.

All-moves junction: A junction where vehicles are able to make movements in all directions.

All-through School: An educational establishment providing nursery, primary and secondary schooling on one-site which is run as a single school.

Ancient woodland: Areas of land that have been continuously wooded since at least 1600 AD.

Authorities Monitoring Report (AMR): Report on how the authority is performing in regards to the delivery of the Local Development Scheme and relevant targets set out in development plan documents. Indicates where any remedial action is required to be taken.

Appropriate Assessment (AA): An appropriate assessment (AA) is required under the Habitats Directive (92/43/EEC) for any plan or project likely to have a significant effect on European sites designated for nature conservation. It forms part of a Habitats Regulations Assessment and should seek to establish whether the plan will adversely affect the ecological integrity of European sites.

Archaeological interest: There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point.

Assarted: An area of land cleared of trees.

At-grade crossing: A pedestrian crossing which crosses a highway at the same level (i.e. not via a bridge or underpass).

B Use Class: Class of land and building use as defined by The Town and Country Planning (Use Classes) Order 1987 (as amended). Includes B1 (offices, research and development, light industry), B2 (general industrial), B8 (storage and distribution).

Biodiversity: The variety and diversity of life in all its forms, within and between both species and ecosystems.

Blackwater: Waste water that has been partially treated, but not to potable standards. It can be used for flushing toilets or garden irrigation.

BREEAM: This stands for the Building Research Establishment's Environmental Assessment Method. This is the preferred way of measuring the environmental sustainability of non-domestic buildings.

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

Building Regulations: National standards, separate to the planning system designed to uphold standards of public safety, health, and construction. These regulations will include the requirement for all new homes to be zero carbon from 2016.

Bus priority measures: Highways schemes which facilitate priority movement for buses such as the provision of bus lanes, bus priority traffic lights and improved protection and access to bus stops.

Bus Rapid Transit (BRT): Term given to public bus transportation systems which provide a service that is of a significantly higher quality than an ordinary bus service through the use of high quality vehicles on a limited network of routes with dedicated vehicles and busways, linking major communities and employment centres with frequent, limited stop services.

Character area: The identity given to a development sub-area which is likely to be derived and influenced from features on the site on which it is located and the landscape which surrounds it.

Code for Sustainable Homes: A national standard for the sustainable design and construction of new homes which includes a range of levels from 1 to 6, with levels 5 and 6 representing zero carbon.

Combined Heat and Power (CHP): The use of a power generating facility to simultaneously generate both electricity and heat. The heat can then be used to supply heat and/or hot water via a network of pipes to nearby buildings.

Community building: A community building which provides flexible space that is able to accommodate a wide range of different community uses and services including community groups, sports and fitness classes, office uses, childcare and evening entertainment.

Community Infrastructure Levy: A planning charge on new development. The rate(s) (at pounds per square metre) is set in a charging schedule which balances the estimated total cost of infrastructure required to support development and the overall potential effects of the levy on the economic viability of development. The infrastructure needed to support new development, which CIL can help to pay for includes roads, schools and recreational facilities.

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. These goods include clothing, household goods, leisure goods and personal goods and are sometimes termed 'durable' or 'non-food' goods.

Comprehensive Masterplan: A detailed depiction of a development that will include the layout of streets and buildings and open spaces. The site promoters are responsible for producing the comprehensive masterplan(s) which will be agreed with the Council as part of the determination of initial planning application for development.

Concept Masterplan: A visual depiction of the character, capacity and constraints of the site, as well as the broad distribution of land uses and the extent of the site area considered necessary to provide the required scale of the development. It provides an expression of how the Strategic Framework (including the policies in the Welborne Plan and the Strategic Framework Diagram in Appendix B.2) can be worked up in greater detail. The comprehensive masterplanning that the site promoters are required to produce will not need to follow the concept masterplan if alternative solutions can be found which are consistent with the Strategic Framework.

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, although it excludes food and drink for consumption on the premises and hot food for consumption off the premises.

Core Strategy Policy CS13: Policy CS13 is located within the adopted Core Strategy (Local Plan Part 1) for the Borough and sets out the broad principles for Welborne (Formerly the New Community North of Fareham (NCNF) and before that, the North of Fareham Strategic Development Area). The approach of the Welborne Plan (Local Plan Part 3) must be in general consistency with Policy CS13.

Custom-Build Homes: Homes built or commissioned by individuals or groups of individuals for their own use, either by building the home on their own or working with builders. Custom-build homes include 'self-build' homes.

Design Principles: A high level series of principles which shall guide the future design work to be undertaken in preparation of planning applications. They are set out in the Strategic Framework Diagram, the policies of the Welborne Plan and relevant policies in the Core Strategy. The Principles set out the scheme parameters and design objectives that will underpin the Structuring Plan. They will ensure that the Vision for Welborne is an integral part of the proposals and set a consistent high-level approach to design that will guide all future planning applications.

Designated heritage asset: World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under relevant legislation.

Developer contributions: Contributions made by a developer to remedy the impact of development, either by paying for work to be carried out or by directly providing facilities or works either on or off-site. Traditionally achieved through a Section 106 agreement, more recently these are being achieved through the Community Infrastructure Levy.

Development Plan: The Borough's Development Plan sets out the parameters for all development in the Borough. It comprises of the Fareham Local Plan (Parts 1, 2 and 3) and the Hampshire Minerals and Waste Development Framework.]

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 by the Planning Inspectorate.

District Centre: The main centre and focal point within Welborne, consisting of shops and facilities, as well as essential community infrastructure. It is positioned below Fareham Town Centre in the hierarchy of centres, but above local centres.

Duty to Cooperate: The Localism Act 2011 requires that Local Planning Authorities work collaboratively with other bodies to ensure that strategic priorities across local administrative boundaries are properly coordinated and clearly reflected in individual Local Plans. A duty to cooperate statement will accompany the Pre-Submission Welborne Plan.

Eco-town: Policy introduced in 2007 to deliver new towns with high standards of sustainable living. "Planning Policy Statement: Eco-towns - A supplement to PPS1" (2009), set out standards for Eco-towns to meet. Although not formally revoked yet by the NPPF, it has been almost entirely superseded by it.

Employment Areas: A combination of adjacent employment sites that together form a larger area that significantly contributes towards the provision of employment and economic development.

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.

Energy Service Company (ESCo): A business delivering energy solutions to a community, usually with benefits of improved energy efficiency, reduced carbon emissions or cheaper bills. An ESCo may be public, private, hybrid or community owned organisations.

Environment Agency: An executive non-departmental public body responsible to the Secretary of State for Environment, Food and Rural Affairs which is principally responsible for managing air, land and water quality, as well as flood management.

Environment standards: As set out in legislation or regulation regarding acceptable levels of pollutants or other hazards. For all water issues, the appropriate standards are monitored and regulated by the Environment Agency.

European Sites: Defined in regulation 8 of the Conservation of Habitats and Species Regulations 2010 these include a range of ecological sites designated for the protection of rare, endangered or vulnerable natural habitats and species of exceptional importance within the European Union. Designations consist of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) whilst Ramsar sites in England are also protected as European sites.

Evidence studies: The information gathered to support the preparation of the Welborne Plan and underpin the plan's policies. It includes both quantitative (numerical values) and qualitative (feelings and opinions) data.

Extra-care housing: Housing that gives older people the opportunity to live independently in a home of their own, but with other services on hand if they need them. These extra facilities vary depending on the site, but can include 24-hour access to emergency support and an on-site care team, rehabilitation services and day centre activities.

Family homes: Homes large enough to accommodate families. These are usually houses rather than flats and generally incorporating 3 or more bedrooms.

Flood zones: Defined by the Environment Agency, these are areas which are located within floodplains that would naturally be affected by flooding if a river rises above its banks, or high

tides and stormy seas cause flooding in coastal areas. Areas designated as flood zone 3 have a 1% or greater (1 in 100) chance of being flooded by a river each year. Areas designated as flood zone 2 are outlying areas which are likely to only be affected by a major flood and have a 0.1% (1 in 1000) chance of being flooded each year.

Framework Travel Plan: Submitted alongside a planning application, this comprises an action plan of costed transport measures which need to be implemented as part of the proposed development.

Garden Community: Welborne seeks to take as a starting point the original guiding principles of the Garden City movement and update them to make them relevant to the 21st century. The long established garden city principles which will help guide the development of Welborne include the long term stewardship of community assets, high quality imaginative design including homes with gardens, mixed tenure homes which are affordable for ordinary people, a strong local jobs offer with a variety of employment opportunities, easy access to generous green spaces linked to the wider countryside, local cultural, recreational and shopping facilities, integrated and accessible transport systems and local food sourcing, including allotments.

Green buffer: An undeveloped, area of green space located between developments to prevent the coalescence of a new settlement with existing settlement areas.

Green corridor: A strip of land that provides a habitat sufficient to support wildlife, often through or around an urban environment. They also allow walkers; cyclists and horse riders to use them as routes of access or for recreation. Can include railway embankments, river banks and roadside grass verges.

Greenfield: Land that has not previously been developed.

Green Infrastructure (GI): A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental, accessibility and quality of life benefits for local communities. Green infrastructure may consist of parks and gardens; natural and semi-natural open space; wooded areas; cycleways and rights of way; outdoor sports facilities; amenity greenspace and recreation space; domestic gardens; village greens; play areas; allotments; community gardens; urban farms; cemeteries and churchyards; river and canal corridors and green roofs and walls.

Greywater: Wastewater generated from domestic activities such as washing machines, dish washers, sinks and baths.

Hampshire County Council: The county tier authority in which Fareham Borough is located. Hampshire County Council is also the statutory planning authority for highways, minerals and waste developments in non-unitary and non-national park local authority areas.

Habitats Regulations: Refers to the Habitats and Conservation of Species Regulations 2010 which provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.

Habitats Regulations Assessments (HRA): The European Habitats Directive requires an 'appropriate assessment' of plans that either alone or in combination with other plans and projects are likely to have a significant impact on European designated sites.

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Household Waste Recycling Centre: A small waste management facility provided and operated by Hampshire County Council to facilitate the disposal, recycling or composting of bulky or specialist domestic waste.

Housing Benefit: A government paid benefit that can help to pay housing rent for those on a low income or unemployed. Also known as Local Authority Housing Allowance.

Infrastructure: The facilities and services needed for a place to function. This includes roads and utilities, as well as schools, GP surgeries, libraries and other community facilities.

Intermediate housing: A form of affordable housing which comprises homes which are for sale or rent and are provided at a cost below market levels, but above social rented values. Commonly this type of housing consists of shared ownership and as with other types of affordable housing, availability to it relies on meeting the qualifying criteria set by local authorities.

Joint Venture Housing Company (JVHC): a new company that was established in 2014 by Fareham Borough Council in partnership with Eastleigh Borough Council, First Wessex and Radian Housing Association for the purposes of facilitating housing and economic development in a sustainable manner.

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.

Lifetime Homes: A standard comprising of 16 design criteria intended to make homes more easily adaptable for lifetime use at minimal cost. The UK Government has an intention to work towards all new homes being built to Lifetime Homes Standards by 2013.

Listed buildings: A building that is included on a list of buildings which are considered to be of sufficient historic or architectural interest to merit special protection.

Local centre: Local Centres deliver basic services which meet the localised everyday needs of residents. They include a variety of small scale retail and employment uses, alongside local community, leisure and education facilities. At Welborne, the local centre to the north of Knowle Road is likely to be known as the 'Village Centre'.

Local Development Documents: A term referring to both Development Plan Documents and Supplementary Planning Documents.

Local Development Scheme (LDS): A timetable setting out the programme of preparation of local development documents, as required by The Planning and Compulsory Purchase Act 2004, as amended by the Planning Act 2008 and the Localism Act 2011.

Local Plan Part 1 (Core Strategy): This is the Council's overarching planning document, which defines how and where development will be located in the Borough. Together with Local Plan 2 (Development Sites and Policies) and this document, it forms the Development Plan for

the Borough.

Local Plan Part 2 (Development Sites and Policies): This is the Council's document which sets out the preferred approach to managing and delivering development for the Borough to 2026, as set out in the Core Strategy. The Local Plan Part 2 allocates sites principally for housing, employment, retail and community facilities and will review and designate planning areas (for example settlement boundaries and strategic gaps), and set out development management policies.

Local road network: All roads not part of the Strategic Road Network. These include non-primary A-roads, B-roads and C-roads. These are managed by the local highway authority (Hampshire County Council) and include the A32.

Local Transport Plan: Plans that set out the local highway authority's (HCC) policies and strategy on transport. They are submitted to central Government, which approves and provides funding for the measures contained in the plan. The currently adopted plan is LTP3.

Localism Act 2011: An act of parliament which introduces changes to the planning system, including the revocation of the Regional Spatial Strategies (subject to SEA), the introduction of neighbourhood planning and changes to the Community Infrastructure Levy (CIL).

Mixed Use: Development which combines two or more types of land use such as residential, office, industrial, retail, service, community or leisure.

Montague Review: Report published in August 2012 which encourages greater investment in build-to-let and specifically, investment in the large-scale development of homes built specifically for private rent by professional organisations.

Multi-Utility Services Company (MUSCo): A business delivering energy, water, telecommunications and other utility services to a community, usually with benefits of improved energy efficiency, reduced carbon emissions or cheaper bills. A MUSCo may be a public, private, hybrid or community owned organisation.

National Planning Policy Framework (NPPF): Introduced in March 2012, this new framework sets out the Government's planning policies for England and how these are expected to be applied. It provides the framework within which local councils can produce local plans, which reflect the needs and priorities of their communities.

Natural England: An executive non-departmental public body responsible to the Secretary of State for Environment, Food and Rural Affairs, whose purpose is to protect and improve England's natural environment and encourage people to enjoy and get involved in their surroundings.

New Community North of Fareham (NCNF): The name formerly given to the new community development before it was changed to Welborne in April 2013.

Nursery / pre-school: Facilities providing a range of childcare and/or semi-structured early education for pre-school age children.

Ordinary Watercourse: A watercourse that is not part of a main river and includes rivers, streams, ditches, drains, cuts, culverts, dikes, sluices, sewers (not public sewers) and passages through which water flows. They are the responsibility of the Lead Local Flood Authority which

is Hampshire County Council.

Partnership for Urban South Hampshire (PUSH): A partnership of the 11 local authorities in the South Hampshire Sub-Region set up to co-ordinate economic development, transport, housing and environmental planning policy.

Passivhaus: An energy efficient building standard which provides a high level of occupant comfort while using very little energy for heating and cooling. Named after the German homes which first adopted this approach.

Planning Inspectorate (PINS): An executive agency of the Department for Communities and Local Government (DCLG) which deals with planning appeals, national infrastructure planning applications, examinations of local plans and other planning-related and specialist casework in England and Wales.

Planning Obligation: An action that must be undertaken by a developer/landowner or a financial contribution that must be paid as a consequence of a legal agreement signed under Section 106 of the Town Country Planning Act 1990 (as amended).

Planning Policy Statements (PPS): Subject specific Government guidance, advice and policies on national land use planning in England which replaced Planning Policy Guidance (PPGs) notes. PPSs have been predominantly revoked through the adoption of the National Planning Policy Framework.

Policies Map: Forms part of the Fareham Local Plan and 'fixes' key elements of the Welborne development including; the extent of the plan boundary, the extent of the built development, the location of the principal vehicular access points for the site, the location of the secondary school and relevant policy and environmental designations. It was formerly known as the 'Proposals Map'.

Previously Developed Land (PDL): Land which is or was occupied by a permanent structure and any associated fixed surface infrastructure. There is no presumption that PDL is necessarily suitable for housing development, or that the whole of the land curtilage should be developed.

Primary Care Centre: A local health centre building housing GPs and nurses potentially alongside other healthcare provision such as dentists, opticians, therapists and a pharmacy.

Private rented housing: Houses on the open market available for rent from a private landlord or letting agency.

Public Transport Plan: A description of the public transport services that a development area will provide over a certain time period including details of service provision, routes, any operational subsidy, the timing of provision in relation to development phasing, and measures to promote (and subsequently increase if required) use of the service during the life of the development.

Publication Draft: Name given to a specific stage of the local plan making process, established by Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012.

Ramsar sites: Internationally important wetland areas given international protection under the

Ramsar Convention 1971 and statutory protection in the UK under the Habitats and Conservation of Species Regulations 2010 ("Habitats Regulations").

Rat-running: Using a shortcut on secondary or local residential roads instead of using the intended main route in order to avoid heavy traffic and/or other traffic delays.

Scheduled Ancient Monument: Nationally important site or monument given legal protection by the Ancient Monuments and Archaeological Areas Act 1979, through being placed on a list, or 'schedule'.

Section 106 agreement: A legally-binding agreement between a local planning authority and a land-developer/applicant in order to legally secure provision of a particular aspect/item of infrastructure as required by planning permission. The name refers to Section 106 of the Town and Country Planning Act 1990 (as amended) which provides the power to make these legal agreements.

Self-contained community: A development which enables people to live, work and undertake leisure and recreation activities in the same place, therefore reducing the need to travel and to use cars.

Semi-natural greenspace: Accessible greenspace which is natural and enhances natural features and conserves biodiversity. These spaces should be clean, litter free, well signed and with clear footpaths.

Settlement buffer (or gap): An area of generally undeveloped and open land between two settlements that is important for maintaining the physical separation of settlements or the perception of settlement separation. Settlement gaps can be used for a variety of things, including agriculture or green infrastructure, but their use should not reduce the open nature of the land. The term 'settlement gap' is generally synonymous with 'strategic gap'.

Sheltered accommodation: Independent, self-contained homes for older people often within a block or small estate, with a dedicated warden.

Site of Importance for Nature Conservation (SINC): A local site which has high nature conservation importance but is not covered by statutory national and international designations. The SINC system in Hampshire is managed by Hampshire County Council on behalf of the Hampshire Biodiversity Partnership.

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.

Smart ticketing: The use of one-ticket to enable travel on a range of different public transport types and routes.

Smarter Choices: A package of measures aimed at influencing travel behaviour with the overall aim of reducing reliance on single occupancy car trips and promoting sustainable travel behaviour.

Social infrastructure: Comprises core public infrastructure and service provision such as doctors, dentists, schools, libraries, community centres and places of worship. Social

infrastructure provision is integral to the creation of sustainable communities as it contributes to holding communities together; it provides services and facilities that meet the needs of residents, helps promote social interaction and contributes to enhancing the overall quality of life within a community.

Social rented: A form of affordable housing which is owned by local authorities or registered private providers (e.g. housing associations). Through the national rent regime, rents are set at artificial levels which are significantly lower than the market value. This form of affordable housing has now been largely replaced by 'affordable rented' homes.

Solent Recreation and Mitigation Partnership: A partnership to determine visitor access patterns around the coast and how their activities may influence the internationally protected populations of overwintering, wading and wildfowl birds along the Solent coastline.

Solent Enterprise Zone: Designated employment zone based around Daedalus Airfield in Fareham and Gosport. Solent Enterprise Zone was in the second wave of enterprise zones which were introduced by central Government in 2011, as areas to attract high-quality employment due to the implementation of superfast broadband, lower taxes, and low levels of regulation and planning controls.

Source Protection Zone (SPZ): Areas defined by the Environment Agency around groundwater sources such as wells, boreholes and springs which are used for public drinking water supply. Development is restricted within the zones in order to reduce the risk of contamination to the groundwater supply from any land use activity.

South East England Regional Assembly (SEERA): Former regional governance tier for the South East England region, which was responsible for the development of the South East Plan. SEERA was dissolved in March 2009 with its functions being assumed by a new organisation, the South East England Partnership Board, a conglomeration of various regional tiered governance bodies.

South East Plan: The Regional Spatial Strategy for the South East of England which was adopted in May 2009, but which has recently been revoked by the Government. It consisted of a strategic planning document which sets out the long term spatial planning framework for the South East Region over the period 2006-2026.

South Hampshire Sub-Region: The name given to the urban conurbation located around the south coast cities of Portsmouth and Southampton. The South Hampshire Sub-Region is an important economic area which was formed in 2003, to ensure that economic success was underpinned by consistent and effective planning to provide adequate housing, facilities and services.

Special Areas of Conservation (SACs): Internationally important areas of wild animals, plants and habitats which have been given international protection under the EU Habitats Directive and in the UK under the Habitats and Conservation of Species Regulations 2010 ("Habitats Regulations") due to their status being rare, endangered or under particular threat.

Special Protection Areas (SPAs): Internationally important areas for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries which have been given international protection under the EU Birds Directive 1979. These sites are given enhanced protection in the UK through the Site of Special Scientific Interest (SSSI) status that all SPAs also hold.

Spine streets: Name for a main road which provides a strategic route through an area or between areas.

Standing Conference: The forum which brings together local community groups and businesses, elected ward members, the site promoters and key public organisations in a formal discussion setting to provide information on the progress and direction of the Welborne Plan, as well as giving the opportunity for conference members to ask questions and discuss issues around the development of the Welborne Plan.

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 Design Codes: Documents prepared by the site promoters and approved by the Council as part of the determination of planning applications. The purpose of the codes is to set out the intentions for design detailing, landscaping and access within different parts of the Welborne site, to guide subsequent planning applications. Strategic Design Codes prepared for Welborne will need to be consistent with the principles set out in Chapter 4 and in the Welborne Design Guidance SPD.

Strategic Development Area (SDA): Major new housing and employment settlements that will have a variety of types, sizes and tenures of new housing together with supporting health, community, social, retail, education, recreation and leisure facilities, green space and other identified requirements. The inception of Welborne was through its identification as the North of Fareham Strategic Development Area in the South East Plan.

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

Strategic Framework: The overall planning framework for the new community of Welborne, which comprises the policies within the Welborne Plan, Policy CS13 of the adopted Core Strategy, as well as the Strategic Framework Diagram (Appendix B.2 of this plan). Planning applications for development at Welborne will need to be in accordance with the Strategic Framework.

Strategic Framework Diagram: The spatial expression of the Strategic Framework which indicates the broad distribution of land uses and key infrastructure items that is required by the policies within the Welborne Plan.

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. The term 'strategic gaps' is generally synonymous with 'settlement gaps'.

Strategic Road Network (SRN): The network of motorways and primary A (trunk) roads in England. The SRN is managed by Highways England and includes the M27.

Structuring Plan: One or more maps or plans produced jointly by the site promoters to show how key aspects of the overall Welborne development will be progressed beyond the individual

landownerships involved. The Structuring Plan will need to accompany initial planning application for development at Welborne.

Suitable Alternative Natural Greenspace (SANG): Existing open greenspace that can be enhanced to provide an attractive and local environment for people as an alternative to using nearby European sites (in the case of Fareham, the Solent Special Protection Area and Ramsar site).

Supplementary Planning Document (SPD): Provides additional guidance on development plan policies for a specific area or a specific topic which the local planning authority wishes to provide detailed policy guidance. SPDs do not create new policies; they only provide more detailed guidance on existing policies.

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

Sustainable Community: Planned or modified communities which promote sustainable living through enabling environmental and economic sustainability, through the provision of appropriate transport, utilities and communications infrastructure. The promotion of social equity also forms an important part of a sustainable community.

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

Sustainable Drainage Systems (SuDS): A solution which manages surface and groundwater sustainably by mimicking natural drainage regimes and avoiding the direct channelling of surface water through networks of pipes and sewers to nearby watercourses. SuDS aim to reduce surface water flooding, improve water quality and enhance the amenity and biodiversity value of the environment.

Traffic management measures: Schemes to either reduce the flow or speed of vehicular traffic, which may include introducing speed limits, traffic calming, vehicle weight restrictions, and parking restrictions.

Transport Assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It should identify what measures will be taken to deal with the anticipated transport impacts of a scheme and how accessibility and safety for all modes of travel, particularly alternatives to the car such as walking, cycling and public transport can be improved.

Transport Framework: A high level statement prepared by the site developers, setting out the key transport implications and strategy for the site as a whole, accompanying the Structuring Plan for the site.

Transport hub: A transport interchange for a range of different public transport types including a waiting area, a ticket purchasing facility and timetable information.

Transport infrastructure: The physical structures which facilitate the movement of people, goods and services. Transport infrastructure includes roads, railways, waterways and airports.

Transport model: The technique of using a computer programme to forecast and analyse

future traffic flows and movements for both existing and new road developments.

Transport for South Hampshire (TfSH): A partnership body with executive powers for transport matters for South Hampshire headed by the three Executive Members for transport at Portsmouth City Council, Hampshire County Council and Southampton City Council.

Transport Strategy: Overarching scheme which sets out the proposed accessibility and movement options for an area, setting the priority for public and private transport options and associated infrastructure development.

Travel Planning: Programmes and initiatives designed to influence travel behaviour that will assist accessibility to new developments and lead to a reduction in use of the private car. The standard method of meeting the objectives of travel planning initiatives is through the preparation and delivery of Travel Plans. These are represented by a package of measures designed by a workplace, school or other organisation to encourage safe, healthy and sustainable travel options.

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.

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.

Waste water treatment works (WWTW) / Sewage Treatment Works (STW): A plant treating domestic sewage effluent to enable a 'clean' discharge to be released or re-used in some non-potable uses, such as toilet flushing and watering gardens.

Welborne Plan: This is the name given to this planning document which sets out how the new community of Welborne. This document will also provide the framework against which all future planning applications for Welborne will be assessed. The Welborne Plan will form Part 3 of Fareham's Development Plan (The 'Local Plan'). This plan was formerly known as the New Community North of Fareham Area Action Plan, and before that, the North of Fareham Strategic Development Area Action Plan.

1 in 100 year rainfall event: This is the likelihood (return period) of a specific rainfall event occurring. The intensity of rainfall runoff is defined by its return period and a high return period event, such as a 1 in 100 year event, will have greater rainfall runoff. However, although a 1 in 100 year event has very intense rainfall, it has only a 1% chance or greater of happening each year.

Appendices

Appendix A

Schedule of Evidence and Background Documents

1. Key Submission Documents

ID#	Document Name	Publication Date	Author
SD01	Fareham Borough Local Plan Part 3: The Welborne Plan Submission Version	Jun 2014	FBC
SD02	Schedule of Minor Changes to Fareham Borough Local Plan Part 3: The Welborne Plan Publication Version	Jun 2014	FBC
SD03	Fareham Borough Local Plan Part 3: The Welborne Plan Publication Version	Feb 2014	FBC
SD04	Duty to Co-operate Statement of Compliance	Jun 2014	FBC
SD05	Regulation 22(1)(c) Statement	Jun 2014	FBC
SD06	Regulation 20 full representations on the Welborne Plan (redacted)	Jun 2014	FBC
SD07	Statement on the submission of the Welborne Plan and supporting documents to the Secretary of State - Regulation 22(3)(a)(iv)	Jun 2014	FBC
SD08	Library of Submission Documents	Jun 2014	FBC
SD09	Additions and Deletions to Adopted Proposals Map	Jun 2014	FBC
SD10	Library of Examination Documents	Oct 2014	FBC
SD11	Fareham Local Plan Self-Assessment Checklist for Conformity with the National Planning Policy Framework	Sep 2014	FBC

2. National Documents

ID#	Document Name	Publication Date	Author
ND01	By Design: Urban Design in the Planning System - Towards Better Practice	May 2000	DETR & CABE
ND02	Census 2001: Journey to Work Destination	Oct 2004	ONS
ND03	CIRIA C697 The SuDS manual	2007	CIRIA
ND04	Urban Design Compendium	2007	EP
ND05	Housing our Ageing Population: Panel for Innovation (HAPPI) Report	Jun 2009	HCA
ND06	HCA Employment Densities Guide (2 nd Edition)	2010	HCA
ND07	PADHI: HSE's land use planning methodology	May 2011	HSE
ND08	Planning Policy for Traveller Sites	Mar 2012	DCLG
ND09	Review of the barriers to institutional investment in private rented homes (The Montague Review)	Aug 2012	DCLG

ID#	Document Name	Publication Date	Author
ND10	Community Infrastructure Levy Guidance	Dec 2012	DCLG
ND11	Census 2011: Long-term Health Problem or Disability	2013	ONS
ND12	Housing Standards Review Consultation	Aug 2013	DCLG
ND13	Energy and Carbon Implications of Rainwater Harvesting and Greywater Recycling (Report: SC090018)	Aug 2010	EA
ND14	Building Regulations: Housing standards review (March 2014)	Mar 2014	DCLG

3. Local Documents

ID#	Document Name	Publication Date	Author
LD01	PUSH Strategic Flood Risk Assessment: Final Report	Dec 2007	Atkins
LD02	Green Infrastructure Strategy for the Partnership for Urban South Hampshire	June 2010	PUSH
LD03	PUSH Economic Development Strategy	Oct 2010	DTZ
LD04	Water Resources Management Plan 2009 (Final)	Sept 2011	Portsmouth Water
LD05	SDMP Phase II Final Report: Predicting the impact of human disturbance on overwintering birds in the Solent	Oct 2012	Stillman, West, Clarke & Liley.
LD06	South Hampshire Strategy: A framework to guide sustainable development and change to 2026	Oct 2012	PUSH
LD07	Transport Delivery Plan 2012-2016	Feb 2013	TfSH
LD08	East Hampshire Abstraction Licensing Strategy	Mar 2013	EA
LD09	Travellers Accommodation Assessment for Hampshire 2013	Mar 2013	Forest Bus
LD10	Winchester City Council Local Plan Part 1 – Joint Core Strategy (Adopted)	Mar 2013	WCC
LD11	Solent Disturbance and Mitigation Project Phase III: Towards an Avoidance and Mitigation Strategy	May 2013	FE & DTA
LD12	Water Resources Management Plan 2014 (Draft)	May 2013	Portsmouth Water
LD13	Solent Disturbance and Mitigation Project (SDMP) Briefing Note	Aug 2013	Solent Forum /SDMP Group
LD14	South Hampshire Strategic Housing Market Assessment	Jan 2014	GL Hearn for PUSH
LD15	Solent LEP Strategic Economic Plan	Mar 2014	Solent LEP
LD16	Strategic Flood Risk Assessment Appendix C: Fareham Guidance Document	Dec 2007	Atkins (for PUSH)
LD17	Portsmouth Water: Final Water Resources Management Plan 2014	Aug 2014	Portsmouth Water
LD18	South Hampshire authorities – Duty to co-operate	May 2013	PUSH
LD19	Report on the Examination into Havant Borough Local Plan (Allocations)	July 2014	PINS

ID#	Document Name	Publication Date	Author
LD20	The Solent Disturbance & Mitigation Project. Phase II - On-site visitor survey results from the Solent region.	Oct 2010	Fearnley, H., Clarke, R. T. & Liley, D.
LD21	Solent Waders and Brent Goose Strategy 2010	Dec 2010	King, D.
LD22	Changing patterns of visitor numbers within the New Forest National Park, with particular reference to the New Forest SPA.	Nov 2008	Sharp, J., Lowen, J.& Liley, D.
LD23	Report to the PUSH Joint Committee - Update on the progress of the PUSH Spatial Strategy 2016 - 2036	September 2014	PUSH
LD24	Protocol for PUSH involvement in the preparation of Local Development Documents	November 2009	PUSH

4. County Documents

ID#	Document Name	Publication Date	Author
HCC01	A Guide to Development Related Travel Plans	Jan 2009	HCC
HCC02	Housing Provision for Older People in Hampshire: Older Persons Housing Study	Nov 2009	HCC
HCC03	School Places: Framework and Analysis 2012-2016	Nov 2012	HCC
HCC04	Hampshire County Council Infrastructure Statement - Version 1	Dec 2012	HCC
HCC05	Fareham and Gosport Strategic Transport Infrastructure Plan	Oct 2013	HCC
HCC06	Hampshire Minerals and Waste Plan	Oct 2013	HCC
HCC07	Developers' Contributions Towards Children's Services Facilities	Dec 2013	HCC

5. Fareham Borough Documents

ID#	Document Name	Publication Date	Author
FBC01	Your Fareham Your Future: A Sustainable Community Strategy for Fareham 2010 - 2020	Oct 2009	Network Fareham
FBC02	Fareham Residential Car & Cycle Parking Standards SPD	Nov 2009	FBC
FBC03	Fareham Housing Strategy 2010-2015	Apr 2010	FBC
FBC04	Private Sector House Condition Survey 2009 (Final Report)	Apr 2010	FBC & CPC
FBC05	Allotment Strategy for Fareham	Nov 2010	FBC
FBC06	Fareham Borough Statement of Community Involvement	Jan 2011	FBC
FBC07	Fareham Local Development Scheme	Mar 2012	FBC
FBC08	Fareham Community Infrastructure Levy: Charging Schedule	May 2013	FBC
FBC14	Fareham Local Development Scheme Revised September 2014	Sep 2014	FBC
FBC15	Equality Impact Assessment on Fareham Local Plan Part 3: the Welborne Plan	Aug 2014	FBC

ID#	Document Name	Publication Date	Author
FBC16	New Community North of Fareham Options Consultation	Jul 2012	FBC

6. Sustainability Appraisal

ID#	Document Name	Publication Date	Author
SA01	Sustainability Appraisal Scoping Report	Jul 2009	Urban Edge
SA02	Sustainability Appraisal: Scoping Report (update)	May 2012	Urban Edge
SA03	Sustainability Appraisal: Options Assessment	Apr 2013	Urban Edge
SA04	Sustainability Appraisal: Sustainability Report on the Draft Welborne Plan	Oct 2013	Urban Edge
SA05	Sustainability Appraisal: Sustainability Report on the Publication Draft Welborne Plan	Jan 2014	Urban Edge

7. Habitats Regulations Assessment

ID#	Document Name	Publication Date	Author
HRA01	Habitats Regulations Assessment for the North of Fareham Strategic Development Area – Screening Letter	Jun 2009	Urban Edge
HRA02	Habitat Regulations Assessment: Baseline Data Review Report	May 2012	Urban Edge
HRA03	Habitat Regulations Assessment: Screening Statement	Apr 2013	Urban Edge
HRA04	Habitat Regulations Assessment: Appropriate Assessment Report on the Publication Draft Welborne Plan	Jan 2014	Urban Edge

8. Evidence Base by Topic

Masterplanning

ID#	Document Name	Publication Date	Author
EV01	Refining the Fareham SDA Capacity Analysis Study	Jul 2009	DLA
EV02	Overview of Demographic Change: Chelmer Demographic Model	2011 & 2012	Cambridge Econometrics
EV03	Dynamic Demographic Analysis	Jun 2012	Cambridge Econometrics
EV04	Concept Masterplan Options Study	Aug 2012	LDA
EV05	Preferred Concept Masterplan Option Report	Apr 2013	LDA
EV06	Concept Masterplan Final Report	Jan 2014	LDA
EV07	Environmental Noise Assessment	Jan 2014	Hoare Lea
EV38	Welborne Concept Masterplan Phasing Plan	Jun 2014	FBC
EV63	Helping to create a 'Vision' for the North of Fareham Strategic Development Area: Report on the	Mar 2009	Urban Design +

ID#	Document Name	Publication Date	Author
	Fareham SDA stakeholder visioning workshop held on 27th March 2009		Mediation
EV64	Helping to create a 'Vision' for the North of Fareham Strategic Development Area - Formulating Development Principles and Design Specifications: Report on the second Fareham SDA stakeholder visioning workshop held on 19th June 2009	Jul 2009	Urban Design + Mediation

Employment

ID#	Document Name	Publication Date	Author
EV08	Fareham Retail Study 2012 – NCFN Supplementary Retail Paper	Dec 2012	GVA
EV09	Final Paper on Employment and Workspace	Apr 2013	HJA
EV46	Welborne Employment Strategy	Nov 2013	Wessex Economics

Housing

ID#	Document Name	Publication Date	Author
EV10	Fareham Borough Housing Need Assessment Final Report	Aug 2012	DTZ
EV11	Housing Market Assessment: Summary Report	Mar 2013	DTZ & WE
EV12	Build Out Rates Study	Nov 2013	GVA
EV60	Private Sector Housing Condition Survey 2009	Apr 2010	FBC with CPC

Transport

ID#	Document Name	Publication Date	Author
EV13	Smarter Choices and Parking Study: Parking Standards Study	Jan 2012	Campbell Reith
EV14	Smarter Choices Study	Jan 2012	Campbell Reith
EV15	Transport Strategy	Mar 2013	PB
EV16	Transport Modelling Summary: Final Report	Apr 2013	PB
EV17	Transport Strategy (Final)	Jan 2014	PB
EV39	Welborne SRTM Modelling Analysis (Runs 1-4)	Nov 2012	MVA/TfSH
EV40	Welborne SRTM Modelling Analysis (Run 6)	Oct 2013	MVA/TfSH
EV41	Welborne SRTM Modelling Analysis (Run 7)	Oct 2013	MVA/TfSH
EV42	Welborne SRTM Modelling Analysis (Run 7a)	Dec 2013	MVA/TfSH
EV43	Welborne SRTM Modelling Analysis (Run 8a)	Dec 2013	MVA/TfSH
EV44	Welborne SRTM Modelling Analysis (Run 8b)	Dec 2013	MVA/TfSH
EV45	Welborne SRTM Modelling Analysis (Run 9)	Nov 2013	MVA/TfSH
EV47	Welborne M27 Junction 10 – Preferred Option Note	Apr 2014	HCC/FBC/HA
EV48	Welborne Plan Parking Strategy	Jan 2014	FBC
EV50	Welborne SRTM Modelling Analysis (Run 5)	May 2013	MVA/TfSH

ID#	Document Name	Publication Date	Author
EV61	South East Hampshire BRT Future Phases Study for Hampshire County Council	May 2012	Atkins

Green Infrastructure and Landscape

ID#	Document Name	Publication Date	Author
EV18	Landscape Study	Jul 2012	LDA
EV19	Implementation Plan Final Report (Indoor and Outdoor Sports Facilities Assessment)	Oct 2012	KKP
EV20	Archaeological Review (Update)	May 2013	HCC
EV21	Green Infrastructure Strategy	Feb 2014	LDA
EV51	Green Infrastructure Strategy for the Borough of Fareham	Sep 2014	FBC

Energy, Water and Waste

ID#	Document Name	Publication Date	Author
EV22	Eco-Opportunities Study (Final Report)	Aug 2012	LDA & PB
EV23	District Energy Network: Outline Feasibility Study	Oct 2013	HCC
EV24	Potential New HWRC: Briefing Note	Jan 2014	HCC
EV56	Welborne Plan - Wastewater Treatment	Sep 2014	Environment Agency
EV57	Welborne Wastewater Infrastructure: Preliminary Infrastructure Assessment	Aug 2014	Albion Water
EV58	Provision of Wastewater Services - Statement from Southern Water	Sep 2014	Southern Water
EV59	Welborne Wastewater Infrastructure: Initial Infrastructure Assessment	Sep 2014	Albion Water

Infrastructure and Viability

ID#	Document Name	Publication Date	Author
EV25	Infrastructure Funding Position Statement	Apr 2011	Almondtree Consulting
EV26	Major Infrastructure Funding Scoping Study: Fact File Update	Feb 2012	Almondtree Consulting
EV27	Infrastructure Delivery Plan Review 2013 Stage 1 Report	Feb 2013	AECOM
EV28	Outline Infrastructure Funding Strategy	Mar 2013	GVA
EV29	Infrastructure Delivery Plan 2014: Stage 2 Update Report	Jan 2014	AECOM
EV30	Stage 2 Viability Testing – GVA Approach, Assumptions & Results (Executive Summary)	Jan 2014	GVA
EV52	Welborne Infrastructure Funding Strategy	July 2014	GVA
EV53	Welborne Infrastructure Funding Strategy: Position Statement Update	July 2014	FBC
EV54	Welborne Infrastructure Funding Strategy (IFS) and Position Statement Update	Sep 2014	FBC
EV55	Site Promoter Representations on Welborne Infrastructure Funding Strategy	Sep 2014	FBC

9. Local Plan Documents

ID#	Document Name	Publication Date	Author
EV31	Fareham Borough Local Plan Part 1: Core Strategy (Adopted)	Aug 2011	FBC
EV32	Fareham Borough Core Strategy Inspector's Report	Jul 2011	PIIns
EV33	Fareham Borough Local Plan Part 3: Welborne Plan (Draft)	Apr 2013	FBC
EV34	Fareham Local Plan Part 2: Development Sites and Policies DPD (Publication)	Feb 2014	FBC
EV35	Fareham Local Plan Part 2: Development Sites and Policies DPD (Submission)	Jun 2014	FBC
EV36	Welborne Planning Obligations and Affordable Housing Supplementary Planning Document	May 2014	FBC
EV37	Community Infrastructure Levy: 'First Review' Consultation on the Preliminary Draft Charging Schedule	May 2014	FBC
EV49	Welborne Design Guidance SPD	Jun 2014	FBC / LDA
EV62	Residential Car and Cycle Parking SPD	Nov 2009	FBC

10. Political Meetings and Decisions

ID#	Document Name	Publication Date	Author
FBC09	Council Meeting Summons	4 Aug 2011	FBC
FBC10	Minutes of Executive	15 Apr 2013	FBC
FBC11	Minutes of Executive	10 Feb 2014	FBC
FBC12	Minutes of Council	13 Feb 2014	FBC
FBC13	Schedule of Changes to Publication Draft Welborne Plan and Sustainability Appraisal Report Agreed under Delegated Authority	25 Feb 2014	FBC

11. Monitoring of the Core Strategy

ID#	Document Name	Publication Date	Author
AM1	Fareham Borough Annual Monitoring Report 2009-10	Dec 2010	FBC
AM2	Fareham Borough Annual Monitoring Report 2010-11	Dec 2011	FBC
AM3	Fareham Borough Monitoring Report 2011-12	Dec 2012	FBC
AM4	Fareham Borough Monitoring Report 2012-13	Feb 2014	FBC

Appendix B













Maps and Diagrams

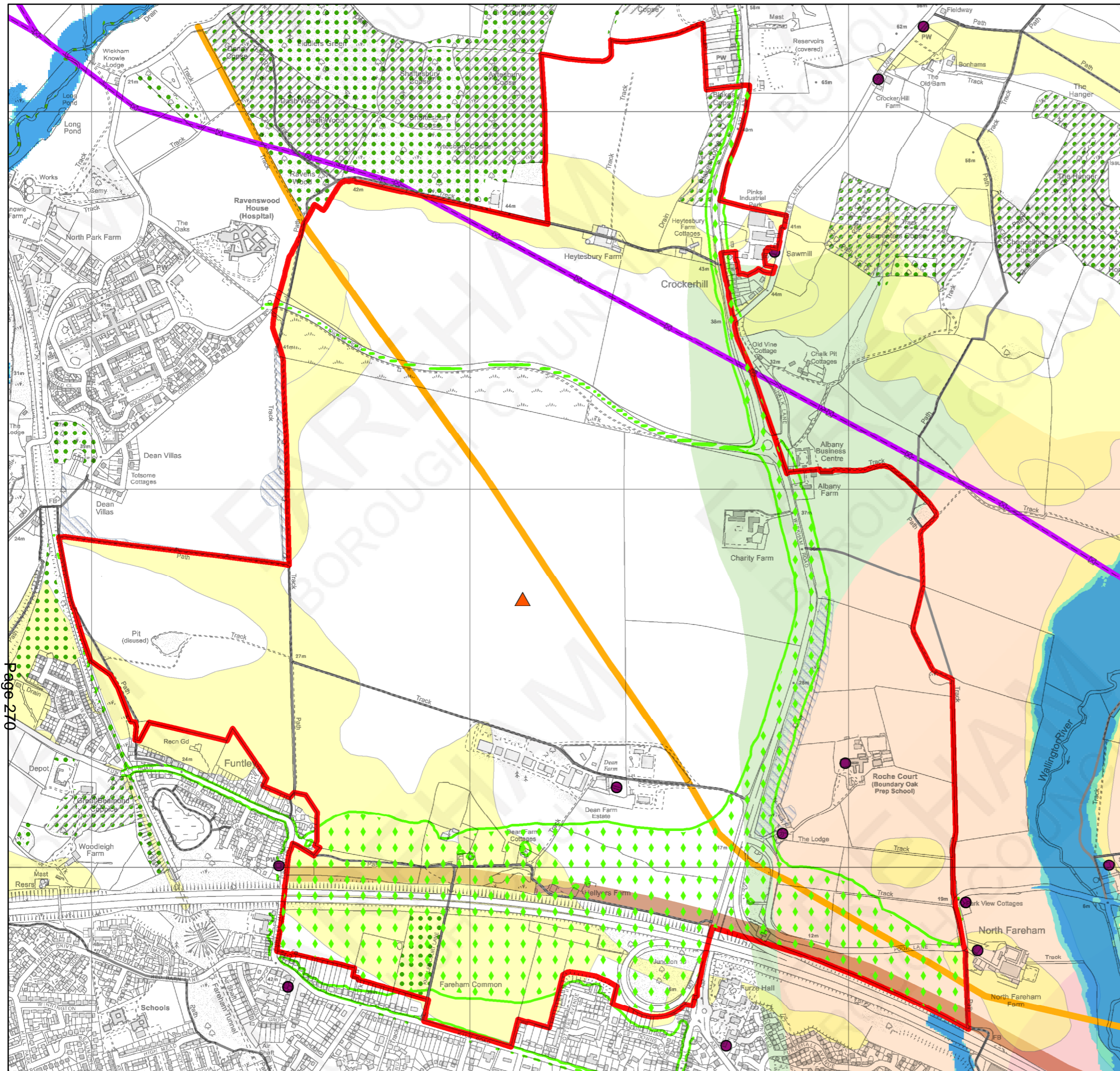
B.1 – Constraints Map

B.2 – Strategic Framework Diagram

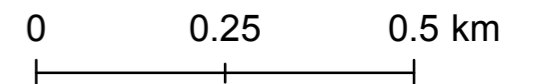
B.3 – Extract of the Fareham Policies Map Covering Welborne

LEGEND

-  Welborne Boundary
-  Listed Buildings
-  Rights of Way
-  Overhead Electrical Line
-  Noise Constrained Area for Residential Development
-  High and Intermediate Pressure Gas Pipelines
-  Ancient Woodlands
-  Ancient Woodland Remnants
-  Sites of Importance for Nature Conservation
-  Environment Agency Flood Zone 3
-  Environment Agency Flood Zone 2
-  Minerals Safeguarding Area
-  Ground Water Source Protection Zone 1
-  Ground Water Source Protection Zone 2
-  Ground Water Source Protection Zone 3
-  Air Quality Assesment Zone (40m)
-  Neolithic Long Barrow (significant archaeological feature)

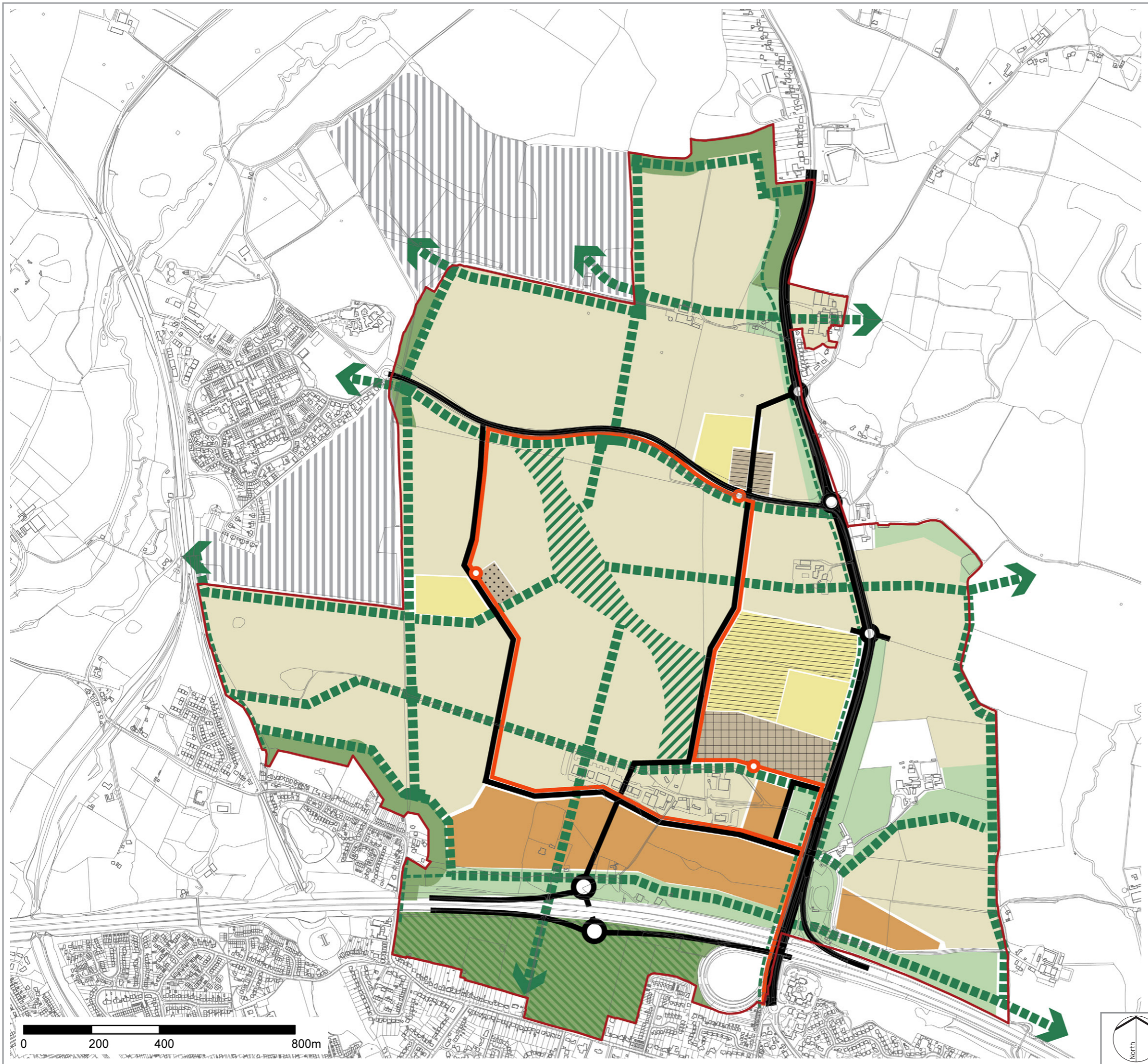


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LEGEND

- Residential land
- District Centre
- Local Centre
- Community Hub
- Employment land
- Primary school site
- Secondary school site
- Central park
- Landscape buffers
- Settlement buffers
- Potential SANGS and Settlement Buffer
- Strategic green infrastructure corridor
- Primary street network
- BRT route
- BRT stop
- Key pedestrian/cycle link
- Potential SANGS and settlement gaps in the Winchester District

D	School location amended	DWe	07.01.15
C	Legend updated	PC	17.06.14
B	Note removed	PC	06.06.14
A	School location updated	PC	05.06.14
REV.	DESCRIPTION	APP.	DATE

LDĀ DESIGN

PROJECT TITLE
WELBORNE PLAN, FAREHAM

DRAWING TITLE
Revised Strategic Framework Diagram

ISSUED BY	Exeter	T: 01392 260430	
DATE	June 2014	DRAWN	DWe
SCALE@A3	NTS	CHECKED	PC
STATUS	Final	APPROVED	BF

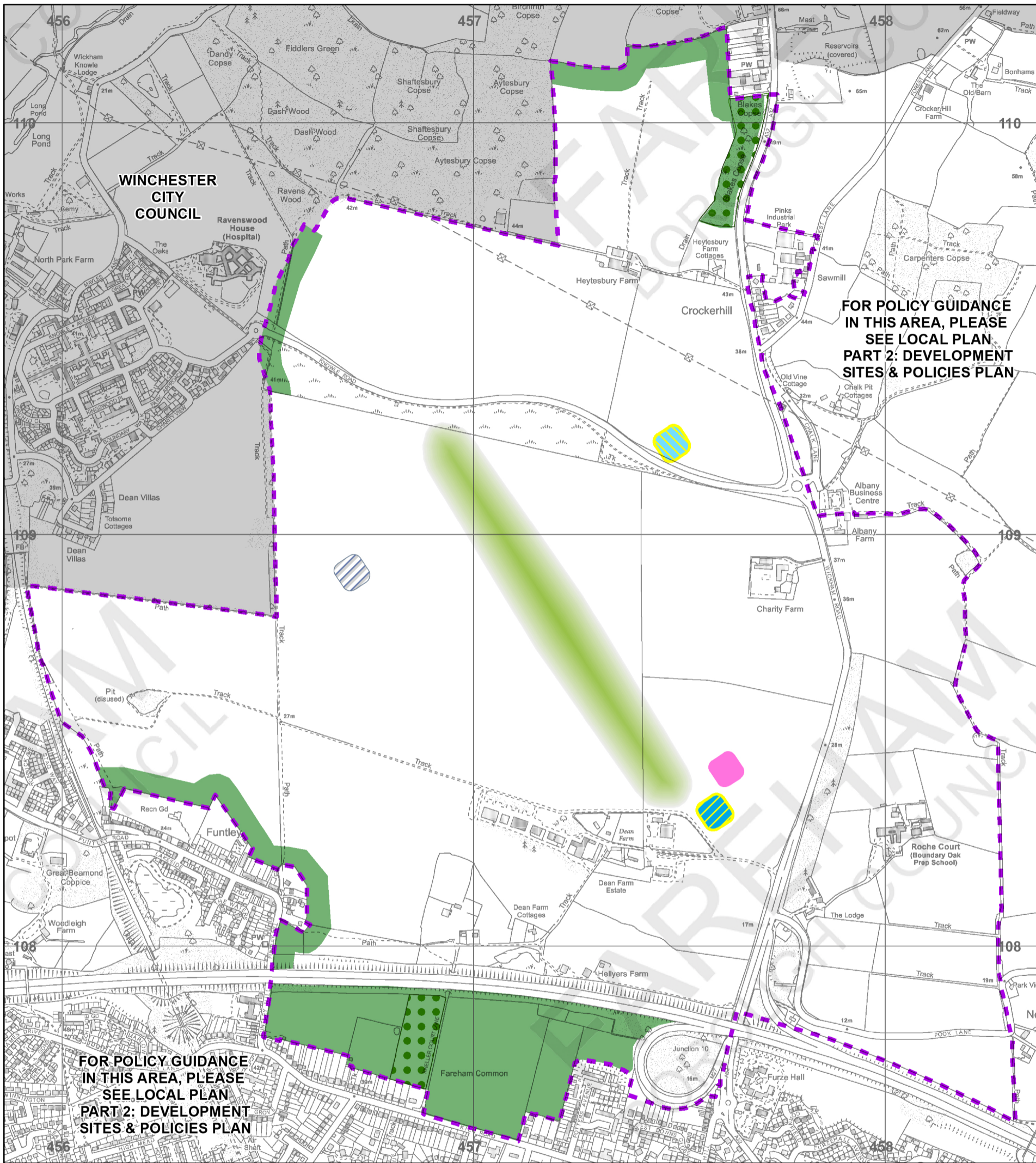
DWG. NO. 3609_403 Rev D

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Sources: Ordnance Survey...

WELBORNE POLICIES MAP











1:10,000



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LEGEND

-  WELBORNE POLICY BOUNDARY (CS13, WEL1-4, WEL6-43)
-  SITES OF IMPORTANCE FOR NATURE CONSERVATION (CS4)
-  WELBORNE SECONDARY SCHOOL APPROXIMATE LOCATION (WEL16)
-  WELBORNE SETTLEMENT BUFFERS (WEL5)
-  WELBORNE CENTRAL PARK APPROXIMATE LOCATION (WEL29)
-  WELBORNE LOCAL CENTRE APPROXIMATE LOCATION (WEL11)
-  WELBORNE DISTRICT CENTRE APPROXIMATE LOCATION (WEL10)
-  WELBORNE COMMUNITY HUB APPROXIMATE LOCATION (WEL12)

FAREHAM

BOROUGH COUNCIL

Fareham Borough Council Local Plan Part 3: The Welborne Plan

Sustainability Appraisal (SA) Incorporating the Strategic Environmental Assessment (SEA):

Adoption Statement; Produced in accordance with Regulations 16 (3) and (4) of the Environmental Assessment of Plans and Programmes Regulations 2004

June 2015

Local Plan Part 3: The Welborne Plan Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA): Adoption Statement

The purpose of this Statement

- 1 The overall purpose of the SA process is to promote sustainable development through consideration of social, environmental and economic concerns in the preparation of planning policies and to evaluate reasonable alternative options. The Planning and Compulsory Purchase Act 2004 established the requirement for a process of Sustainability Appraisal to be carried out alongside plan-making. The centrality of SA to Local Plan making is emphasised in the National Planning Policy Framework 2012, which requires that a sustainability appraisal which meets the requirements of the European Directive on strategic environmental assessment should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors. It is a requirement that SA is undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004, which were prepared in order to transpose into national law the EU Strategic Environmental Assessment (SEA) Directive.
- 2 This Adoption Statement for the Sustainability Appraisal (incorporating the Strategic Environmental Assessment) of the Fareham Borough Local Plan Part 3: The Welborne Plan has been prepared in accordance with the following requirements:
 - Regulation 36 of the Town & Country Planning (Local Development) (England) Regulations 2004
 - Regulation 16 of the Environmental Assessment of Plans & Programmes Regulations 2004
 - Paragraph 165 of the National Planning Policy Framework 2012
- 3 The Adoption Statement explains how environmental/sustainability considerations were incorporated into the Welborne Plan, and how the Sustainability Appraisal (SA) was taken into account including;
 - how the representations received through the consultation process were integrated with the Plan;
 - the reasons for choosing the adopted Welborne Plan in the light of the alternatives considered; and,
 - how the significant sustainability effects of implementing the Welborne Plan will be monitored.

Introduction

- 4 Fareham Borough Council adopted the Local Plan Part 1- The Core Strategy in August 2011. This part of the development plan includes Policy CS13 which established the policy context for bringing forward Welborne. The Local Plan Part 1 was subject to its own separate SA process, which has been taken into account in undertaking the SA work which underpins the Welborne Plan. It should be noted that

at the stage of adopting the Core Strategy the new settlement had yet to be named Welborne, and was commonly known as the Strategic Development Area to the North of Fareham.

- 5 The Council adopted the Local Plan Part 3 - The Welborne Plan on 8th June 2015. The Welborne Plan covers a part of the Fareham Borough located to the north of junction 10 of the M27 motorway. The area within the adopted boundaries of Welborne covers some 371 hectares of land.
- 6 The Welborne Plan is the long term strategic plan for the development of approximately 6,000 dwellings, approximately 20 hectares of employment land with associated social and physical infrastructure, and includes the strategic vision, objectives and the key policies needed to achieve a sustainable development. It identifies the amount of development, and the broad locations for each of the major land uses including residential, employment, green infrastructure, primary and secondary education, a district and local centres. It also sets out the strategy for avoiding or mitigating risk to the Solent Special Protection Area identified through the Habitats Regulations Assessment (HRA).
- 7 Since the beginning of 2012, a considerable amount of consultation and public engagement has been undertaken by Fareham Borough Council, as an integral part of preparing the Welborne Plan. To inform this process a SA (incorporating the Strategic Environmental Assessment) was scoped out¹ and undertaken. A Habitats Regulations Assessment and Appropriate Assessment Report were also undertaken. This was also the subject to a process of consultation with both the public and the relevant statutory bodies. The main stages of Consultation included;
 - A public survey of options relating to housing, open space, community facilities and sustainable energy (February 2012)
 - Engagement with young people including school visits and a workshop exercise with the Fareham Youth Council (Spring 2012)
 - SA Scoping Report up-date (May 2012)
 - The HRA Baseline Evidence Review (May 2012)
 - Five public exhibitions and a public survey on masterplanning and development options (July 2012)
 - SA Options Assessment Report and HRA Screening Report (April 2013)
 - A six week consultation on the draft Welborne Plan which included five public exhibitions both inside and outside of the Borough in affected neighbourhoods (May- June 2013)
 - SA of Draft Welborne Plan (October 2013)
 - A six week consultation on the Proposed Submission Draft Welborne Plan, including the Final SA report (February 2014)
 - SA of the Publication Welborne Plan (January 2014)
 - Appropriate Assessment Report for the Publication Welborne Plan (January 2014)
 - A six week consultation on a Suggested Change to the Welborne Plan, including the accompanying (July- August 2014) SA and HRA Addendum (June 2014)

¹ For the SA Scoping Report and all other SA documents referred to above, please see the Welborne Examination pages on the Council's web-site

- A six week consultation of the Proposed Modifications to the Welborne Plan, including the accompanying SA and HRA of the Main Modifications (January 2015)
- 8 To assist the process of engaging with a wide cross-section of community and local interests a Standing Conference was established in February 2012. This is independently chaired and includes representatives from local community groups, housing providers, adjoining local authorities, local businesses, and the site promoters. The Standing Conference held various meetings during the period up to adoption to inform and help guide the plan preparation. The Standing Conference also undertook a series of workshops and received a number of presentations on different aspect of sustainability.
 - 9 The Welborne Plan was submitted to the Secretary of State in June 2014 together with the Sustainability Appraisal, and Habitats Regulations Assessment. The Welborne Plan was subject to an Examination by an independent Inspector with public hearings during October 2014. The Inspector's final report in May 2015 found the Welborne Plan to be sound, subject to a number of modifications put forward by the Council.

How environmental & sustainability considerations have been integrated into the Welborne Plan

- 10 Sustainability Appraisal (SA) was at the heart of the process of preparing the Welborne Plan. Full details of the SA process are set out in the Sustainability Report on the Publication Draft Welborne Plan². The SA (incorporating SEA) was undertaken as an iterative and ongoing process which informed decisions made on the emerging Plan.
- 11 The SA was undertaken in accordance with current government guidance³ and best practice⁴ for a staged approach which considered the effects of the emerging Welborne Plan on socio-economic as well as environmental factors. Independent specialist consultants⁵ were appointed to carry out the SA. They worked closely with the plan-making team in an iterative way so that the findings and recommendations from the SA were integrated into each stage of developing of the Plan.
- 12 The first stage of the SA was to scope the range of sustainability issues within the area. Relevant plans and programmes were reviewed; baseline information regarding the character of the area and its likely evolution were collated and analysed; sustainability problems, issues & opportunities were identified; and a Sustainability Appraisal Framework of objectives and decision-making criteria was developed.
- 13 The Draft Welborne Plan was developed during early 2012 and was subject to a SA. The emerging plan considered the spatial options for housing, employment and associated infrastructure in a number of strategic locations. The SA Report which

² Sustainability Report on the Publication Draft Welborne Plan

³ The SA process is consistent with the current advice set out in the government's Planning Practice Guidance- sustainability requirements for Local Plans

⁴ Office of the Deputy Prime Minister (September 2005): A Practical Guide to the SEA Directive.

⁵ Urban Edge Environmental Consulting

supported the Draft Welborne Plan sets out how the SA has informed the plan-making, including SA of the alternative options for strategic direction.

14 A range of positive and negative effects are predicted to occur during implementation of the Plan in relation to the following sustainability themes:

- Significant positive effect on housing provision over the short, medium and long term.
- Significant negative effect on landscape quality over the short, medium and long term by facilitating development on greenfield land and in relative proximity to heritage assets.
- Significant positive effect on protecting the setting of cultural heritage assets over the short, medium and long term by enhancing landscape and townscape quality, safeguarding the distinctiveness and character of settlements and enhancing green infrastructure networks.
- Significant negative effect on landscape quality over the short, medium and long term by facilitating development on greenfield land, which are magnified when considered in combination with strategic developments and Local Plans in the wider area.
- Significant positive effect on landscape and townscape quality over the short, medium and long term through the development of high quality green infrastructure networks and high quality design in Welborne.
- Significant positive effect on supporting the uptake of sustainable modes of transport over the short, medium and long term, including walking, cycling and public transport use in Welborne.
- Significant positive effect on improving accessibility to facilities and employment over the short, medium and long term by focusing development at locations accessible to services, facilities and amenities.
- Significant negative effect on greenhouse gas emissions over the short, medium and long term by increasing the built footprint of the area and facilitating an increase in traffic in the area, which are magnified when considered in combination with strategic developments and Local Plans in the wider area.
- Significant positive effect on limiting greenhouse gas emissions from transport over the short, medium and long term by:
 - supporting sustainable transport use and reducing the need to travel,
 - supporting energy efficiency and renewable energy provision,
 - supporting climate change adaptation through the introduction of high quality green infrastructure networks and measures to manage the effects of climate change including flooding, extreme weather events and effects on water resources, and
 - encouraging the planting of trees and other vegetation.
- Significant negative effect on noise, air and light quality over the short, medium and long term by increasing the built footprint of the area and facilitating an increase in traffic in the area.
- Significant positive effect for improving environmental quality over the short, medium and long term through the introduction of high quality green infrastructure networks and measures to limit effects on environmental receptors.
- Significant positive effect for supporting biodiversity linkages and networks over the short, medium and long term through improving green infrastructure networks and creating new habitats.

- Significant positive effect on helping biodiversity adapt to the effects of climate change over the short, medium and long term through supporting ecological networks and developing ecologically resilient landscape in Welborne.
 - Significant negative effect on designated nature conservation sites by increasing demand for recreational visits to these sites over the short, medium and long term, effects which are magnified when considered in combination with strategic developments and Local Plans in the wider area.
 - Significant negative effect on the loss of the best and most versatile agricultural land over the short, medium and long term by stimulating landtake on greenfield land.
 - Significant positive effect by improving accessibility to jobs and educational opportunities in Welborne over the short, medium and long term, effects which are magnified when considered in combination with strategic developments and Local Plans in the wider area.
 - Significant positive effect on supporting the vitality and viability of centres, and the quality of townscape and the built environment, over the short, medium and long term by promoting access to centres via sustainable modes of transport, including walking, cycling and public transport.
 - Significant positive effect on health and well-being over the short, medium and long term by:
 - maximising accessibility to health, leisure and recreational facilities in Welborne,
 - supporting healthier modes of travel including walking and cycling,
 - through improvements to the quality and safety of the townscape and landscape and the promotion of green infrastructure networks, and
 - promoting the development of high quality, energy efficient housing.
- 15 Further refinements were made a result of the consultation, and any significant changes were subject to further SA and the findings were incorporated into the Submission Welborne Plan which was submitted to the Secretary of State in June 2014, and was the subject of a subsequent Examination. The Planning Inspector's report into the Examination of the Welborne Plan was received by the Council in May 2015⁶. The Inspector found Welborne the Plan sound and the SA to be adequate, so that the Welborne Plan could be formally adopted by the Council, with the proposed modifications, without the need for any further SA.
- 16 In respect of the Habitats Regulations Appropriate Assessment (AA) (January 2014) the Inspectors Report concluded that the Welborne Plan may have some negative impacts on internationally important ecological sites, for example the Solent Maritime SAC, in terms of wastewater treatment and discharge. However, the more recent evidence provided by the Council demonstrated that wastewater could be satisfactorily dealt with, without harm to important ecology. Natural England is satisfied with the Council's approach. The Inspector's conclusion therefore was that the AA has been carried out and at this stage is adequate.

How the Sustainability/Environmental Report were taken into account and influenced the Welborne Plan

⁶ Final Inspectors Report on the Examination into the Welborne Plan; 12th May 2015

- 17 The SA Scoping Report established the baseline, the key sustainability issues, and the policy framework for the SA, and set the context for the SA. This informed the early draft of the Plan and provided the basis for assessment of possible options.
- 18 The subsequent stages of the SA were undertaken at the same time as the equivalent stages of the plan-making process so that the findings and recommendations of the SA could be integrated at each stage. The choices regarding spatial strategic locations and themes for strategic policies were subject to SA using the framework of SA objectives. Mitigation measures for any negative effects identified were suggested through changes to policy wording to strengthen the sustainability of the development. A report was published that recorded the findings of the SA⁷ and the way in which it had influenced the choices available to the plan-making.
- 19 As the SA had been incorporated into the plan-making process from an early stage, the Pre-Submission and Submission drafts of the Welborne Plan only required minor changes. Again, the findings of the SA and the way in which it had influenced to the plan-making were set out in the SA Reports.

How the results of consultation have been taken into account

- 20 At each stage of the consultation process, (from SA scoping through to the Submission of the Welborne Plan and its accompanying SA Report), the SA set out the nature of the responses and the way in which the SA took them into account. This included the initial formal scoping consultation with the environmental bodies – Environment Agency, Natural England and English Heritage.

Reasons for choosing the Welborne Plan as adopted

- 21 The SA examined and appraised the vision, the broad locations for housing, employment and associated infrastructure. The potential positive sustainability effects of the proposed development, and the mitigation of potential negative effects, rely on the effective implementation of the policies as set out in the adopted Welborne Plan. The plan-making and the SA processes established that the Welborne Plan provided a sustainable and sound approach for implementing the development of a sustainable new community over the Plan period.
- 22 The rationale for the selection of preferred options, and rejection of alternatives, is clearly set out in Table 4.1 of the Sustainability Report on the Publication Draft Welborne Plan. The table explains the reasons for selection/rejection of a particular option include the findings of relevant evidence studies, the views of key stakeholders, public consultation, or the findings of SA and Habitats Regulations Assessment (HRA).
- 23 In some cases an option was neither rejected nor preferred, and the option was subject to further development and testing. In other cases the relevant policy takes a

⁷ Sustainability Report on the Draft Welborne Plan; October 2013

more permissive approach to allow for future flexibility in meeting the sustainability objectives of the plan.

Measures to be taken to monitor the significant sustainability/environmental effects of the implementation of the Welborne Plan

- 24 The Welborne Plan will be subject to an ongoing programme of monitoring as part of the Council’s Authority Monitoring Reports (AMR). This includes a broad range of indicators and targets. This will demonstrate the effectiveness of the strategic policies in the Welborne Plan and enable any unforeseen effects arising from its implementation to be identified. The Welborne Plan contains the commitment to review its Local Plans and produce a single Local Plan. Front loading this process has already started, and a draft Plan is expected to be published for consultation in the summer of 2016.
- 25 Monitoring will also provide information as to whether the predicted effects of the SA were accurate; and this information will be considered in the next round of plan-making and the accompanying SA. Monitoring Reports for the Welborne Plan will be available for review on the Council’s websites.
- 26 The following monitoring framework was recommended in the SA Report to monitor the significant environmental/sustainability effects of implementing the plan. These will be incorporated into the Council’s AMR.

SA Objective	Indicator
Accessibility	Modal share of trips undertaken to/from Welborne by: <ul style="list-style-type: none"> - Car/van; - Bus; - Bus Rapid Transit; - Cycling; and - Walking.
Air quality	<ul style="list-style-type: none"> - Air quality on main local routes, close to sensitive receptors and sites of biological interest
Biodiversity	<ul style="list-style-type: none"> - Loss or degradation of areas of local ecological interest, including ancient woodland remnants and Knowle Road verges - Delivery of green infrastructure and habitat creation - Area change in extent of priority habitats - Delivery of SANGs (ha) in line with occupancy of dwellings - Contributions to SDMP and/or New Forest Recreation Management Strategy (£)
Climate change	<ul style="list-style-type: none"> - Kilowatt hours of installed renewable and low carbon energy source - Proportion of Passivhaus homes delivered in each phase

SA Objective	Indicator
Economic factors	<ul style="list-style-type: none"> - Number of local workers employed during construction - Amount (m2) of employment floorspace delivered
Food production	<ul style="list-style-type: none"> - Delivery of allotments & community gardens (ha)
Heritage	<ul style="list-style-type: none"> - Number of artefacts discovered and recorded - Number of artefacts destroyed - Number of artefacts incorporated within development and/or interpreted & presented to public - Number of features added to the Heritage at Risk register
Human health	<ul style="list-style-type: none"> - Monitor extent of traffic-related noise pollution increases with reference to existing dwellings at Funtley and north Fareham - Amount of sports/recreation facilities delivered
Housing	<ul style="list-style-type: none"> - Number of homes delivered (against trajectory) - Mix of size, type and tenure
Water	<ul style="list-style-type: none"> - Per capita water consumption (105l/p/d)

For the evidence base to support the Welborne Plan and SA, please refer to the Examination pages on the Council's website.

Key Facts	
Name of Responsible Authority:	Fareham Borough Council
Plan Title:	Fareham Borough Local Plan Part 3: The Welborne Plan
Plan Type:	Statutory Development Plan Document
Plan Subject:	Local Development
Plan Period:	To 2036
Frequency of Review:	When required.
Plan Area:	The Welborne Plan area which incorporates land to the north and south of the M27 and to the east and west of the A32.
Date of Adoption:	8 June 2015
Address at which Plan and SA/SEA Documents can be inspected:	<p>Fareham Borough Council, Civic Offices, Civic Way, Fareham, PO16 7AZ</p> <p>http://www.fareham.gov.uk/planning/new_community/intro.aspx</p> <p>The plan and its accompanying SA/SEA documents can be viewed free of charge during normal business hours.</p>

FAREHAM

BOROUGH COUNCIL

Report to Council

Date **8 June 2015**

Report of: **Director of Planning and Development**

Subject: **ADOPTION OF LOCAL PLAN PART 2: DEVELOPMENT SITES AND POLICIES PLAN**

SUMMARY

The Development Sites and Policies Plan examination has been concluded with the provision of the Planning Inspector's report to the Council. The Inspector has concluded that the Development Sites and Policies Plan provides an appropriate basis for planning of the Borough. The Inspector recommended that a limited number of main modifications are needed to the Plan in order to make the plan sound and capable of adoption. The Council may now adopt the Development Sites and Policies Plan in accordance with the Inspector's recommendations.

RECOMMENDATIONS

That the Council approves:

- (a) that the Development Sites and Policies Plan and the Fareham Policies Map be adopted, as attached at Appendix 3 and which incorporates:
 - i. the Inspector's main modifications to the Development Sites and Policies Plan (Appendix 1); and
 - ii. the minor modifications (Appendix 2 – Part 1) and subsequent minor changes (Appendix 2 – Part 2) to the Development Sites and Policies Plan.
- (b) that the Director of Planning and Development, in consultation with the Executive Member for Planning and Development, be authorised to publish and circulate in accordance with the statutory requirements, an adoption notice, a sustainability appraisal report (Appendix 4) and the adopted version of the Development Sites and Policies Plan, as soon as reasonably practicable after adoption.

INTRODUCTION

1. The Development Sites and Policies Plan (DSP Plan) is the second document in the Fareham Local Plan. Together with the adopted Core Strategy (adopted August 2011) and the Welborne Plan it forms the Local Plan for Fareham Borough. It has now reached the stage when, following the receipt of the Planning Inspector's Report, the Council may resolve to adopt the Plan.
2. The preparation of the plan has taken a number of years. The plan is based on the findings from evidence studies, the sustainability appraisal, the habitats regulations assessment, and the responses to the various consultations undertaken by the Council and as part of the Examination process.
3. The Examination process is an independent assessment carried out by an inspector into whether the Plan is sound, whether the Plan has been prepared in accordance with the Duty to Cooperate, and legal and procedural requirements.
4. The National Planning Policy Framework (NPPF) states that for a Plan to be “sound”, it should be:
 - Positively prepared – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
 - Justified – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
 - Effective – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
 - Consistent with national policy – the plan should enable the delivery of sustainable development in accordance with the policies in the NPPF.
5. Following approval by the Council on 13 February 2014 the Pre-Submission Draft DSP Plan was published for representations from 28 February 2014 until 11 April 2014. The representations received, together with all the supporting background evidence, were submitted with the Draft DSP Plan in June 2014 to the Planning Inspectorate for Examination. The Inspector conducted hearing sessions between 11 November 2014 and 19 November 2014 where various matters of concern to a number of parties were debated.
6. In January 2015 the Council received the Inspector's Preliminary Findings letter. This letter identified a number of shortcomings within the plan which related directly to soundness, and as a result, the Council was requested by the Inspector to address these shortcomings through a series of main modifications to the DSP Plan.
7. At a special meeting of the Council on 10 February 2015, the Council subsequently authorised for a schedule of main modifications to the DSP Plan to be published for a six-week period of public consultation. In addition, the Council also authorised for the submission of the main modifications to the Inspector, following completion of the six-week consultation period. All Council members were informed on 14 April 2015 that the schedule of main modifications to the DSP Plan, as authorised by the Council, had been

submitted to the Inspector alongside the consultation responses and the Council's response to Representations on the main modifications.

8. In addition to main modifications, at the 10 February 2015 Council meeting, the Council also authorised for a schedule of minor modifications to the DSP Plan to be published for a six-week period of public consultation. Minor modifications were not requested by the Inspector as they do not directly relate to soundness, but are made for the purpose of correcting typographical errors or to provide additional clarity within the DSP Plan. The schedule of minor modifications was not formally requested by the Inspector, however for complete clarity, the schedule of minor modifications was submitted to the Inspector on conclusion of the consultation period.

INSPECTOR'S REPORT AND RECOMMENDATIONS

9. The Inspector's report was received on 12 May 2015. The report concludes that the DSP Plan provides an appropriate basis for the planning of the Borough, providing that all of the Council's main modifications are made to the plan. A copy of the Inspector's Report, together with the main modifications appendix to his report, is attached at Appendix 1.
10. The Inspector's Report was published on the Council's website on 13 May 2015.
11. In total, 34 main modifications are listed by the Inspector. They include –
 - A commitment to a Review of the Local Plan;
 - Clarification of the Council's approach to frontage infill outside defined settlement boundaries;
 - Clarification of the Council's approach to the change of use of land outside the settlement boundaries to garden land;
 - A new policy on Affordable Housing Exception Sites;
 - Portchester District Centre; include reference to foodstore floorspace and retaining parking levels and boundary change to remove residential properties and community facilities and amendment to supporting text;
 - Increasing the flexibility in the delivery of housing;
 - Housing site H7 – Fleet End Road, Warsash; amend plan to show only one access point (Shorewood Close);
 - Housing site H11 – Heath Road, Locks Heath; amend plan to include two potential access points;
 - Refer to support for self-build scheme (sites H12 Land at Stubbington Lane and H13 Land at Sea Lane)
 - Clarification of the Council's approach to facilitating development for older people;
 - Updates on Newgate Lane, Peel Common roundabout and Stubbington by-pass and consequential changes to the Policy Map;

- Up-date housing figures; and
 - Revise the monitoring section of the Plan.
12. The Inspector concluded that without inclusion of the main modifications, the plan would not be sound and/or legally compliant. As such, the Council requested that the Inspector recommended main modifications to make the Plan sound and legally compliant, and therefore capable of adoption.
 13. All of the main modifications to the DSP Plan, as recommended by the Inspector, must be included in order for the Plan to be sound. All of the main modifications are unchanged from the main modifications that were considered by the Council at its meeting of 10 February 2015 and which were subsequently published for public consultation. All of the responses to the consultation were taken into account by the Inspector in reaching his decision.
 14. In respect to minor modifications, these are not an issue of soundness and the Inspector's Report makes reference only to minor modification DAM11. The schedule of minor modifications is attached at Appendix 2 – Part 1.
 15. In addition to the minor modifications, a number of additional minor changes have been made to the DSP Plan. As with the minor modifications, these correct only typographical, grammatical or consistency errors and do not change the overall direction, shape or emphasis of the documents or raise any significant new issues. The list of changes is presented at Appendix 2 – Part 2.
 16. A new Policies Map for the complete Fareham Borough Local Plan (Core Strategy, DSP Plan and Welborne Plan) will be produced to take into account the adopted policies in both the DSP Plan and the Welborne Plan. The Local Plan Policies Map will fully replace the existing adopted Local Plan Review 2000 Proposals Map for the Borough.
 17. The DSP Plan and Policies Map as proposed to be adopted and incorporating the Inspector's main modifications, the minor modifications and the additional minor changes is attached at Appendix 3.
 18. As soon as possible after adoption of the DSP Plan, the Council must make the adopted version of the Plan, together with an adoption statement and the sustainability appraisal report available at the Civic Offices and at other appropriate locations (libraries) within the Borough. The adoption statement must also be published on the Council's website, sent to the Inspector and sent to all persons who asked to be notified of the adoption. The sustainability appraisal adoption report is attached at Appendix 4.
 19. Decisions on planning applications within the Borough (but excluding the area covered by the Welborne Plan) will need to be made in accordance with the DSP Plan, any other relevant Development Plan policies, and national planning policy.

RISK ASSESSMENT

20. If the Council decided not to adopt the DSP Plan it must withdraw the plan and there would be a number of consequences.
21. Failure to deliver a sound DSP Plan would mean that the vision for development in the Borough, as set out in the adopted Core Strategy would not be completed. The Development Sites and Policies Plan is required to set out how the Council will meet the

development expectations of the Council, as set out in the Core Strategy. The Plan also sets out a range of Policies which seek to guide and manage development proposals, which will enable Development Management to make robust decisions on individual applications. Without the Plan the Council will be at risk of being unable to resist unnecessary and undesirable development in the Borough.

22. The risk associated with adoption of the DSP Plan is the potential for a legal challenge in the High Court. Such a challenge could not be to the content of the plan but that a procedural requirement was not complied with when the plan was prepared or adopted. Legal advice has been taken during the process of plan making, to ensure that the risks are minimised. The Inspector is also required to check that the plan has complied with legislation and he has concluded that the DSP Plan meets those that he is required to consider (see paragraph 66 of the Inspector's Report).

SUMMARY

23. The Council should agree to adopt the DSP Plan and Policies Map, incorporating all main modifications, as recommended by the Planning Inspector, as well as all minor modifications and all minor changes for the reasons set out in the report. The Council should also carry out the statutory requirements associated with adoption of the plan.

Appendices:

Appendix 1: Inspector's Report (including the Main Modifications Appendix)

Appendix 2 – Part 1: Schedule of Minor Modifications

Appendix 2 – Part 2: Additional Minor Changes

Appendix 3: Development Sites and Policies Plan (Adoption Version)

Appendix 4: Sustainability Appraisal adoption report for the DSP Plan

Reference Papers: None.

Background Papers: None.

Enquiries:

For further information on this report please contact Claire Burnett (Ext 4330) or Adam Collier (Ext 4328)



Report to Fareham Borough Council

by David Hogger BA MSc MRTPI MCIHT

an Inspector appointed by the Secretary of State for Communities and Local Government

Date 12 May 2015

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 20

REPORT ON THE EXAMINATION INTO THE FAREHAM LOCAL PLAN PART 2: DEVELOPMENT SITES AND POLICIES

Document submitted for examination on 23rd June 2014

Examination hearings held between 11th November and 20th November 2014

File Ref: PINS/A1720/429/4

Abbreviations Used in this Report

B1	Business use (in Use Classes Order)
B2	General Industry (in Use Classes Order)
B8	Storage or distribution (in Use Classes Order)
LDS	Local Development Scheme
LP1	Local Plan Part 1: Fareham Core Strategy
LP2	Local Plan Part 2: Development Sites and Policies
LP3	Local Plan Part 3: The Welborne Plan
MM	Main Modification
NPPF	National Planning Policy Framework
PUSH	Partnership for Urban South Hampshire
SA	Sustainability Appraisal
SCI	Statement of Community Involvement
SHS	South Hampshire Strategy
sqm	Square metres
WTW	Wastewater Treatment Works

The Core Documents referenced in the footnotes can be found in the Examination library

Non-Technical Summary

This report concludes that the Fareham Local Plan Part 2: Development Sites and Policies provides an appropriate basis for the planning of the Borough, providing a number of modifications are made to the plan. Fareham Borough Council has specifically requested that I recommend any modifications necessary to enable the plan to be adopted.

All the modifications were proposed by the Council and I have recommended their inclusion after fully considering the representations from other parties on the issues raised.

The Main Modifications can be summarised as follows:

- a commitment to an early review of the local plan (i.e. LP1, LP2 and LP3);
- the deletion of the design policy DSP2;
- inclusion of a new policy on Affordable Housing Exception sites;
- changes to the boundary of the Portchester District Centre, reference to the foodstore floorspace and the retention of parking spaces;
- clarification of the Council's approach to the protection of residents' living conditions and greenspace provision;
- clarification of the Council's approach to: ensuring that development would not prejudice the future use of adjacent land; change of use to garden land; and frontage infill outside settlement boundaries;
- the protection of archaeological sites and historic features and the delivery of townscape improvements;
- clarification of proposals at Little Park Farm; Fleet End Road; Heath Road; and Solent Breezes Holiday Park;
- clarification of the Council's approach to self-build schemes and development for older people;
- clarification regarding requirements for sequential tests and impact assessments;
- clarification regarding the Council's approach to employment provision, including the provision of indicative floorspace figures;
- increasing the flexibility in the delivery of housing and up-dating figures;
- up-dating text on proposed road schemes and pedestrian/cycle links; and
- the revision of the delivery and monitoring chapter.

Introduction

1. This report contains my assessment of the Fareham Local Plan Part 2: Development Sites and Policies (LP2) in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the duty to co-operate, in recognition that there is no scope to remedy any failure in this regard. It then considers whether the Plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework (paragraph 182) makes clear that to be sound, a Local Plan should be positively prepared; justified; effective and consistent with national policy.
2. The starting point for the examination is the assumption that the local authority has submitted what it considers to be a sound Plan. The basis for my examination is the Submission Version of the Plan (June 2014), which is broadly the same as the document published for consultation in February 2014.
3. Following the hearing sessions the Council submitted, at my request, further evidence and clarification on a number of matters. I have taken into account the Council's submissions and the other related consultation responses received from interested parties.
4. My report deals with the main modifications that are needed to make LP2 sound and legally compliant and they are identified in bold in the report (**MM**). In accordance with section 20(7C) of the 2004 Act the Council requested that I should make any modifications needed to rectify matters that make the Plan unsound/not legally compliant and thus incapable of being adopted. These main modifications are set out in the Appendix. For the avoidance of doubt the policy numbers referred to in this Report are those given in the submitted plan and will change if the Plan is adopted because of the deletion of policy DSP2.
5. The Main Modifications that are necessary for soundness all relate to matters that were discussed at the Examination hearings. Following these discussions, the Council prepared a schedule of proposed main modifications and produced an Addendum to the combined Sustainability Appraisal, Strategic Environmental Assessment and Habitats Regulations Assessment¹. This schedule and the Addendum have been subject to public consultation for six weeks and I have taken into account the consultation responses in coming to my conclusions in this report.

Assessment of Duty to Co-operate

6. Section s20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on them by section 33A of the 2004 Act in relation to the Plan's preparation.
7. The South Hampshire Duty to Co-operate Statement² confirms that the Council has worked in a collaborative way with the Partnership for Urban

¹ Core Document DCD-37

² Core Document DPH04

South Hampshire (PUSH), Hampshire County Council and a range of other interested parties, including the Solent Local Enterprise Partnership, the Environment Agency and a number of local interest groups. A number of cross-boundary issues have been identified including the provision of housing land, employment land and transport infrastructure and it is clear that these matters have been considered in the preparation of LP2.

8. The Introduction to LP2 states that the Plan will deliver the requirements of the adopted LP1 (Core Strategy) together with the up-dated requirements as set out in the South Hampshire Strategy (SHS)³ and that has been achieved. Other work, for example with regard to green infrastructure provision and the protection of wildlife, demonstrates that there has been co-operation between interested parties. It can therefore be concluded that the Council has worked with neighbouring authorities and other bodies to ensure that the Plan will be effective in addressing cross-boundary and strategic matters and that the duty to co-operate has been met.

Assessment of Soundness

Preamble

The Relationship between LP2 and LP1 (the Core Strategy)

9. It is explained in paragraph 1.6 of the Plan that LP2 has been prepared in accordance with the requirements of LP1. Of particular importance are LP1 policies CS1 and CS2 which establish the employment floorspace target and the number of dwellings to be provided between 2006 and 2026. A number of respondents consider that the Council should have re-assessed the housing and employment land requirements in light of more up-to-date evidence but it is not the role of LP2 to consider strategic matters such as housing and employment needs, which are outside the scope of the submitted Plan.
10. LP1 was adopted in August 2011, about six months before the NPPF was published in 2012. However, significant work on LP2 had already commenced before 2012 and to have abandoned this Plan would have meant that there would be a significant delay before the Council had in place specific land use allocations and policies for the management of development. I have also attached weight to the fact that a review of the SHS is to commence shortly⁴ and that this will establish the up-to-date framework from which more detailed policies and proposals for the Borough will evolve. To that end the Council is committed to commencing a review of the Local Plan (i.e. LP1, LP2 and LP3) this year and the revised programme will be reflected in a modification to paragraph 1.11. The inclusion of a more detailed timetable for the review is required in order to demonstrate the Council's commitment to ensuring that the LP will remain positively prepared, justified and effective. **MM1** is therefore recommended.

³ Non-statutory strategic framework document prepared by PUSH

⁴ See section 1 of Core Document DCD-24 for timetable

Public Consultation

11. A number of comments were made about the adequacy of the public consultation that was undertaken by the Council. However, the Council has satisfactorily demonstrated that the requirements of its Statement of Community Involvement have been met⁵ and no substantive evidence was submitted to demonstrate that anyone has been unduly disadvantaged by the Council's approach to consultation.

Main Issues

12. Taking account of all the representations, written evidence and the discussions that took place at the examination hearings I have identified seven main issues upon which the soundness of the Plan depends.

Issue 1 – Will LP2 Satisfactorily Secure the Protection and Enhancement of the Existing Settlements (policies DSP2 to DSP6)?

Settlement Boundaries

13. LP1, in paragraph 5.27, refers to the role of LP2 in reviewing settlement boundaries and a number of representors expressed concern that such a review has not taken place. I understand those concerns but it is my opinion that such an exercise would not be necessary if enough development sites, that are available and deliverable, can be found within the existing settlement boundaries to meet the total LP1 housing requirement over the plan period. The Council has satisfactorily demonstrated that sufficient sites are available and deliverable and therefore it is reasonable to conclude that the Council's approach, which is summarised in paragraphs 3.4 to 3.9 of LP2, is justified. The Council has confirmed that it was always anticipated that the boundary review would only be undertaken if necessary and there is no reason to doubt the Council's intentions, especially bearing in mind the NPPF advice⁶ that development should be in locations which are or can be made sustainable and that the reuse of brownfield land is supported.
14. Of particular concern to some respondents is the lack of a settlement boundary for BurrIDGE. However, having visited the area, I consider BurrIDGE to be largely ribbon development mostly along Botley Road (some of it relatively low density) and although there are a small number of what could be described as community facilities (for example the Village Hall and the recreation ground) there is no central focus. In the current circumstances (as summarised in the paragraph above) I consider that there is no justification for making an exception to the Council's approach by delineating a settlement boundary for BurrIDGE.

Strategic Gap Boundaries

15. Concerns were expressed regarding the delineation of the Strategic Gap

⁵ As summarised in paragraph 1.3.2 of Core Document DCD-05

⁶ Paragraph 17

boundaries and the methodology used in the Fareham Borough Gap Review⁷. The Review considered the purpose of the gaps and concluded that the two primary factors for consideration are the level of physical separation/prevention of coalescence and visual separation. Following a request from me at the Hearings for further detail about the methodology used in the Review, the Council submitted Core Document DCD-20 and Appendix 1 of that document provides further clarification of the approach adopted and the factors considered by the Council. It confirms that although the Review did not specifically take into account the route of the Stubbington by-pass and the Newgate Lane improvements, there is no reason to conclude that these proposals would justify altering the boundary of the gap in those locations. Having visited the area I agree with the Council that the gap between Fareham and Stubbington is justified in order to retain visual separation and that the proposed road improvements would not justify a revision to the boundary. The Council's approach is sound.

The Historic Environment and Townscape

16. In general terms policy DSP6 affords appropriate protection to the historic environment of the Borough, especially bearing in mind the related overarching policy framework contained within LP1. There are, however, a number of issues where further clarity is required. The NPPF⁸ confirms the importance of conserving and enhancing the historic environment and for the avoidance of doubt the Council is now proposing to include in LP2 references to affording appropriate protection to archaeological sites; to the historic significance of boatyards; to views in and out of the Fareham Waterfront (including the listed railway viaduct); and to the wreck of the Grace Dieu in the River Hamble, on the boundary between Fareham and Eastleigh Boroughs. I consider that these changes to policies DSP6, DSP19, DSP25 and DSP54 (and their supporting text) are necessary to ensure that LP2 is justified and consistent with national policy and recommend them accordingly (**MM5, MM14, MM16 and MM29**).
17. Great importance should be attached to the design of the built environment⁹ and development should add to the overall quality of an area. In this respect the Council is proposing to clarify that development on the corner of Trinity Street and Osborn Road (policy DSP32) should deliver townscape benefits. This reflects the most appropriate strategy for the area and is therefore recommended (**MM17**).

Prejudicing the Development of Adjacent Land

18. The Council has a well-established policy¹⁰ that seeks to ensure that the potential of one site for development is not threatened by the development of an adjacent site. No substantive evidence was submitted that would undermine the principle of such an approach but the terminology used in the submitted policy DSP5 lacks clarity and refers to legal agreements being required. The Council proposes to remove the reference to that requirement and to clarify the policy and the supporting text, for example by deleting the

⁷ Core Document DNE05

⁸ Chapter 12

⁹ NPPF paragraph 56

¹⁰ Policy DG2 of Local Plan Review 2000 (DLP01)

term 'ransom strips' and referring instead to prejudicing the development of adjacent land. These changes are necessary to ensure that the plan is justified and effective and are recommended accordingly (**MM4**).

Impact on Living Conditions

19. Policy DSP47 on gypsies, travellers and travelling showpeople refers, in criterion (vi), to ensuring that any proposed pitches would not have unacceptable adverse impacts on any neighbouring properties in terms of loss of sunlight, daylight, outlook or privacy. However, this is a requirement that is duplicated in policy DSP4 which applies to all forms of development. In the interests of clarity and conciseness it is therefore recommended that this element of policy DSP47 is deleted and reliance is placed on the requirements of policy DSP4 (**MM26**). In order to strengthen the protection for residents from any potential significant adverse impact of development, the Council proposes to clarify what it means by 'air pollution' in policy DSP3 by including reference to affording protection from dust, smoke, fumes or odour. This would accord with advice on design in the NPPF and the Planning Practice Guidance and is recommended accordingly (**MM3**).

Design

20. Policy DSP2 requires new development to comply with the requirements of LP1 policy CS17. No 'new' requirements, in terms of design, are identified in LP2 and therefore I agree with the Council that policy DSP2 is superfluous and should be deleted and I recommend **MM2** accordingly. This recommendation is strengthened by the fact that the Council is proposing to publish a Design Guidance Supplementary Planning Guidance document – an approach implicitly supported by the NPPF¹¹.

Conclusion on Issue 1

21. LP2 as modified will satisfactorily secure the protection and enhancement of the settlements in the Borough.

Issue 2 – Is the Natural Environment Afforded Appropriate Protection (policies DSP7 to DSP16)?

Frontage Infill Development Outside a Settlement Boundary

22. Concerns were expressed by representors regarding the Council's restrictive approach towards frontage infill development outside the settlement boundaries. Although it is important to conserve and enhance the natural environment, there may be opportunities for sustainable development in locations outside the defined settlement boundaries. In order to clarify the Council's approach it is recommended that an additional criteria be added to policy DSP7 which establishes that in certain circumstances the appropriate infilling of an existing and continuous built-up residential frontage outside a settlement boundary may be justified (**MM6**).

¹¹ Paragraph 59

Change of Use to Garden Land Outside a Settlement Boundary

23. Similarly concerns were raised regarding the change of use of land outside a settlement boundary to garden land. I agree with the Council that there may be circumstances where such a change of use would have detrimental consequences for the character or appearance of the surrounding countryside. Conversely there may be situations where no material harm would be caused by such a change of use. It is therefore recommended that a greater degree of flexibility and clarity is introduced into policy DSP7 by the introduction of criteria against which any such proposal would be assessed (**MM7**).

Leisure and Recreation Development Outside a Settlement Boundary

24. Policy DSP8 refers to the need for leisure and recreation development outside a settlement boundary to meet the requirements of a sequential test and impact assessment. However, it is not clear exactly which type of uses those criteria in the policy would apply to. The Council is therefore proposing to specify that those criteria would only relate to main town centre uses (which are defined in the Glossary). This amendment reflects the most appropriate strategy to follow and therefore **MM9** is recommended.

Solent Breezes Holiday Park

25. Policy DSP11 currently states that any proposals for new chalets, static caravans or other holiday accommodation at the Solent Breezes holiday park (which lies outside any settlement boundary) would be limited to use on a seasonal basis. The Council has satisfactorily demonstrated the need to ensure that Solent Breezes remains available for holiday use (primarily for sustainability reasons) and does not become a residential housing estate. However, the policy lacks clarity and although some time restriction on occupation in these circumstances may be appropriate, there is little justification for the reference to the seasonal restriction. The Council therefore proposes to introduce a criteria-based policy which provides clarity and ensures that this element of the Plan is justified and I recommend **MM10** accordingly.

Open Space and Green Infrastructure

26. The Council's approach to greenspace provision lacks clarity, both in terms of identifying any shortfalls and also in explaining how the Council would address any such shortfalls. The NPPF confirms that open space can contribute to the health and well-being of communities¹². The way in which the Council intends to pursue this objective should be made clearer and therefore modifications to paragraphs 4.22 and 4.26 which summarise the Council's approach are recommended (**MM11**) in the interests of effectiveness.
27. The NPPF (chapter 8) confirms that the promotion of healthy communities is an important objective. One way of contributing towards meeting that objective is the identification of pedestrian and cycle routes. The Council has identified a number of routes in its Green Infrastructure Strategy but these have not been taken forward into LP2. Following the hearing session the Council has undertaken further work and proposes to list (in the supporting

¹² Paragraph 73

text after paragraph 4.29)¹³ those multi-user routes that it considers can be implemented during the plan period. I consider that the identification of these routes in the local plan will increase the likelihood of their delivery and therefore I recommend **MM30**.

Protection of Brent Geese and Wading Bird Species

28. Fareham Borough is an important wintering location for Brent Geese and wading bird species and several areas within the Borough are designated as part of the Solent Special Protection Area. These species are also reliant on a network of 'supporting sites'. It is acknowledged that there is some uncertainty regarding the 'value' of some of the sites and that further survey work will be required. Nevertheless it is important to ensure that as far as possible any such sites (which would be subject to policy DSP14) are identified on the Policies Map. To that end the Council is proposing to up-date the Policies Map in terms of the identified Brent Geese and Wader Sites and therefore **MM34** is recommended in order to ensure the most appropriate strategy will be followed.

Conclusion on Issue 2

29. With the inclusion of the Main Modifications it can be concluded that the natural environment of the Borough will be afforded appropriate protection.

Issue 3 – Whether or not the policies for Employment Provision are sound (policies DSP17 to DSP19)

30. A key element in the delivery of sustainable development is the existence of a strong competitive economy. The Council sets out the economic vision for the Borough in LP1¹⁴ which also establishes a minimum employment floorspace target of 41,000 sqm (policy CS1). This minimum target, however, has been revised to 100,100 sqm following further more recent work on the issue undertaken by PUSH¹⁵ and the Fareham Employment Study 2014¹⁶. Indeed LP2 identifies a potential supply of 131,190 sqm of employment floorspace, which represents a possible 31% oversupply. This will ensure that the LP1 minimum target would be met but also instils confidence in the Council's commitment to securing and maintaining a strong economy in the Borough, in line with national and sub-regional objectives.
31. I consider that the Council's overall approach is consistent with national advice. However, Table 3 (below paragraph 5.7) which provides details regarding employment floorspace supply and includes columns entitled B1, B2-B8 and B1-B8 lacks clarity. The differentiation between the three columns is not clear and therefore it is proposed to delete the column entitled B1-B8 and amend the figures in the B2-B8 column accordingly, thus ensuring

¹³ This is a change (proposed by the Council) to the positioning of the additional text from that which was advertised in the consultation version of the MMs but it has no consequences with regard to the soundness of LP2

¹⁴ Paragraphs 3.3 and 3.4

¹⁵ Core Document DPH01

¹⁶ Core Document DED01

effectiveness. **MM12** is therefore recommended.

32. Policy DSP17 includes criteria that would be used by the Council to assess proposals on existing employment sites that would result in the loss of employment floorspace. The last bullet point refers to the provision of evidence regarding extensive marketing but there is no indication of exactly what would be expected by the Council. Consequently the Council proposes to clarify the policy and include additional supporting text to explain in more depth what would be expected. This will ensure that the policy will be effective in this regard and therefore **MM13** is recommended.
33. In terms of employment allocations much of the proposed floorspace will be provided at Daedalus (Solent Enterprise Zone) and at the new settlement at Welborne. Five further sites are allocated and chapter 7 of LP2 includes Development Site Briefs for these proposed employment sites. The Briefs include a site area but there is no indication of the potential floorspace for each site. It may therefore be difficult for a decision maker to know how to react to a development proposal in such circumstances¹⁷ and it may impede the satisfactory monitoring of floorspace provision. Consequently the Council is proposing to include an indicative capacity floorspace for each of the allocations. This will ensure that this element of the plan is sound and therefore I recommend it (**MM32**).
34. The Development Site Brief for Little Park Farm refers to the potential of the site for low intensity employment use. Although there may be some constraints to development (for example the residential properties and the presence of some significant trees) there is insufficient justification for expecting the whole site to be developed for low intensity uses. A greater degree of flexibility should be introduced into the policy and therefore it is recommended that the reference to low intensity use should be deleted (**MM15**). As referred to above the Council is proposing to include indicative floorspace figures in the Development Site Briefs (approximately 11,200 sqm for this site) and this will enable consideration to be given to the constraints, whilst not unnecessarily restricting the intensity of development across the whole site.
35. A small number of other potential employment sites were put forward by representors but the evidence does not indicate that such sites would be required to contribute towards meeting the Borough's employment floorspace target. I am also mindful that these sites have not been subject to the same level of sustainability appraisal or public consultation as the sites allocated in LP2.

Conclusion on Issue 3

36. Given the significant potential for employment floorspace provision in the Borough and the lack of any substantive evidence that any of the Council's proposed allocations are not sound, it can be concluded that an appropriate level of sustainable economic growth will be secured in the Borough and that, as modified, the policies relating to employment provision are sound.

¹⁷ NPPF paragraph 154

Issue 4 – Whether or not the policies for Retail Provision are sound (policies DSP20 to DSP39)

37. Currently LP2 provides no guidance on the potential scale of any additional retail floorspace at Portchester. The 2012 GVA Fareham Retail Study¹⁸ includes a figure of 800-900 sqm. Whilst acknowledging that this is only an indicative figure it nevertheless is evidence-based and reference to it in LP2 would be of assistance to a decision-maker. It is therefore recommended that such a reference is made in the supporting text (**MM18**).
38. The Council originally proposed to extend the boundary of the Portchester District Centre to include, for example, the Methodist Church, the Parish Hall and residential properties at Assheton Court. Whilst I understand that these uses all add to the vitality of the area, the justification for including them all within the boundary is weak. Policy DSP36 primarily relates to 'the expansion of the retail offer' and there is no evidence that these sites are available to be considered for retail use or that such a use in these locations would be desirable. The Council is therefore now proposing to remove these sites from the District Centre boundary. In terms of the car and lorry parking areas to the south, these are well related to the existing retail area (both in terms of location and use) and it is appropriate to include them within the boundary because these are areas where 'the expansion of the retail offer' could be accommodated, should such expansion be justified.
39. The changes to the Portchester District Centre boundary and to the relevant supporting text, now being proposed by the Council, are required in the interests of soundness and I recommend them accordingly (**MM19**).
40. Objection was expressed by a number of local residents and interest groups to the loss of any car parking provision at the District Centre. However, the Council has now confirmed that any development proposal related to the expansion of the Centre would have to retain existing parking levels and include additional parking to meet the needs of the expansion. I consider that this clarification is required in order to ensure that the most appropriate strategy is being promoted by the Council and therefore recommend **MM20**.
41. Fareham town centre is a key retail location in the Borough and the Council's objectives and policies reflect this importance. A number of development sites and potential enhancement schemes are identified and no evidence was submitted that would lead me to conclude that the Council's aspirations, in terms of securing the vitality of the town centre, cannot be satisfactorily achieved. Indeed at my request the Council submitted further evidence following the hearing session¹⁹ which provided further confirmation that the Council's aspirations for the town centre are justified. Similarly the policies for Locks Heath District Centre and the Local Centres and Parades, establish an appropriate framework to guide their future.

Conclusion on Issue 4

42. The policies with regard to retail provision (as modified) are sound.

¹⁸ Core Document DED04

¹⁹ Section 9 of Core Document DCD-24

Issue 5 – Whether or not the policies for Residential Provision (including for gypsies) are sound (policies DSP40 to DSP47)

43. The level of housing provision in the Borough (excluding Welborne) is set out in policy CS2 of the adopted LP1 – 3,729 dwellings between 2006 and 2026. However, since the adoption of LP1 (August 2011) the SHS has been revised²⁰ and it includes up-dated housing figures which increase the target for the Borough by 472 dwellings between 2011 and 2026. The Council has decided to use these adjusted figures as the basis for LP2 and I consider this to be a reasonable and justified approach as it is a reflection of the most up-to-date position – a position that is now set out in the up-dated Table 4 in LP2 (Housing Delivery Overview)²¹. The Table confirms that the outstanding requirement (as at April 2014) is for 1,344 dwellings and that the projected supply is 1,794 dwellings – a potential surplus of 450 units (or 922 if assessed against the LP1 requirement). It is clear that there is an appropriate level of flexibility in terms of housing provision and it can be concluded that the Council is pursuing the most appropriate strategy in the circumstances.
44. There was criticism from some representors that LP2 is not based on the 2014 Strategic Market Housing Assessment. However, it is not the role of LP2 to re-assess objectively assessed need – that will be one of the tasks of the forthcoming review of the Local Plan, which will also be able to accommodate the requirements of the revised SHS (to be completed early next year). Comments were also made regarding the relationship between LP2 and the Welborne Plan, particularly with regard to overall numbers, delivery and the potential for the 'rest of the Borough' (i.e. LP2) to accommodate any shortfall that might arise at Welborne. However, Welborne is intended to contribute towards meeting the needs of a wider sub-region and any re-assessment or re-apportionment of housing numbers is more appropriately undertaken as part of the SHS.
45. Appendix C, Table 8, of LP2 sets out the housing allocations and chapter 7 provides a Development Brief for each site. Only two of the Briefs require changes to make them sound. Housing site H7, Fleet End Road, includes three potential accesses. However, two of them (from Green Lane and from between 43 and 47 Fleet End Road) are comparatively narrow and may involve land outside the control of the highway authority. There is, however, a third route identified off Shorewood Close, which is of appropriate width and design and which I was told by the Council could satisfactorily and safely accommodate traffic from up to 25 dwellings. I understand that the land may be in more than one ownership and that there is a risk that connectivity, legibility and permeability between developments on the various parcels of land could be lost. However, policy DSP5 relating to the Development of Adjacent Land and the Council's design policies should ensure that an appropriate development of the whole area can be achieved. In order to ensure that the most appropriate strategy for the site is being promoted, **MM22** is recommended.
46. The plan for site H11, Heath Road, Locks Heath, does not include any access points. Following consultation with the land owners it is now proposed by the

²⁰ Core Document DPH01

²¹ See Appendix 1 to Core Document DCD-11

Council to identify potential accesses off Heath Road and Centre Way. This modification (**MM23**) will ensure that the proposal is sound and is therefore recommended.

47. Paragraph 14 of the NPPF refers to the need for local plans to incorporate sufficient flexibility to adapt to rapid change. Currently LP2, for example policy DSP40 on Housing Allocations and its supporting text, does not provide any indication of how the Council would respond in circumstances where the predicted level of housing delivery is not being achieved. Consequently it is proposed by the Council to strengthen this element of LP2 by explaining that in principle additional housing sites may come forward if it can be satisfactorily demonstrated that the Council does not have a five year land supply when assessed against the CS housing targets. New explanatory text is proposed and the policy would be modified to include the criteria against which any such proposal would be assessed. This is a pragmatic and positive way forward and will contribute to ensuring that LP2 is justified, effective and consistent with national policy. **MM21** is therefore recommended.
48. It is important that the housing supply figures referred to in LP2 are up-to-date, particularly with regard to enabling effective monitoring to be undertaken. To this end the Council is proposing to up-date the information set out in the supporting text, Table 4 and appendices C to G. This will ensure the effectiveness of the plan and **MM31** is recommended.
49. The housing allocations have been satisfactorily justified in terms of availability of sites, delivery and viability²² and no substantive evidence was submitted that would lead me to conclude that the sites cannot be developed. In any event there is a significant 'cushion' available should circumstances change, for example in terms of the delivery of a particular allocation.
50. A number of alternative/additional housing sites were put forward by representors but bearing in mind the 'cushion' that I refer to above and the soundness of the Council's allocated sites, there is no justification for concluding that any of these proposals from interested parties should become allocations. This conclusion is reinforced by the fact that most of the sites are located in the countryside (i.e. outside the settlement boundaries), some have not been subject to a comparable sustainability appraisal as has been undertaken by the Council on the allocated sites, and the sites have not all been subject to recent public consultation.
51. Policy CS18 of the Core Strategy establishes a general requirement for 40% affordable dwellings in schemes of over 15 units and 30% in proposals for between 5 and 14 dwellings (although the Council has confirmed that since the recent Ministerial Statement on the matter²³ it no longer seeks affordable housing on schemes of 10 dwellings or less²⁴). The Council has identified a potential deficit of 91 affordable units over the plan period²⁵. Whilst in these circumstances it may be unreasonable to expect that all the affordable housing need in the Borough can be met, the Council is keen to seek measures that would reduce this potential deficit. To this end it is proposing to include an

²² Core Document DHO10

²³ 28 November 2014

²⁴ Core Document DCD-30

²⁵ Core Document DCD-24

Affordable Housing Exception Sites Policy in the Plan, together with appropriate supporting text. The policy sets out the criteria against which a proposal for affordable housing on sites outside the settlement boundary would be assessed. The introduction of the new policy will add flexibility to the Council's approach and may contribute to the delivery of more affordable dwellings, in line with the requirements of the NPPF. **MM8** is therefore recommended.

52. NPPF paragraph 50 states that the Council should be planning for a mix of housing, including for people wishing to build their own homes. Paragraph 5.181 of LP2 goes no further than referring to the Council's support for self-build schemes. In order to translate this support into something more tangible the Council is proposing to identify two sites (H12 – Stubbington Lane; and H13 – Sea Lane) where self-build schemes would be encouraged. This modification will ensure that in this respect LP2 will be sound and it is therefore recommended (**MM24**).
53. Although there is evidence to demonstrate that housing to meet the needs of older people has been provided in recent years, the Council considers that more could be done to secure such provision during the plan period. Bearing in mind the increase in the numbers of elderly as a proportion of the population, I agree that it is important that efforts should be made to meet their needs. To that end the Council is proposing to identify three sites in sustainable locations where new housing for older persons will be sought – Fareham Station West; Genesis Centre Locks Heath; and the corner of Station Road and the A27 at Portchester.
54. Concerns were expressed regarding the identification of land on the corner of Station Road and the A27 (Portchester) as a site for housing for older people – for example in terms of parking, access, design, noise, loss of greenspace, flood risk and the living conditions of neighbours. This site was assessed through the Strategic Housing Land Availability Assessment²⁶ (January 2014) and it was concluded that a proposal for about 5 dwellings would not be viable. However, a more recent viability assessment²⁷ (December 2014) concluded that the site would be viable for a retirement living development of 15 flats. The Council confirmed that the site has a realistic prospect of being delivered within the plan period and no evidence was submitted to contradict this assertion. Having visited the site I agree with the Council that this is a very sustainable urban location.
55. I am aware that planning permission for the development of the site has been sought in the past and I understand the concerns that have been raised by local residents. However, the Development Site Brief makes it clear that, for example, matters of design, planting, outlook, privacy of neighbours, access and highway safety would all need to be addressed and no evidence was submitted to demonstrate conclusively that any issues of concern could not be adequately overcome or addressed. On that basis, and bearing in mind NPPF paragraph 50 advises that the needs of different groups in the community (such as older people) should be planned for, I consider that the Council is justified in identifying the land at Portchester as being suitable for older

²⁶ Core Document DHO02 Volume 3

²⁷ Core Document DHO16

persons' housing. In this way the Council would be promoting the most appropriate strategy in this regard and therefore **MM25**, which proposes additions to policy DSP42 and the supporting text and amendments to the Site Briefs (and the inclusion of a 'new' Brief for the Portchester site), is recommended.

56. The Travellers Accommodation Assessment for Hampshire 2013 advises that by 2017 six additional pitches are required within the Borough (over and above those that already have planning permission). Since 2013 one further pitch has been given planning permission leaving a requirement of five pitches in the short-term. The Council is proposing two additional pitches at The Retreat (Newgate Lane) and three additional pitches at 302A Southampton Road. I am satisfied that both these locations are suitable for such a use and note that both sites are already used for gypsy and traveller accommodation. The Council confirms that one additional pitch will be required by 2022 but there is no reason to doubt that the Council will consider longer-term provision in the forthcoming review of the local plan.
57. Concerns were raised regarding the environmental consequences of locating gypsy and traveller pitches adjacent to the Peel Common Wastewater Treatment Works (WTW) especially in terms of odour (at The Retreat, Newgate Lane). The Council's Environmental Health Department has assessed the risk but does not consider it to be at an unacceptable level²⁸, especially bearing in mind recent improvement works undertaken at the site by Southern Water. I am also mindful that the Council is proposing to modify policy DSP3 to make specific reference to protection from odour and this will enable the Council to ensure that any development at the WTW would not have a significant adverse impact on neighbouring development (see MM3).
58. Although the 2013 Assessment referred to above does not specifically advise that sites within the Borough should be identified for transit pitches or plots for travelling showpeople, it is clear that across a wider geographical area (the 'eastern' grouping of authorities) there may be a need for such provision. I would urge the Council to work collaboratively with its neighbours to ensure that, if appropriate, the review of the local plan identifies sites where at least some of this need can be met. In the meantime I am satisfied that the Council's approach towards planning for gypsies, travellers and travelling showpeople is sound.

Conclusion on Issue 5

59. I conclude that the policies for residential provision, as now proposed by the Council, are sound.

Issue 6 – Whether or not the policies for the provision of Facilities and Infrastructure are sound (DSP48 to DSP56)

60. It is important that LP2 reflects the most up-to-date position with regard to the improvement of highway infrastructure. The current situation with regard to the Stubbington by-pass and the Newgate Lane Southern Section is

²⁸ NPPF paragraph 109

explained in the Joint Position Statement of Fareham Borough Council and Hampshire County Council dated 18th November 2014²⁹. The Statement includes information about the justification for the improvements, public consultation undertaken, timing of delivery and funding. I am satisfied that there is sufficient justification for the safeguarding of these routes and the associated highway improvements and that the Council is therefore right to up-date the supporting text that relates to Stubbington by-pass, Newgate Lane (north and south) and Peel Common roundabout and make the necessary amendments to policy DSP49 and the Policies Map. **MM27** is therefore recommended.

61. The supporting text in paragraph 6.22, and part of LP2 policy DSP50, imply that there is uncertainty regarding the status of Yew Tree Drive. However, since submission of LP2, the County Council has agreed to open Yew Tree Drive bus gate. This removes any uncertainty and therefore it is appropriate to delete the references to Yew Tree Drive and **MM28** is recommended accordingly.
62. Concerns were raised regarding the Council's approach to improving air quality in the Borough. Paragraph 6.6 of LP2 refers to the two Air Quality Management Areas for which Action Plans have been produced and I consider that these demonstrate the Council's commitment to achieving this important objective. Although not a matter of soundness I endorse the Council's proposed minor addition to the supporting text in paragraph 6.6 which confirms its intention to improve air quality in the Management Areas and also elsewhere in the Borough³⁰.
63. The NPPF advises that local planning authorities should have a positive strategy to promote energy from renewable and low carbon sources and to this end the Council commissioned a Renewable and Low Carbon Energy Capacity Study³¹. This included consideration of technologies that might be relevant to Fareham, potential locations for their implementation and the potential constraints to such development, for example in terms of impact on the landscape. Policy CS16 of LP1 and policy DSP56 of LP2 provide the framework for the consideration of this issue and I am satisfied that they satisfactorily embody the NPPF advice.

Conclusion on Issue 6

64. The policies for the provision of facilities and infrastructure, as modified, are sound.

Issue 7 – Whether or not the Council's approach to Delivery and Monitoring is sound (Chapter 8)

65. The Council acknowledges that Table 5 (Monitoring Schedule) of the submitted Plan is not sufficiently detailed³². Consequently a new Table has been

²⁹ Core Document DCD-17

³⁰ Minor modification DAM11

³¹ Core Document DFI01

³² Paragraph 10.1.1 of Core Document DCD-14

formulated by the Council which includes additional targets and indicators and 'sources' for monitoring. I consider that the effectiveness of the Plan can primarily be tested through appropriate monitoring and therefore a strong monitoring framework is essential. Such a framework is now being proposed by the Council (**MM33**) and I recommend its inclusion, in this way ensuring that the Council's approach to delivery and monitoring is sound.

Assessment of Legal Compliance

66. My examination of the compliance of the Plan with the legal requirements is summarised in the table below. I conclude that the Plan meets them all.

LEGAL REQUIREMENTS	
Local Development Scheme (LDS)	LP2 is identified within the approved LDS dated February 2014 which sets out an expected adoption date of Winter 2014/15. The Plan's content and timing are broadly compliant with the LDS.
Statement of Community Involvement (SCI) and relevant regulations	The SCI was adopted in January 2011 and consultation has been compliant with the requirements therein, including the consultation on the post-submission proposed 'main modification' changes (MM)
Sustainability Appraisal (SA)	SA has been carried out and is adequate.
Appropriate Assessment (AA)	The AA (January 2014) has been satisfactorily carried out and concludes that LP2 can be considered to be compliant with the Habitats Regulations.
National Policy	LP2 complies with national policy except where indicated and modifications are recommended.
Sustainable Community Strategy (SCS)	Satisfactory regard has been paid to the SCS.
Public Sector Equality Duty (PSED)	LP2 complies with the Duty.
2004 Act (as amended) and 2012 Regulations.	LP2 complies with the Act and the Regulations.

Overall Conclusion and Recommendation

67. The Plan has a number of deficiencies in relation to soundness and/or legal compliance for the reasons set out above which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explored in the main issues set out above.
68. The Council has requested that I recommend main modifications to make the Plan sound and/or legally compliant and capable of adoption. I conclude that with the recommended main modifications set out in the Appendix the Fareham Local Plan Part 2: Development Sites and Policies satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.

David Hogger

Inspector

This report is accompanied by the Appendix containing the Main Modifications

Appendix – Main Modifications

The modifications below are expressed in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text.

The page numbers and paragraph numbering below refer to the submission local plan, and do not take into account the deletion or addition of text.

Ref	Page	Policy/ Paragraph	Main Modification
MM1	8	Para 1.11	<p>Commitment to a Review of the Local Plan</p> <p><i>Amendments to para 1.11:</i></p> <p>The Council's commitment to an early review of the Local Plan is reiterated in the Local Development Scheme. The Council is committed to review the Local Plan, and this is set out in the Local Development Scheme (Revised September 2014), which was agreed at Fareham Borough Council's Executive Meeting on the 1st September 2014. The Council's timetable for the Local Plan Review allows the Authority to take account of the current review of the South Hampshire Strategy. The timetable for the review of the Local Plan is as follows:</p> <ul style="list-style-type: none"> • Summer 2016 – Consultation on draft Local Plan (Regulation 18) • Summer 2017 – Publication of pre-submission Local Plan (Regulation 19) • Autumn 2017 – Submission to Secretary of State (Regulation 22) • Winter 2017 – Examination (Regulation 24) • Spring/Summer 2018 – Adoption (Regulation 26) <p>The Local Plan Review undertaken by the Council will be comprehensive in nature, updating and reviewing the adopted Core Strategy, Development Sites and Policies and Welborne Plans, to form one Local Plan.</p>
MM2	15	DSP2 & Para 3.16	<p>Delete Design policy because superfluous but insert a new sentence</p> <p><i>Amendment to para 3.16:</i></p> <p>Core Strategy Policy CS17: High Quality Design sets out key design principles that should be adhered to in all proposals in the Borough. These design principles will be supplemented by the Design Supplementary Planning Document (SPD), which will provide additional detail and set standards for internal and external spaces. <u>The Council expects all new development to adhere to the Principles of CS17, whilst having due regard to the additional guidance within the Design Guidance (Excluding Welborne) SPD.</u></p>

Fareham Local Plan Part 2: Development Sites and Policies
Appendix to the Inspector's Report

Ref	Page	Policy/ Paragraph	Main Modification
			<p><i>Deletion of policy DSP2:</i></p> <p>Policy DSP2: Design</p> <p>All new development in the Borough should be consistent with the principles set out in Core Strategy Policy CS17: High Quality Design, and the Design Supplementary Planning Document.</p>
MM3	17	DSP3	<p>Refer to dust, smoke, fumes and odour. Delete corresponding references in DSP47</p> <p><i>Amendment to policy DSP3:</i></p> <p>Policy DSP2<u>3</u>: Environmental Impact</p> <p>Development proposals should not, individually, or cumulatively, have a significant adverse impact, either on neighbouring development, adjoining land, or the wider environment, by reason of noise, dust, fumes, heat, smoke, liquids, vibration, light or air pollution (including dust, smoke, fumes or odour).</p>
MM4	17-18	DSP5 & Policy 3.25	<p>Clarification regarding the Council's approach to ensuring that development would not prejudice the future use of adjacent land</p> <p><i>Amendments to para 3.25:</i></p> <p>'Ransom Strips' Preventing Prejudice to the Development of Adjacent Land</p> <p>In order to ensure that development makes the most efficient use of land, comprehensive schemes <u>for larger sites</u> will be encouraged where possible. The Council has a long-standing policy of seeking <u>to ensure that any permitted development does not prejudice the development of adjacent land, where there are sound planning reasons to secure the development of a larger site, prevent the establishment of ransom strips which by preventing access from the approved development to other areas of the larger site to adjacent land.</u> This principle was re-emphasised <u>established</u> in the Core Strategy Policy CS15: Sustainable Development and Climate Change, which states that "<i>Development must not prejudice the development of a larger site</i>". Developers will be expected to enter into legal agreements to ensure prejudice to <u>the development of adjacent land</u> is avoided as smaller parcels of land are developed. Where legal agreements are deemed necessary, but not subsequently achieved, proposals may be refused in line with CS15 <u>and DSP5.</u></p> <p><i>Amendments to policy DSP5:</i></p> <p>Policy DSP4<u>5</u>: 'Ransom Strips' Prejudice to Adjacent Land</p>

Fareham Local Plan Part 2: Development Sites and Policies
Appendix to the Inspector's Report

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Where piecemeal development could delay or prevent the provision of access <u>comprehensive development of a larger site to adjacent land</u>, a legal agreement will be required sought, to ensure that any permitted development does not <u>prejudice the development of adjacent land</u> prevent the use of land as a 'ransom strip' and that <u>highway access, pedestrian access and services to adjoining land are provided.</u></p>
MM5	23	DSP6	<p>Protection of archaeological sites</p> <p><i>Amendment to second last paragraph of policy DSP6:</i></p> <p>The Council will conserve Scheduled Monuments, <u>and archaeological sites that are demonstrably of national significance</u>, by supporting proposals that sustain and where appropriate enhance their heritage significance. Proposals that unacceptably harm their heritage significance, including their setting, will not be permitted.</p>
MM6 & MM7	25	Para 4.6 & Policy DSP7	<p>Clarification of the Council's approach to frontage infill outside defined settlement boundaries</p> <p>Clarification of the Council's approach to the change of use of land outside the settlement boundaries to garden land</p> <p><i>Amendments to paragraph 4.6:</i></p> <p>The Borough Council will protect the areas outside of the DUSBs from development that would adversely affect the landscape character, appearance, and function, by avoiding non-essential residential development, including <u>unacceptable changes of use to residential garden area-land</u>. Subject to other planning policies, exceptions may be made for the conversion of existing buildings, one-for-one replacement of existing dwellings, <u>infill between existing residential frontages</u> or where there is a proven requirement for a new dwelling to support an agricultural worker's employment requirements to live in close proximity to their place of work.</p> <p><i>Amendments to policy DSP7:</i></p> <p>Policy DSP7 New Residential Development Outside of the Defined Urban Settlement Boundaries</p> <p>There will be a presumption against new residential development outside of the defined urban settlement boundaries (as identified on the Policies Map). New residential development will be permitted in instances where <u>one or more of the following apply:</u></p> <ol style="list-style-type: none"> <li data-bbox="655 1937 1500 2036">i. It has been demonstrated that there is an essential need for a rural worker to live permanently at or near his/her place of work; or

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			<p>ii. It involves a conversion of an existing non-residential building where;</p> <p>a) the buildings proposed for conversion are of permanent and substantial construction and do not require major or complete reconstruction; and</p> <p>b) evidence has been provided to demonstrate that no other suitable alternative uses can be found and conversion would lead to an enhancement to the building's immediate setting.</p> <p>iii. <u>It comprises one or two new dwellings which infill an existing and continuous built-up residential frontage, where:</u></p> <p>a) <u>the new dwellings and plots are consistent in terms of size and character to the adjoining properties and would not harm the character of the area; and</u></p> <p>b) <u>it does not result in the extension of an existing frontage or the consolidation of an isolated group of dwellings; and</u></p> <p>c) <u>it does not involve the siting of dwellings at the rear of the new or existing dwellings.</u></p> <p>A change of use of land outside of the defined urban settlement boundary to residential garden will <u>only be permitted unless where:</u> other environmental benefits can be secured.</p> <p>i. <u>it is in keeping with the character, scale and appearance of the surrounding area; and</u></p> <p>ii. <u>it will not detract from the existing landscape; and</u></p> <p>iii. <u>it respects views into and out of the site.</u></p> <p>New buildings should be well-designed to respect the character of the area and, where possible, should be grouped with existing buildings.</p> <p>Proposals should have particular regard to the requirements of Core Strategy Policy CS14: Development Outside Settlements, and Core Strategy Policy CS6: The Development Strategy. They should avoid the loss of significant trees, should not have an unacceptable impact on the amenity of residents, and should not result in unacceptable environmental or ecological impacts, or detrimental impact on the character or landscape of the surrounding area.</p>
MM8	26	New paragraph & policy	<p>New policy on Affordable Housing Exception sites</p> <p><i>New supporting text inserted below existing policy DSP7:</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>Affordable Housing Exception Sites</u></p> <p><u>The Council is committed to delivering affordable housing to meet the needs of the Borough. The majority of the Borough's affordable housing needs will be met through existing commitments and as a percentage of the Borough's housing allocations (DSP40) in line with Core Strategy Policy CS18. However, where, through the Council's monitoring or other evidence, it can be demonstrated that the levels of affordable dwellings (as defined by the NPPF) being delivered through the above methods are not meeting the target levels set out in Policy CS18 of the Core Strategy, the Council will consider granting planning permission for affordable housing on sites outside the existing urban area boundaries.</u></p> <p><u>Proposals for affordable housing exception sites must be accompanied by satisfactory evidence which demonstrates that the tenure, scale and mix of affordable housing proposed will meet an unmet need in the Borough. Affordable housing need should be calculated as the required proportion (as set out in Policy CS18) of the projected total housing requirements set out in the Core Strategy. Applicants will be expected to enter legal agreements to ensure that where affordable units are permitted on exception sites they are retained for this use in perpetuity. Proposals will only be considered where they are brought forward, and managed, by a not for profit social housing provider that is regulated by the Homes and Community Agency (HCA).</u></p> <p><u>Whilst affordable housing exception sites will be considered outside of existing urban boundaries, it is important that such sites are not isolated. Therefore, permission will only be granted where sites are both adjacent to, and well related to, the existing urban area boundaries to ensure they can be well integrated with the existing settlements of the Borough. Sites must be well designed to reflect the character of the neighbouring settlement, but also to minimise impacts on the countryside and, where relevant, Strategic Gaps. To ensure proposals do not dominate existing settlement areas, and to minimise the impact on the countryside, the Council will only permit small scale affordable housing exception sites. For the purposes of this Policy "small scale" development is considered to be around 10 dwellings. However, where the need is justified, schemes for up to 20 dwellings may be permitted adjacent to the Borough's larger settlements.</u></p> <p><i>New policy DSP7 following new supporting text (shown above):</i></p> <p><u>DSP7 Affordable Housing Exceptions Sites</u></p> <p><u>Where there is clear evidence that affordable housing delivery is not meeting the target levels set out in Policy CS18 of the</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>Core Strategy (excluding Welborne), planning permission may be granted for affordable housing on sites outside the existing urban area boundaries. Such proposals will only be permitted where:</u></p> <ul style="list-style-type: none"> • <u>100% affordable (as defined in the NPPF) units (net) are provided;</u> • <u>The development is of a small scale and is located adjacent to, and well related to, the existing urban settlement boundaries;</u> • <u>It is sensitively designed to reflect the character of the neighbouring settlement and to minimise any adverse impact on the Countryside and, if relevant, the Strategic Gaps;</u> • <u>It will be brought forward by, and will be managed by, a not for profit social housing provider who is regulated by the Homes and Community Agency; and</u> • <u>It is subject to a legal agreement to ensure that the units will be retained as affordable housing in perpetuity.</u>
MM9	26	DSP8	<p>Clarification regarding requirements for sequential tests and impact assessments</p> <p><i>Amendments to first paragraph only of policy DSP8:</i></p> <p>Proposals for leisure and recreation development outside of the defined urban settlement boundaries (as identified on the Policies Map) will be permitted, where <u>they do not have an unacceptable adverse impact on the strategic and/or local road network and; for main town centre uses:</u></p> <ol style="list-style-type: none"> I. they meet the requirements of a sequential test; and II. subject to their scale, they meet the requirements of an impact assessment. III. they do not have an unacceptable adverse impact on the strategic and/or local road network
MM10	30-31	DSP11 & Para 4.19-4.20	<p>Solent Breezes Holiday Park – removal of the reference to seasonal occupation</p> <p><i>Amendments to paragraph 4.19:</i></p> <p>Proposals for developing caravans for holiday accommodation purposes, or the conversion of existing properties, or development or intensification of any existing development within Solent Breezes, will have a condition <u>restricting occupancy to holiday use only and for a that limits occupancy to a maximum of ten months each calendar year.</u></p> <p><i>Amendments to paragraph 4.20:</i></p> <p>Limited These holiday occupancy conditions will apply to new holiday accommodation or other forms of development within Solent Breezes Holiday Park to ensure consistency with other policy aims of controlling development outside the defined</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>urban settlements boundaries. Where a limited occupancy condition is attached to the permission, it is expected that the vacant months will be during the winter months. Potential impacts on the landscape and other nature conservation designations and the flood risk areas around the Coastal Zone will be particularly important in determining proposals relating to Policy DSP11: Development Within Solent Breezes Holiday Park.</p> <p><i>Amendments to policy DSP11:</i></p> <p>Within the Solent Breezes Holiday Park (as defined on the Policies Map), planning permission, or proposals to vary condition on existing permissions, <u>will not be granted to vary planning conditions</u> to allow the occupation of any existing chalets or caravans and mobile homes on a permanent or year round basis. <u>To ensure this, all permissions will be subject to holiday occupancy conditions, including maximum occupancy of 10 months in a calendar year. Permissions will only be granted for holiday occupation provided all the following criteria are met:</u></p> <ol style="list-style-type: none"> <li data-bbox="655 1003 1501 1061">i. <u>the holiday accommodation is of a high standard and appropriate for the time of proposed use;</u> <li data-bbox="655 1061 1501 1227">ii. <u>it can be demonstrated how the prevention of accommodation for permanent residential use will be managed, monitored and enforced, to be agreed between the Council and site/property owner or operator in advance;</u> <li data-bbox="655 1227 1501 1352">iii. <u>the submission of a Coastal Change Vulnerability Assessment that identifies that the proposal will result in no increased risk to life or significant increase in risk to property; and</u> <li data-bbox="655 1352 1501 1420">iv. <u>where it can be demonstrated that the proposal will not have an adverse impact on the SPA.</u> <p>Planning permission for new chalets, static caravans or other holiday accommodation will only be granted, subject to appropriate conditions limiting their use to holiday accommodation on a seasonal basis for not more than ten months in each calendar year.</p>
MM11	31-32	Paras 4.22 & 4.26	<p>Greenspace provision</p> <p><i>Amendments to paragraph 4.22:</i></p> <p>The NPPF requires local planning authorities to ensure that sufficient open space is provided to meet the needs of communities. The Greenspace Study (2007) and its Addendum provide an audit of open space provision across the Borough. This audit is considered against the open space standards set out in the Core Strategy to highlight areas in the Borough which are either in deficit or surplus of open space provision. <u>Although overall the Borough is in surplus in</u></p>

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			<p><u>both Natural Greenspace and Parks and Amenity Open Space there are a number of wards that experience shortages in one or both types of provision. Table 18 of the Green Space study Addendum 2 provides further detail on this. In order to assist in addressing some of these deficiencies two new publicly accessible open spaces have been allocated.</u></p> <p><i>Amendments to paragraph 4.26:</i></p> <p>In addition to the new open space allocations, the Council has a threefold approach will explore opportunities to address any further open space deficiencies in the Borough. through a land management approach. <u>This approach includes the Council identifying new deliverable sites through a variety of means, including projects proposed through the Green Infrastructure Study. The Council will also support, and where appropriate, work with partner organisations to bring forward additional opportunities, including provision that may come forward as part of development proposals. Furthermore, the Council will explore opportunities to use existing open space more effectively.</u> may include the exploration of opportunities to transfer existing types of open space to other typologies in deficit, rights of access agreements and lease arrangements. Furthermore Qualitative improvements to existing open space are proposed through the Council's Open Space Improvement Programme, <u>which aims to increase the accessibility and attractiveness of public open space so it is available and attractive to a larger population.</u></p>																																			
MM12	44	Table 3 & Para 5.9	<p>Clarification of Employment Floorspace Supply table</p> <p><i>Amendments to Table 3:</i></p> <p>Table 3 Employment Floorspace Supply 2011-2026 <u>(All figures are in square meters)</u></p> <table border="1"> <thead> <tr> <th>Source</th> <th>B1 (Offices)</th> <th>B2/B8 (Industrial/Warehousing)</th> <th>B1-B8 (General Employment)</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Completions 2011-2013</td> <td>200</td> <td>1,030 <u>1,300</u></td> <td>270</td> <td>1,500</td> </tr> <tr> <td>Excess Vacancies</td> <td>3,400</td> <td>8,600</td> <td></td> <td>12,000</td> </tr> <tr> <td>Permissions</td> <td>25,800</td> <td><u>7,100</u></td> <td>7,100</td> <td>32,900</td> </tr> <tr> <td>Potential Sites</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Solent Enterprise Zone</td> <td>2,300</td> <td>47,900</td> <td></td> <td>50,200</td> </tr> <tr> <td>Little Park Farm</td> <td></td> <td><u>11,200</u></td> <td>11,200</td> <td>11,200</td> </tr> </tbody> </table>	Source	B1 (Offices)	B2/B8 (Industrial/Warehousing)	B1-B8 (General Employment)	Total	Completions 2011-2013	200	1,030 <u>1,300</u>	270	1,500	Excess Vacancies	3,400	8,600		12,000	Permissions	25,800	<u>7,100</u>	7,100	32,900	Potential Sites					Solent Enterprise Zone	2,300	47,900		50,200	Little Park Farm		<u>11,200</u>	11,200	11,200
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			Kites Croft		<u>3,090</u>	3,090	3,090
			Welborne ¹	4,400	15,900		20,300
			Total	36,100	73,430 <u>95,090</u>	21,660	131,190
			<u>Fareham Borough Requirement</u>	40,700	59,400	0	100,100
			Surplus/Deficit	-4,600	+14,030 <u>+35,690</u>	+21,660	+31,090
			<p><i>Amendments to paragraph 5.9:</i></p> <p>Although the supply of office floorspace appears to be insufficient there are a number of important factors to consider. Firstly, there is a substantial part of the <u>potential overall supply in B2/B8 uses (shown from above) which is shown as B1-B8 (21,660sq.m), where the final use has yet to be determined of 35,690sq.m.</u> It is conceivable that a proportion of this <u>supply could, instead, come forward</u> will be for offices, although it is difficult to ascertain at this juncture what this figure is likely to be and the flexible policies in the Plan would allow that to happen.</p>				
MM13	46	DSP17 & Para 5.17	<p>Clarification of Council's approach to change of use within existing employment areas</p> <p><i>Amendments to paragraph 5.17:</i></p> <p>Where it can clearly be demonstrated that a building or site in one of the Borough's existing employment areas is no longer suitable and viable for economic development uses, alternative uses may be considered. However, all <u>appropriate</u> alternative forms of economic development should be considered before other uses, such as housing, will be deemed acceptable. A comprehensive marketing exercise over a twelve-month period, <u>ending within 3 months of the submission of the planning application</u>, should be completed prior to an application being submitted, in order to clearly demonstrate a site's lack of suitability for economic development uses. <u>In order to establish whether the marketing exercise has been satisfactorily comprehensive, applicants will be expected to submit details of the length of the vacancy, the agents used to promote the sale/letting (including contact details), advertising methods used, information regarding any interest received during that time and why any interest (if any) was not pursued.</u></p> <p><i>Amendments to the last paragraph of DSP17:</i></p>				

¹ Predicted employment floorspace to be delivered at Welborne by 2026. The delivery of employment floorspace at Welborne is covered in the Local Plan Part 3: Welborne Plan

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			<p>Changes of use or redevelopment within the existing employment areas that would result in a loss of floorspace for economic development uses will be not be permitted unless:</p> <ul style="list-style-type: none"> • All <u>appropriate</u> alternative forms of economic development have been considered; • It can be clearly demonstrated that the land or building is not fit for purpose and is <u>modernisation or redevelopment for employment uses</u> would be financially unviable; and • The proposal is accompanied by details of extensive marketing of the vacant site/building covering a period of not fewer than twelve months. 		
MM14	50	DSP19	<p>Include reference to 'historic significance' in first bullet point</p> <p><i>Amendment to first bullet point of policy DSP19:</i></p> <ul style="list-style-type: none"> • the built character <u>and historic significance</u> of the area 		
MM15	126	Employment site E2 Development Brief	<p>Remove reference to 'low intensity' development at Little Park Farm</p> <p><i>Amendment to Development Brief to Employment Site E2:</i></p> <table border="1"> <tr> <td>Potential Use and Indicative Floorspace Capacity</td> <td>Employment <u>floorspace (low intensity B1, B2 or B8) of approximately 11,200sq.m</u></td> </tr> </table>	Potential Use and Indicative Floorspace Capacity	Employment <u>floorspace (low intensity B1, B2 or B8) of approximately 11,200sq.m</u>
Potential Use and Indicative Floorspace Capacity	Employment <u>floorspace (low intensity B1, B2 or B8) of approximately 11,200sq.m</u>				
MM16	59	DSP25	<p>Refer to listed viaduct</p> <p><i>Amendment to second paragraph of policy DSP25:</i></p> <p>Views into and out of the Waterfront, <u>including those of the listed railway viaduct</u>, should be protected. New development located near Fareham Waterfront or on Market Quay Car Park should be designed sensitively to retain visual links between the Town Centre and the Waterfront.</p>		
MM17	72	DSP32 (second paragraph)	<p>Deliver townscape benefits</p> <p><i>Amendment to second paragraph of policy DSP32:</i></p> <p>Proposals will be required to ensure that new buildings are designed <u>to deliver townscape benefits and to front on to Trinity Street and Osborn Road</u>.</p>		
MM18	80	5.163	<p>Include reference to foodstore floorspace and retaining existing parking levels at Portchester District Centre</p> <p><i>Amendments to paragraph 5.163:</i></p>		

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			<p>The 2012 Retail Study concludes that Portchester District Centre requires some additional retail floorspace during the plan period. <u>Portchester could accommodate a foodstore of around 800-900sq.m net through an increase in market share" (GVA 2012).</u> The Council will ensure that any new proposals are well integrated to the existing District Centre in order to contribute to its vitality and viability." Given the physical restrictions to the north any future expansion of the Centre, or any new stores, are likely to be either through redevelopment within the West Street frontage, or south of West Street, to the area currently given over to surface car parking. There are two key elements that need to be considered as part of any redevelopment or extension to the Centre. Firstly the levels of parking to be provided will need to reflect the current parking levels, but also the increase in demand that may come through the extension. <u>Firstly any new proposals will be required to retain existing parking levels and provide additional parking to meet the requirements of the new development proposed.</u> Secondly, any new retail units will need to be sited in a way that relates, and links to, the existing pedestrianised area to ensure that they become an integrated part of the Centre, <u>as recommended in the 2012 Retail Study.</u> Also, new development will need to take account of flood risk issues in accordance with the Technical Guidance to the National Planning Policy Framework.</p>
MM19	80	5.164 & Policy Map	<p>Portchester District Centre: boundary change to remove residential properties and community facilities and amendment to supporting text</p> <p><i>Amendments to paragraph 5.164:</i></p> <p>The boundary of Portchester District Centre has been extended to include additional uses that currently form functional parts of the Centre, and to allow potential space for expansion. <u>In line with Strategic Objective SO4 of the Core Strategy, proposals that will serve to enhance the district centre through promoting a mix of uses, including public space to enhance its social and economic focus will be supported.</u> The commercial premises to the east of Castle Street, <u>and Castle Court, Portchester Methodist Church and Portchester Parish Hall</u> have been included alongside the car park and lorry park behind West Street. These buildings and spaces all contribute to the vitality of the Centre and add to the overall offer. This extended boundary is designed to allow for the appropriate expansion of the retail offer, and means the Centre is not overly restricted or confined <u>and can accommodate future growth.</u></p> <p><i>Revision to boundary of Portchester District Centre on Policy Map attached at Annex A, below this Modifications Table.</i></p>
MM20	80	DSP36	<p>Refer to no reduction in parking spaces</p>

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			<p><i>Amendments to first bullet of paragraph DSP36:</i></p> <ul style="list-style-type: none"> • <u>There is no overall reduction in car parking levels, and the proposed level of car parking meets the needs of both the existing retail offer and the proposed expansion</u>
MM21	85	DSP40 & para 5.180	<p>Increasing the flexibility in the delivery of housing</p> <p><i>New paragraph after 5.180:</i></p> <p><u>The Council is committed to delivering the housing targets in the Core Strategy, and so it is important to provide a contingency position in the Plan to deal with unforeseen problems with delivery of both allocations and/or commitments. Therefore, further flexibility in the Council's approach is provided in the final section of Policy DSP40: Housing Allocations. This potentially allows for additional sites to come forward, over and above the allocations in the Plan, where it can be proven that the Council cannot demonstrate a five year land supply against the Core Strategy housing targets.</u></p> <p><u>In order to accord with Policy CS6 and CS14 of the Core Strategy, proposals for additional sites outside the urban area boundaries will be strictly controlled. Such proposals will only be considered if it is demonstrated through the Council's monitoring, or other evidence, that the Council cannot meet its five year land supply target against the housing requirements set out in the Core Strategy.</u></p> <p><u>To ensure that such additional housing schemes contribute towards any five year supply shortage the Council will expect detailed information to be submitted to demonstrate the deliverability of the scheme. This should include a detailed programme of delivery specifically setting out when the proposal will be delivered. If deemed necessary the Council will include a planning condition to limit the commencement time to a year from the date of permission to ensure deliver in the short term. In order to protect areas outside of the existing settlements from unnecessary levels of development, only proposals that are of a scale relative to any identified shortfall will be considered.</u></p> <p><u>Protecting the character and beauty of the countryside is an important objective and so the careful design of any proposal will be a key consideration. Any proposal must be adjacent to an existing urban area boundary and sensitively designed to ensure it is as well related, and integrated, to the neighbouring settlement as possible. Proposals that minimise the impacts on the countryside and, where relevant, Strategic Gaps will be preferred. Any proposal will also need to demonstrate that there will be no unacceptable environmental, amenity or traffic implications and that all</u></p>

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			<p><u>other relevant Policies in the Local Plan have been duly considered.</u></p> <p><i>Insertion at the end of Policy DSP40:</i></p> <p><u>Where it can be demonstrated that the Council does not have a five year supply of land for housing against the requirements of the Core Strategy (excluding Welborne) additional housing sites, outside the urban area boundary, may be permitted where they meet all of the following criteria:</u></p> <ul style="list-style-type: none"> • <u>The proposal is relative in scale to the demonstrated 5 year housing land supply shortfall;</u> • <u>The proposal is sustainably located adjacent to, and well related to, the existing urban settlement boundaries, and can be well integrated with the neighbouring settlement;</u> • <u>The proposal is sensitively designed to reflect the character of the neighbouring settlement and to minimise any adverse impact on the Countryside and, if relevant, the Strategic Gaps</u> • <u>It can be demonstrated that the proposal is deliverable in the short term; and</u> • <u>The proposal would not have any unacceptable environmental, amenity or traffic implications.</u> 		
MM22	153	Housing site H7 – Fleet End Road, Warsash: Development Brief	<p>Amend plan to show only one access point (via Shorewood Close)</p> <p><i>Amended plan for Housing site H7 Development Brief attached at Annex B, below this Modifications Table.</i></p> <p><i>Amendments to Housing site H7 Development Brief:</i></p> <table border="1" data-bbox="655 1368 1495 2020"> <tr> <td data-bbox="655 1368 839 2020">Key Planning and Design Issues</td> <td data-bbox="839 1368 1495 2020"> <p>Due to land ownership, the site may not come forward as a single proposal. If the site is split, It is essential that the separate proposals for the site relate to each other to ensure that connectivity, legibility and permeability between them are not lost.</p> <p>The area that is available for development will impact on development form, as consideration will need to be given to existing residential properties, the trees on site, and the setting of the listed Jolly Farmer pub.</p> <p>Access to the site via Shorewood Close, using land owned by the Jolley Farmer, would be suitable to serve redevelopment of the site of up to approximately 25 dwellings. Access via the lane between 47-43 Fleet End Road or Green Lane, with sufficient improvement including provision of a sufficient buffer to</p> </td> </tr> </table>	Key Planning and Design Issues	<p>Due to land ownership, the site may not come forward as a single proposal. If the site is split, It is essential that the separate proposals for the site relate to each other to ensure that connectivity, legibility and permeability between them are not lost.</p> <p>The area that is available for development will impact on development form, as consideration will need to be given to existing residential properties, the trees on site, and the setting of the listed Jolly Farmer pub.</p> <p>Access to the site via Shorewood Close, using land owned by the Jolley Farmer, would be suitable to serve redevelopment of the site of up to approximately 25 dwellings. Access via the lane between 47-43 Fleet End Road or Green Lane, with sufficient improvement including provision of a sufficient buffer to</p>
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			<p>protect the amenity of adjacent properties, could support a reduced number of dwellings at this site. This capacity may be increased depending on the extent to which this/these access(es) can be upgraded.</p> <p>Ecological considerations: general biodiversity interest, the land is varied in terms of the quality of habitat and species richness. The site is over 1 km to Solent Maritime Special Area of Conservation (SAC) and Solent and Southampton Water Ramsar and within 10 km of several European sites. Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal. Development may potentially impact on protected species within and adjacent to the site.</p> <p>Three protected oaks are located to the southwest of the site and should be considered as part of the scheme and retained, where possible, in consultation with the Council's Tree Officer.</p> <p>Where possible the open space as part of the Shorewood Close development should be properly integrated with any on-site open space provision that may be required at this allocation to ensure a more usable space is created. Opportunities should also be explored to continue the greenway (between 30 and 36 Fleet End Road) to enable non-vehicular linkages through the site to the adjacent wooded and countryside areas to the south and to Warsash Common and Sovereign Crescent Green Corridor further beyond.</p> <p>Southern Water sewerage infrastructure crosses this site. Diversion required or buildings and substantial tree planting should provide a sufficient easement to enable access for future maintenance and upsizing.</p>
MM23	166	Housing site H11 – Heath Road: Development Brief	<p>Amend plan to include two potential access points</p> <p><i>Amended plan for Housing site H11 Development Brief attached at Annex C, below this Modifications Table.</i></p>
MM24	85	New paragraph 5.182 and Housing sites H12 and	<p>Refer to support for self-build schemes</p> <p><i>New paragraph after 5.181:</i></p>

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		<p>H13 Development Briefs</p>	<p><u>Opportunities for self-build within the Borough are provided through support in the Development Site Briefs for Housing Allocations H12 and H13, whilst the residential frontage infill component of Policy DSP7 will also offer support to the delivery of small scale self-build schemes (for one or two dwellings). Lastly, the Council will continue to review the demand for self-build in the Borough, and will explore making further land available for self-build through the Local Plan Review, should future demand exceed the land made available for self-build in the Borough, by both the DSP Plan and the Welborne Plan.</u></p> <p><i>Amendment to Development Brief for Housing site H12: Land at Stubbington Lane, Stubbington;</i></p> <table border="1" data-bbox="655 770 1493 904"> <tr> <td data-bbox="655 770 844 904">Potential Use and Indicative Capacity</td> <td data-bbox="844 770 1493 904">Residential (10 dwellings) <u>Self-build schemes are encouraged on this site.</u></td> </tr> </table> <p><i>Amendment to Development Brief for Housing site H13: Land at Sea Lane, Stubbington;</i></p> <table border="1" data-bbox="655 1032 1493 1167"> <tr> <td data-bbox="655 1032 844 1167">Potential Use and Indicative Capacity</td> <td data-bbox="844 1032 1493 1167">Residential (5 dwellings) <u>Self-build schemes are encouraged on this site.</u></td> </tr> </table>	Potential Use and Indicative Capacity	Residential (10 dwellings) <u>Self-build schemes are encouraged on this site.</u>	Potential Use and Indicative Capacity	Residential (5 dwellings) <u>Self-build schemes are encouraged on this site.</u>
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Potential Use and Indicative Capacity	Residential (5 dwellings) <u>Self-build schemes are encouraged on this site.</u>						
MM25	90 & 92	<p>DSP42 and new para after 5.193 Amend site briefs for H16, H17 and H20 Amend Table 8 (Appendix C)</p>	<p>Clarification of the Council's approach to facilitating development for older people</p> <p><i>New paragraph after existing paragraph 5.193:</i></p> <p><u>To facilitate the delivery of older person's accommodation the Council has identified the following sites as being suitable for older person's accommodation:</u></p> <ul style="list-style-type: none"> • <u>Fareham Station West (southern section)</u> • <u>Genesis Centre, Locks Heath</u> • <u>Corner of Station Road and A27, Portchester</u> <p><u>In order to guide development of these sites individual Development Site Briefs have been prepared (H16, H17 and H20). Prospective developers of these sites should have regard to the development principles and planning requirements set out in the briefs. These sites are also included in Appendix C of the Plan, and remain relevant to the housing allocations through DSP40 as they provide an important contribution towards the overall supply of accommodation in the Borough. However, they will be safeguarded from other forms of development, including standard market housing, to ensure they are delivered for older person's accommodation. In circumstances where it can be demonstrated that older persons' accommodation is</u></p>				

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			<p><u>not viable on a certain site, alternative uses may be considered. The Council will continue to review the delivery of older persons' accommodation through the monitoring of the Development Sites and Policies Plan.</u></p> <p><i>Insert at the start of Policy DSP42:</i></p> <p><u>Older Persons Accommodation will be permitted on the following sites:</u></p> <ul style="list-style-type: none"> • <u>Fareham Station West</u> • <u>Genesis Centre, Locks Heath</u> • <u>Corner of Station Road and A27, Portchester</u> <p><u>These sites should be developed in line with the principles set out in their respective Development Site Briefs. To ensure their availability they will be safeguarded from any other form of permanent development, including standard market housing, unless it can be demonstrated that older persons' accommodation is unviable.</u></p> <p><i>Amendments to site brief for Housing Site H16: Fareham Station West:</i></p> <table border="1" data-bbox="655 1061 1497 1406"> <tr> <td data-bbox="655 1061 839 1211">Potential Use and Indicative Capacity</td> <td data-bbox="839 1061 1497 1211">Residential (30 flats and 80 unit Extra Care Home or 75 flats) <u>Older Persons' Accommodation (around 80 units)</u></td> </tr> <tr> <td data-bbox="655 1211 839 1406">Capacity and Rationale</td> <td data-bbox="839 1211 1497 1406">A care home facility (around 80 units) could be accommodated on site. at the southern end, which would result in a capacity for the remainder of the site at 30 residential units. A wholly residential scheme across the site could yield up to 75 units.</td> </tr> </table> <p><i>Amendments to site brief for Housing Site H17: Genesis Centre:</i></p> <table border="1" data-bbox="655 1541 1497 1832"> <tr> <td data-bbox="655 1541 839 1668">Potential Use and Indicative Capacity</td> <td data-bbox="839 1541 1497 1668">Residential <u>Older Persons' Accommodation (around 35 flats units)</u></td> </tr> <tr> <td data-bbox="655 1668 839 1832">Capacity and Rationale</td> <td data-bbox="839 1668 1497 1832">Based on the provision of two flatted blocks the site could yield around 35 units <u>of older persons' accommodation</u>. This level of development provides some amenity space and adequate parking numbers.</td> </tr> </table> <p><i>New site brief for Housing Site H20: Corner of Station Road and A27, Portchester attached at Annex D, below this Modifications table.</i></p>	Potential Use and Indicative Capacity	Residential (30 flats and 80 unit Extra Care Home or 75 flats) <u>Older Persons' Accommodation (around 80 units)</u>	Capacity and Rationale	A care home facility (around 80 units) could be accommodated on site. at the southern end, which would result in a capacity for the remainder of the site at 30 residential units. A wholly residential scheme across the site could yield up to 75 units.	Potential Use and Indicative Capacity	Residential <u>Older Persons' Accommodation (around 35 flats units)</u>	Capacity and Rationale	Based on the provision of two flatted blocks the site could yield around 35 units <u>of older persons' accommodation</u> . This level of development provides some amenity space and adequate parking numbers.
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MM26	97	Policy DSP47	<p>Remove references to sunlight etc. (see MM3 above)</p> <p><i>Deletion of bullet point vi.:</i></p> <p>vi. does not have an unacceptable adverse impact upon living conditions or neighbouring development by way of the loss of sunlight, daylight, outlook and privacy;</p>
MM27	101-105	<p>Policy DSP49, paras 6.11, 6.12, 6.19-6.22 and Policy Map</p> <p>Paragraphs 6.11, 6.12, 6.19, new paragraph after 6.19, paragraph 6.20, new paragraph after 6.20 and Policy DSP49</p>	<p>Updates on Newgate Lane, Peel Common roundabout and Stubbington by-pass and consequential changes to the Policy Map</p> <p><i>Amendment to paragraph 6.11:</i></p> <p>The extent and alignment of improvements to the southern section of the proposed Newgate Lane scheme are now being reviewed in conjunction with the consultation on the determination of a route corridor for the Stubbington Bypass. Public consultation in summer 2014 identified support for improvements to the southern section of Newgate Lane along a new eastern alignment. The eastern alignment was approved for progression by Hampshire County Council's Executive Member for Economy Transport and Environment on 4 November 2014.</p> <p><i>Amendment to paragraph 6.12:</i></p> <p>An improvement scheme is being progressed for Peel Common Roundabout that proposes signal control for some approach arms aimed at better balancing the flow of traffic into the junction together with improved pedestrian and cyclist crossing facilities to the south of the junction, aimed at reducing demand at the critical Newgate Lane crossing immediately to the north. The proposal also includes improved facilities for bus passengers boarding and alighting at this location. Future improvements at the junction <u>may will</u> be required to enable connection to an improved southern section of Newgate Lane and or a Stubbington bypass in the longer term scheme following the identification of a preferred corridor for a Stubbington bypass. Land requirements will be safeguarded if and where appropriate.</p> <p><i>Amendment to paragraph 6.19:</i></p> <p>The bypass is a major transport scheme, which will be very challenging to implement. After assessment of a series of potential route options a preferred route has been identified which connects the B3334 Gosport Road, south of Stubbington to the B3334 Titchfield Road north of Stubbington. The preferred route will be subject to further more detailed appraisal and consultation. The development work is being afforded a high priority by the County Council. Land will be required to deliver this scheme, if it proves to be</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>feasible, and will be safeguarded once the requirements are known. Following consultation in summer 2014, the County Council has identified an indicative corridor for the bypass, which is 100m wide to allow design adjustments as work progresses. The actual corridor width will be approximately 20-25m.</p> <p><i>Insert new paragraph after existing paragraph 6.19:</i></p> <p><u>The scheme will require careful consideration to ensure that the route does not undermine the purpose of the Strategic Gap and does not result in any significant adverse effect on the physical or visual separation of Stubbington/Lee on the Solent and Fareham/Gosport. All stages of design, as the scheme progresses, will need to take account of the principles and criteria set out in Policy CS22 of the Core Strategy.</u></p> <p><i>Amendment to paragraph 6.20:</i></p> <p>Options for improving the southern part of Newgate Lane between Tanners Lane and Peel Common Roundabout are being given further consideration during work to assess the feasibility of a future bypass of Stubbington. These options include improvements to Newgate Lane South with or without a Stubbington bypass. Improvements based upon the current alignment of Newgate Lane and also a possible new alignment to the east are currently being considered including the line safeguarded for Strategic Road Network Improvements in the Fareham Local Plan Review 2000. It is likely that land outside the existing highway boundary, will be required to address the traffic issues on the southern section of Newgate Lane and work is progressing to provide a clearer understanding of requirements in order that the safeguarding can be confirmed once the detailed requirements are known. Following assessment of a number of options for improving capacity on the southern section of Newgate Lane, it is proposed to construct a new road to the east of the existing southern section of Newgate Lane. The new road would commence at Peel Common Roundabout with a new arm at the roundabout. The route heads northwards between Brookers Field and the River Alver to tie in with the northern section of Newgate Lane.</p> <p><i>Insert new paragraph after existing paragraph 6.20:</i></p> <p><u>The scheme will require careful consideration to ensure that the route does not undermine the purpose of the Strategic Gap and does not result in any significant adverse effect on the physical or visual separation of Stubbington/Lee on the Solent and Fareham/Gosport. All stages of design, as the scheme progresses, will need to take account of the principles and criteria set out in Policy CS22 of the Core Strategy.</u></p>

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			<p><i>Amendments to policy DSP49:</i></p> <p>The alignments shown on the Policies Map, is <u>are</u> safeguarded for the following proposals, which will improve and maintain the effectiveness of the Strategic Road Network:</p> <p>(A) B3385 Newgate Lane, Palmerston Drive - Peel Common; (B) <u>B3334 Gosport Road- B3334 Titchfield Road (Stubbington Bypass)</u></p> <p>The parcels of land shown on the Policies Map, are safeguarded for the following proposals, which will improve and maintain the effectiveness of the junctions on the Strategic Road Network:</p> <p>(i) Segensworth Roundabout; (ii) A27/West Street/Station roundabout and Gudge Heath Lane Junction; and (iii) Delme Roundabout and A27 approaches.</p> <p><i>The safeguarded routes have been added to the proposals map and are shown at Annex E, below this Modifications table.</i></p>
MM28	105	DSP50 and supporting text	<p>Clarification of the Council's approach towards access to Whiteley – removal of references to the Yew Tree Drive link</p> <p><i>Deletion of paragraph 6.22:</i></p> <p>Yew Tree Drive's status as a bus only access route is currently under consideration. Following public consultation, consent has been granted for the route to be opened to all traffic except heavy goods vehicles, for a trial period of up to one year from September 2013. During this period, the impact on roads in the surrounding area will be assessed and the position reviewed. By then it is expected that the timing of completion of the Whiteley Way through to the A3051 Botley Road, north of Curbridge will be known and further transport assessment carried out in relation to the development of North Whiteley within Winchester.</p> <p><i>Deletion of the second paragraph of policy DSP50:</i></p> <p>Policy DSP50: Access to Whiteley</p> <p>The parcels of land as shown on the Policies Map will be safeguarded for the following improvements to serve development:</p> <ul style="list-style-type: none"> • The remaining section of Rookery Avenue linking the Whiteley Area Distributor Road to Botley Road.

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			<p>Road connections from Whiteley to Botley Road for general traffic via Yew Tree Drive will not be permitted before Whiteley Way is completed between Junction 9 on the M27 and the A3051, Botley Road north of Curbridge, providing the outcome of the trial opening and further transport assessment, including the impact of the expansion of North Whiteley, does not indicate severe adverse impacts and it is demonstrated to be safe.</p>
MM29	114	Policy DSP54	<p>Include reference to protecting the Grace Dieu wreck</p> <p><i>Amendment to policy DSP54:</i></p> <p>New Moorings will be permitted provided that they are located outside of the Mooring Restriction Areas, and where it can be demonstrated that they would not have an adverse impact on the Solent International Designated Sites <u>or sites of archaeological and historical importance, in particular the Grace Dieu.</u> Within the Mooring Restriction Areas, the replacement or relocation of existing moorings will only be permitted where there are no alternative locations outside these areas and the proposal will improve navigation and the overall appearance of the area.</p>
MM30	33	New paras after para 4.29	<p>Insert references to cycle/pedestrian link provision</p> <p><i>Insert new paragraphs after existing paragraph 4.29</i></p> <p><u>The Council has identified from its own Green Infrastructure Strategy several pedestrian and cycle projects that are deemed strategic in nature and are anticipated to be achieved within the time period of the Plan. These projects are not exclusive and several have been bullet pointed below with a brief description of what is required in order to achieve Multi-user status. A Bridle way is the lowest legal status of Right of Way that would accommodate multi-user access. Some of the schemes require an upgrade of existing facilities whilst others are new schemes within the Borough. These proposals link towards the Council requirements to encourage sustainable modes of transport, promote use of multi-user green corridors and be in accordance with the Strategic Objectives set with the Core Strategy (2011).</u></p> <p><u>Strategic Multi-user pedestrian and cycle links expected to be achievable are:</u></p> <ul style="list-style-type: none"> • <u>Pook Lane – Establishing a cycle and pedestrian route linking Welborne and Fareham Town Centre via Broadcut Industrial Estate.</u> • <u>Forest Lane to West Walk - Establishing a Multi-user route between Welborne and West Walk providing access to the wider countryside;</u> • <u>Welborne to Whiteley (inc Welborne to Meon Valley Trail) Links - Strategic east-west route linking two areas of Fareham Borough via Winchester District. A direct link to</u>

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			<p><u>the Meon Valley Trail is also to be created.</u></p> <ul style="list-style-type: none"> • <u>Welborne to Hill Park Link (Deviation Line) - Continuation of Rights of Way along old railway line near Knowle, providing a direct link to Welborne from Fareham Hill Park.</u> • <u>Link over Fareham Common - Upgrade and enhance existing access under the M27 to provide a multi-user route from Welborne to Fareham.</u> • <u>England Coast Path/Solent Way/NCN2 Warsash Link – Upgrading Rights of Way to provide full cycleway functionality required to meet National Cycle Network (NCN) Standards.</u>
MM31	83-87	<p>Table 4 and appendices D-G</p> <p>and 5.184 and Table 4 and Appendices C, D, E and G</p>	<p>Up-date housing figures</p> <p><i>Amendments to paragraph 5.173:</i></p> <p>Core Strategy Policy CS2: Housing Provision sets out the housing requirements for the Borough, outside Welborne. This was based on evidence set out in the PUSH South Hampshire Strategy, which required the Borough to deliver 3,729 dwellings between 2006 and 2026. A total of 2,665 <u>2,857</u> dwellings have been delivered between 1 April 2006 and 31 March 2013<u>2014</u>; this leaves a residual balance of 1,064<u>872</u> dwellings to be delivered during the remaining part of the Plan period (1 April 2013<u>2014</u> – 31 March 2026).</p> <p><i>Amendments to paragraph 5.174:</i></p> <p>Since the adoption of the Core Strategy, the Partnership for Urban South Hampshire (PUSH) has updated the South Hampshire Strategy to take account of revised economic forecasts, including the effect of recent economic downturn on rates of economic growth and house building. The review, formally known as the South Hampshire Strategy: A Framework to Guide Sustainable Development and Change to 31 March 2026, revised individual local planning authorities' housing targets up to 2026. Taking account of completion in the period 1 April 2006 to 31 March 2013<u>2014</u>, Fareham is now required to deliver 1,536<u>1,344</u> dwellings across the remainder of the plan period between 1 April 2013<u>2014</u> and 31 March 2026 (excluding Welborne) – see table 4.</p> <p><i>Amendments to paragraph 5.180:</i></p> <p>Flexibility in the supply will also be provided through the delivery of "small sites" (see Appendix D). This additional supply will account for any potential shortfall in the delivery of identified sites if some of the identified residential sites do not come forward as planned. Small sites (fewer than five units) are an important source of Fareham's housing supply. Hampshire County Council's housing monitoring data reveals that, as at 31 March 2013<u>2014</u>, the Borough has a commitment of 109<u>139</u> net dwellings on small sites with</p>

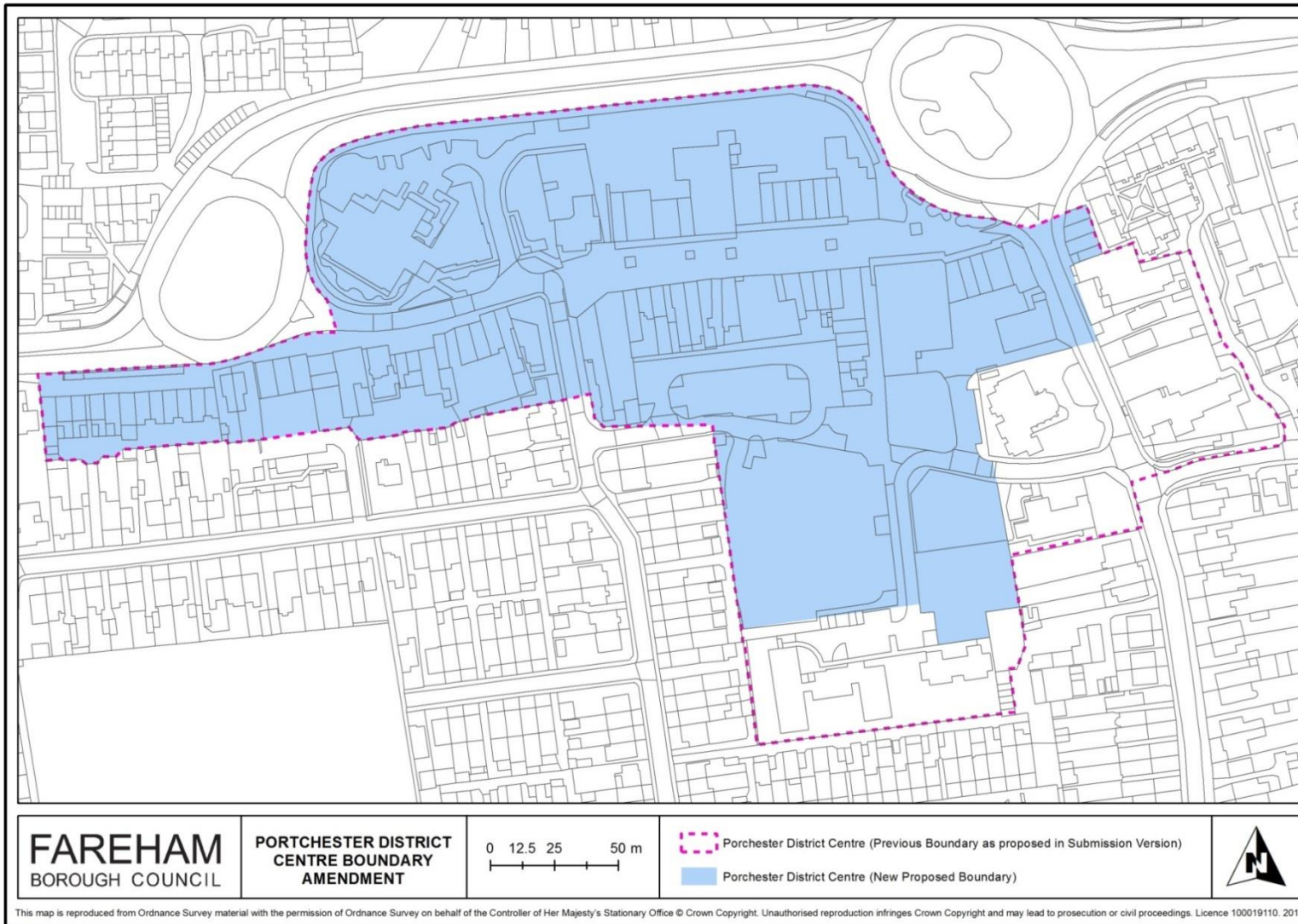
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			<p>extant permission (see Appendix D). However, agents and/or developers of these sites have not been contacted to understand the likelihood of the development coming forward, and so the deliverability of these sites is not certain. To this end, the 109<u>139</u> dwellings permitted on small sites do not form part of the housing land supply calculation but their contribution toward Fareham's housing requirement has been highlighted as an aspect of flexibility in the housing land supply position.</p> <p><i>Amendments to paragraph 5.183:</i></p> <p>The housing supply that is needed to ensure that the Borough meets its overall housing requirement is set out in Table 4. The total from the various sources shows a supply surplus of 287929 dwellings in meeting the housing requirement, <u>as set out in the Core Strategy</u>, for Fareham Borough (excluding Welborne). The information set out below is correct as at 31 March 2013<u>2014</u>. The information will be updated through the Strategic Housing Land Availability Assessment (SHLAA) and the Monitoring Report.</p> <p><i>Amendments to Table 4 and Appendices C-G are shown at Annex F, below this Modifications table.</i></p>						
MM32	123-132	Employment Development Briefs	<p>Include an indicative floorspace capacity figure</p> <p><i>Amendments to Development Brief for Employment Site E1: Solent 2:</i></p> <table border="1" data-bbox="655 1240 1497 1386"> <tr> <td data-bbox="655 1240 884 1386">Potential Use and Indicative Floorspace Capacity</td> <td data-bbox="884 1240 1497 1386">Employment floorspace (B1, B2 or B8) of <u>approximately 23,500sq.m</u></td> </tr> </table> <p><i>Amendments to Development Brief for Employment Site E2: Little Park Farm:</i></p> <table border="1" data-bbox="655 1514 1497 1648"> <tr> <td data-bbox="655 1514 884 1648">Potential Use and Indicative Floorspace Capacity</td> <td data-bbox="884 1514 1497 1648">Employment <u>floorspace (low density B1, B2 or B8) of approximately 11,200sq.m</u></td> </tr> </table> <p><i>Amendments to Development Brief for Employment Site E3: Kites Croft</i></p> <table border="1" data-bbox="655 1776 1497 1910"> <tr> <td data-bbox="655 1776 884 1910">Potential Use and Indicative Floorspace Capacity</td> <td data-bbox="884 1776 1497 1910">Employment <u>floorspace (B1, B2 or B8) of approximately 3,000sq.m</u></td> </tr> </table>	Potential Use and Indicative Floorspace Capacity	Employment floorspace (B1, B2 or B8) of <u>approximately 23,500sq.m</u>	Potential Use and Indicative Floorspace Capacity	Employment <u>floorspace (low density B1, B2 or B8) of approximately 11,200sq.m</u>	Potential Use and Indicative Floorspace Capacity	Employment <u>floorspace (B1, B2 or B8) of approximately 3,000sq.m</u>
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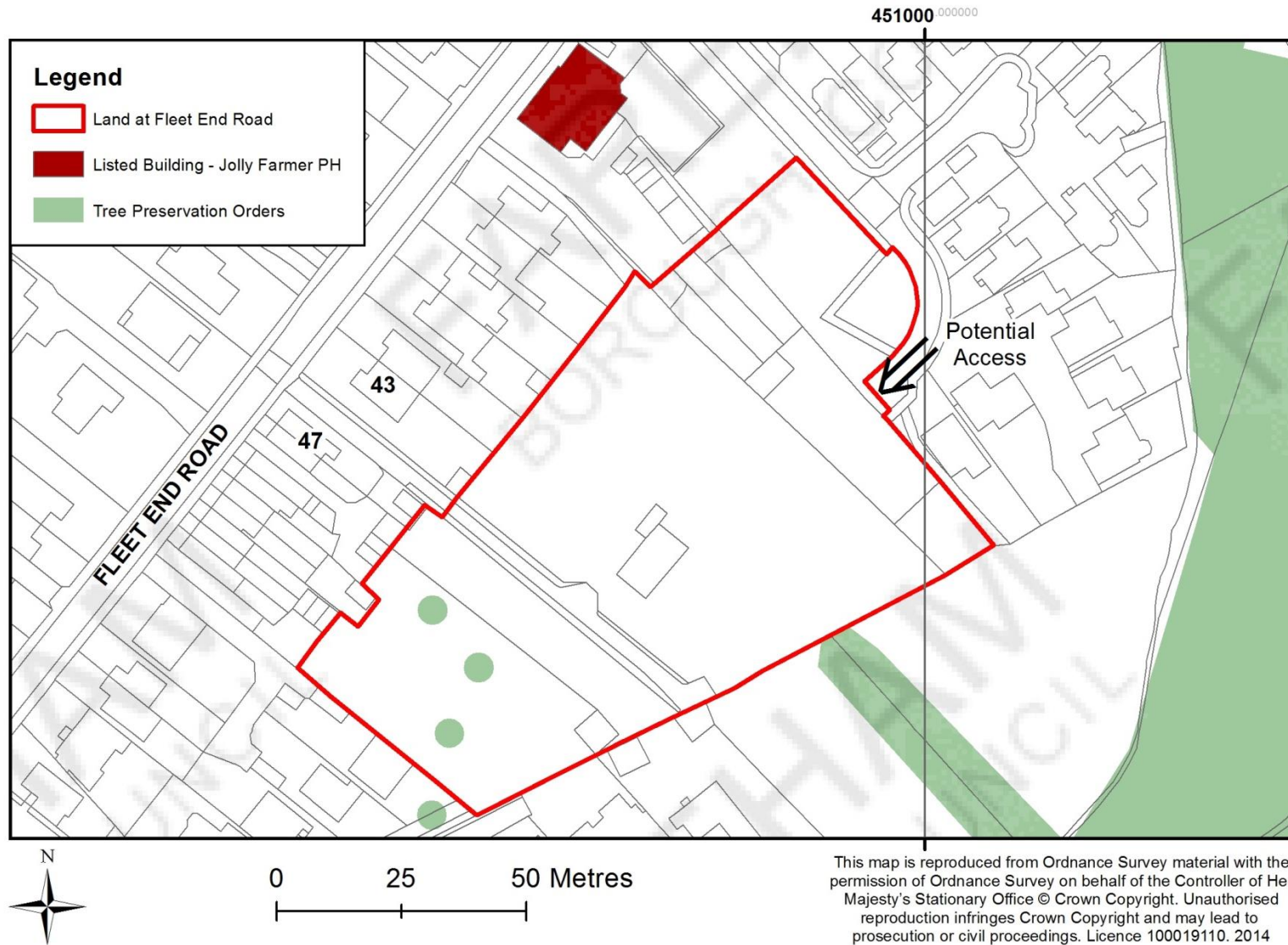
Ref	Page	Policy/ Paragraph	Main Modification								
			<p><i>Amendments to Development Brief for Employment Site E4: Midpoint 27, Cartwright Drive</i></p> <table border="1"> <tr> <td>Planning Status</td> <td><u>Extant Permission for B1-B8 floorspace</u></td> </tr> <tr> <td>Potential Use and Indicative Floorspace Capacity</td> <td><u>Employment floorspace (B1, B2 or B8) of approximately 3,000sq.m</u></td> </tr> </table> <p><i>Amendments to Development Brief for Employment Site E5: The Walled Garden, Cams Hall</i></p> <table border="1"> <tr> <td>Planning Status</td> <td><u>Extant Permission for 1,843sq.m of B1 floorspace</u></td> </tr> <tr> <td>Potential Use and Indicative Floorspace Capacity</td> <td><u>Employment floorspace (B1, B2 or B8) of approximately 2,000sq.m</u></td> </tr> </table>	Planning Status	<u>Extant Permission for B1-B8 floorspace</u>	Potential Use and Indicative Floorspace Capacity	<u>Employment floorspace (B1, B2 or B8) of approximately 3,000sq.m</u>	Planning Status	<u>Extant Permission for 1,843sq.m of B1 floorspace</u>	Potential Use and Indicative Floorspace Capacity	<u>Employment floorspace (B1, B2 or B8) of approximately 2,000sq.m</u>
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Potential Use and Indicative Floorspace Capacity	<u>Employment floorspace (B1, B2 or B8) of approximately 2,000sq.m</u>										
MM33	199	Table 5 Monitoring	<p>Revise whole section</p> <p><i>Replacement of 'Table 5: Monitoring Schedule' with new Table 5, as shown in Annex G, below this Modifications table.</i></p>								
MM34	232	Policies Map	<p>Amend brent geese/waders sites</p> <p><i>Downgrade seven Brent Geese and Waders sites from "important" to "uncertain" on Policies Map, as shown in Annex H, below this Modifications table.</i></p>								

Annex A
Revised boundary of Portchester District Centre



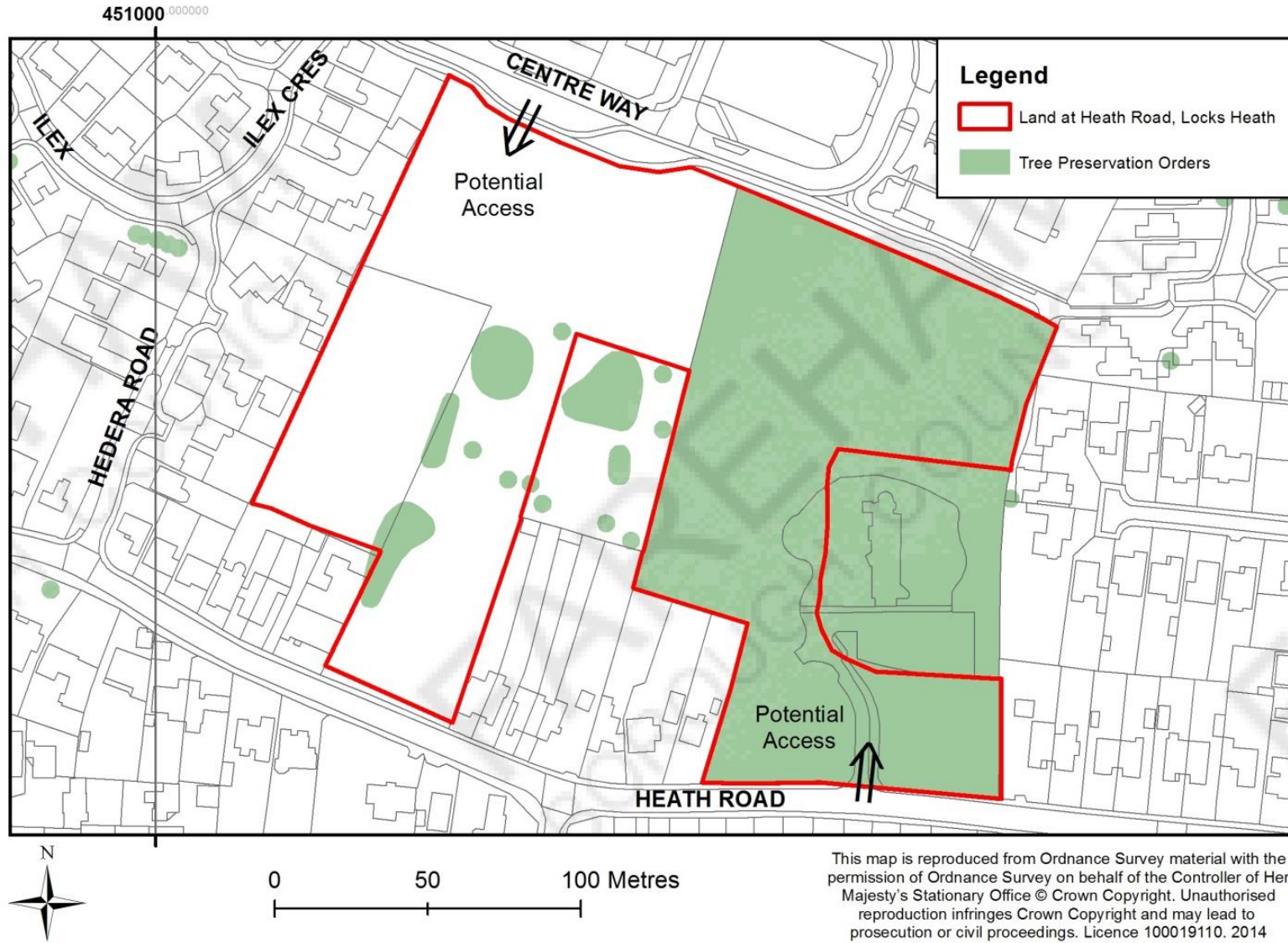
Annex B

Amended site brief map for Housing Site H7 Fleet End Road, Warsash



Annex C

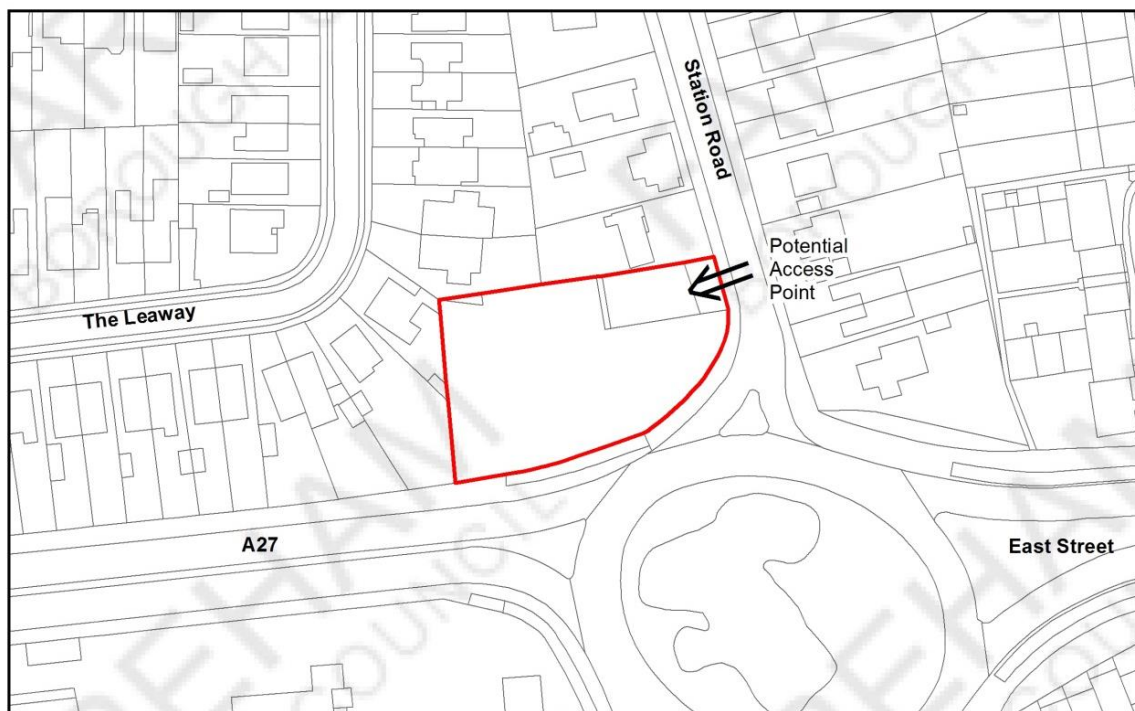
Amended site brief map for Housing Site H11: Land at Heath Road, Locks Heath



Annex D

New Development Site Brief for Corner of Station Road and A27, Portchester

Housing Site H20: Corner of Station Road and A27, Portchester



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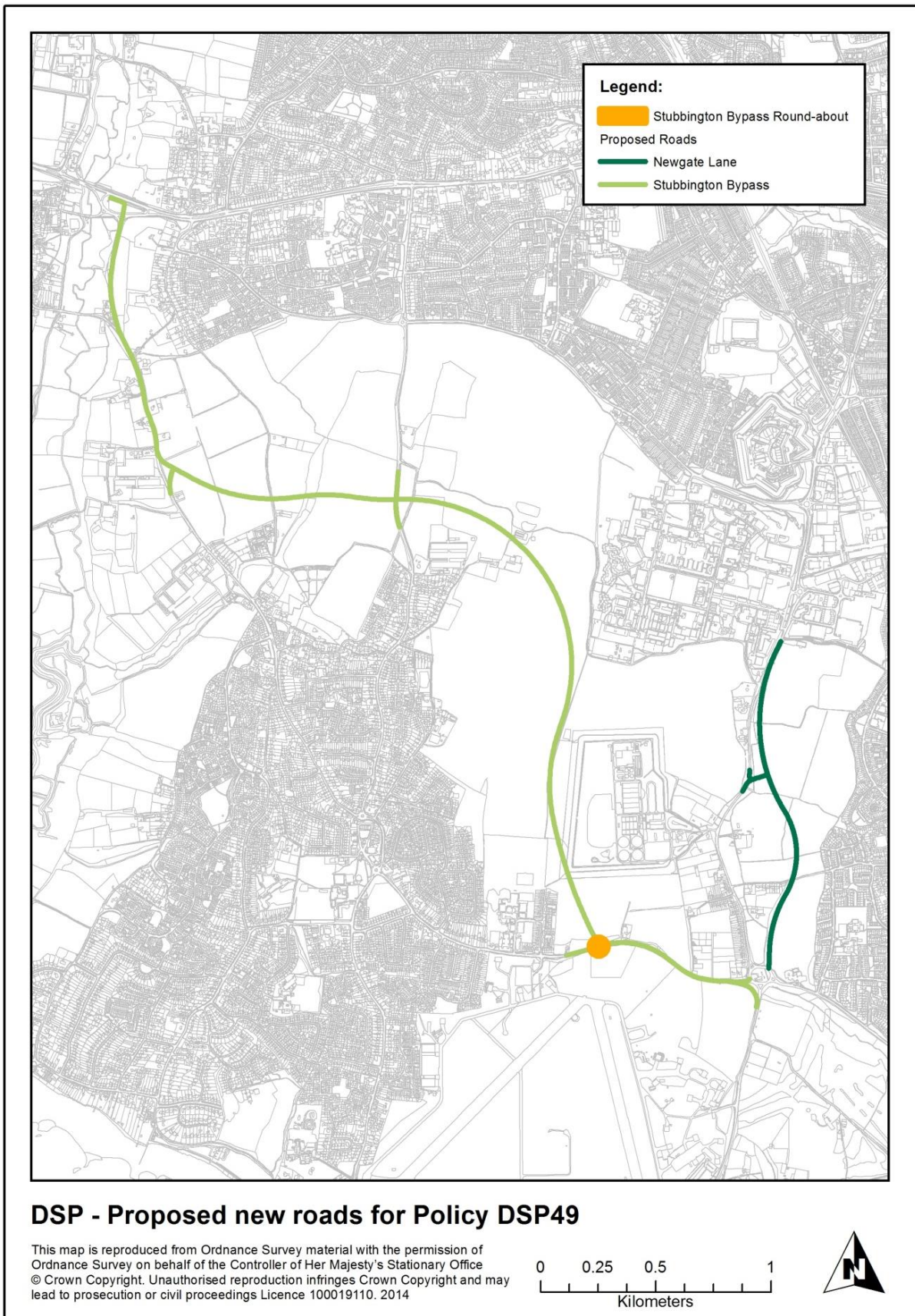
<u>Site ID</u> (referenced in SHLAA)	<u>1002</u>
<u>Site Address</u>	<u>Corner of Station Road and A27</u>
<u>Location</u>	<u>North of A27 and west of Station Road, Portchester</u>
<u>Ward</u>	<u>Portchester East</u>
<u>Settlement Area</u>	<u>Portchester</u>
<u>Site Area</u>	<u>0.22ha</u>
<u>Planning Status</u>	<u>Application for demolition of existing industrial unit and erection of 20 apartments withdrawn in 2008.</u>
<u>Potential Use & Indicative Capacity</u>	<u>Older Persons Accommodation (around 15 units)</u>
<u>Key Planning & Design Issues</u>	<u>Development should be, at most, 3 stories in height and should reflect the built form of surrounding development as far as possible. It will need to consider the amenity impact on neighbouring residential properties to the north and west.</u> <u>The significant hedgerow on the eastern boundary and significant trees within the site should be retained, where possible, to protect the amenity of neighbouring residents.</u>

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	<p><u>Development will need to take account of the outlook and privacy of potential occupiers of any new buildings. Amenity for future residents will also need to be carefully considered given the proximity of the A27 and roundabout.</u></p> <p><u>Access via Station Road would be required to be located to the far northeast of the site (on land currently occupied by Merjen Engineering) to provide an access that is of sufficient distance from the entry/exit to the roundabout. Development of the site would require the demolition of the Merjen Engineering building to provide access.</u></p> <p><u>Development will be required to be set back from the A27 to allow for sufficient sight lines for vehicles entering the roundabout from Station Road and to provide land for sewage line easement.</u></p>
<p><u>Capacity & Rationale</u></p>	<p><u>Based on the provision of single block the site could yield around 15 units of older persons accommodation.</u></p>
<p><u>Information Required</u></p>	<p><u>Proposals for development would be required to provide an ecological survey and assessment. Any potential ecological impacts highlighted will need to be appropriately mitigated.</u></p> <p><u>To ensure high quality trees are retained, where possible, proposals will require a Tree Survey and impact assessment to be completed in consultation with the Council's Tree Officer.</u></p> <p><u>A noise assessment should be carried out to ascertain the likely impact on future residents from the adjacent A27 and roundabout.</u></p> <p><u>As the access to the site is restricted by constraints imposed by the nature and operation of A27 and roundabout, any application will need to demonstrate that it can be made suitable in highway safety terms. This issue would need to be addressed in a Transport Statement.</u></p>

Annex E

Proposed safeguarded highway routes for Stubbington bypass and Newgate Lane



Annex F

Proposed safeguarded highway routes for Stubbington bypass and Newgate Lane

Table 4: Housing Delivery Overview (2006 – 2026)

Source	Number of Dwellings (net)	
Housing requirements		
	Core Strategy* (2006-2026)	South Hampshire Strategy (2011-2026)
Strategy Requirements	3,729	2,200 2,202
Housing completions		
1 April 2006 - 31 March 2013 4	2,665 2,857	
1 April 2011 - 31 March 2013 4		664 858
Outstanding requirement for plan period at 1 April 20134	1,064 872	1,536 1,344
Projected housing supply 1 April 20134 – 31 March 2026		
Core Strategy Allocation at Coldeast		240 30
Planning permissions (in progress)		359 544
Planning permissions (not started)		139 582
Allocations rolled forward from existing Local Plan		370 130
New Allocations (including Town Centre Development Opportunity Area <u>and Older Persons Accommodation</u>)		615 415
Projected Windfall		100
Total projected housing supply		1,823 1,801
Projected surplus		
(1 April 20134 - 31 March 2026)	Core Strategy	South Hampshire Strategy
	929	287 457

Appendix C: Housing Allocations
Table 8: Housing Allocations

Allocation	Net Number of Dwellings (indicative)
Rolled forward existing Local Plan Review (2000) Allocations	
Peter's Road, Sarisbury*	230 20
East of Raley Road	50
Land at Fleet End Road	10
Land off Church Road, Warsash	20
Land to rear of 347-411 Hunts Pond Road	20
33 Lodge Road, Locks Heath	10
Hinton Hotel, Catisfield Lane	30
Total (a)	370 130
Rolled forward existing Core Strategy (2010) Allocations	
Coldeast LOT 2	210
PCT Land Cold East	30
Total (b)	240 30
New Allocations	
Croft House, Redlands Lane	15
Hope Lodge, Fareham Park Road	5
Former Community Facilities, Wynton Way	10
Land between 335 and 357 Gosport Road	10
Fareham College Site**	110
Land at Heath Road, Locks Heath	70
Land at Stubbington Lane	10
Land at Sea Lane	5
Genesis Centre	35
Rear of Coldeast Close	5
Land to rear of 123 Bridge Road	5
Total (c)	280125
Fareham Town Centre Development Opportunity Areas	
Civic Area**	80
Market Quay**	60
Fareham Station West	80
Land to the rear of Red Lion Hotel, East Street and Bath Lane Car Park	55
Maytree Road	20
Total (d)	335 160
Sites identified for Older Persons Accommodation	
Fareham Station West	80
Genesis Centre	35
Corner of Station Road and A27, Portchester	15
Total (de)	130
Grand Total (a+b+c+d+e)	1,225 575

*The capacity of this site excludes the 49 258 units with planning consent (see Table 9 below).

**This site is a mixed use allocation. The housing element of this mixed use allocation is included in the table.

**This site is a Town Centre Development Opportunity Area. The housing element of this mixed use area is included in the table.

Table 9: Housing allocations Large Sites (net gain 5+ units) with extant planning permission, where no material start has been made (data correct as at ~~31 March 2013~~ 31 August 2014)

Extant planning permission	Settlement Area	Number of Dwellings (indicative)
45-47 West Street	Fareham	9
East of Northway, Southway and Westway	Western Wards & Whiteley	14
ATC Site Farm Road	Western Wards & Whiteley	34
21 Bridge Road	Western Wards & Whiteley	10
38 Columbus Drive	Western Wards & Whiteley	12
Peter's Road (Highwood)	Western Wards & Whiteley	49
<u>Peter's Road (Taylor Wimpey)</u>	<u>Western Wards & Whiteley</u>	<u>143</u>
<u>Peter's Road (Bovis Homes)</u>	<u>Western Wards & Whiteley</u>	<u>64</u>
157 White Hart Lane and Land to Rear Catholic Church of our Lady	Portchester	5
Land to the rear of Red Lion Hotel, East Street and Bath Lane Car Park	Fareham	55
Fareham Point	Fareham	18
411 Hunts Pond Road	Western Wards	6
Coldeast Hospital (LOT 1 Phase 2)	Western Wards & Whiteley	118
Tudor Lodge (Care Home)	Stubbington	25
Little Brook House (Care Home)	Western Wards & Whiteley	5
Fareham College Site*	Fareham	110
Land to rear of 123 Bridge Road	Western Wards & Whiteley	6
Rear of Coldeast Close	Western Wards & Whiteley	5
8 Southampton Hill	Titchfield	9
10 Southampton Hill	Titchfield	5
142-144 West Street	Fareham	17
Total =		<u>139 582</u>

*This site is a mixed use allocation. The housing element of this mixed use allocation is included in the table.

Appendix D: Small Sites with Planning Permission.

Table 10: Small sites (fewer than 5 dwellings) with planning permission (data correct as at 31 August 2014)

Delete existing Table 10 and replace with revised Table 10 below:

Address	Planning Application Reference Number	Settlement Area	Capacity as per planning consent
119 West Street	13/0262/FP	Fareham	4
141-143 West Street	12/1019/CU	Fareham	4
161a West Street	13/0094/CU	Fareham	2
24 West Street	11/0959/CU	Fareham	4
1 Westbury Road	11/0779/FP	Fareham	1
8 Hartlands Road	11/0320/FP	Fareham	1
Mill House Land Adjacent To Forest Lane	12/0713/FP	Fareham	1
43 Southampton Road	12/1013/FP	Fareham	1
101 West Street	11/0708/FP	Fareham	2
57 High Street	13/0524/FP	Fareham	1
20-26 Titchfield Road	13/0807/FP	Fareham	4
134 Gordon Road	13/0036/FP	Fareham	1
107-109 Gordon Arms Gordon Road	12/1036/CU	Fareham	2
Delme Court Maytree Road	11/0840/CU	Fareham	2
Al Mahdi Wickham Road	11/0418/FP	Fareham	0
138 Funtley Road	13/0161/OA	Fareham	2
58 Maylings Farm Road	11/0651/FP	Fareham	1
62 The Avenue	11/0275/FP	Fareham	1
1 Peak Lane	13/0035/OA	Fareham	1
67 The Avenue	12/0804/FP	Fareham	1
30 Fareham Park Road	13/0133/FP	Fareham	2
34-36 Land To Rear Fareham Park Road	09/0512/FP	Fareham	4
101 Hillson Drive	13/0435/FR	Fareham	1
66 Wynton Way	13/0168/FP	Fareham	2
28 Land At Elgin Close	03/0688/FP	Fareham	1
1 Land Adjacent To Southwick Court	12/0260/FP	Fareham	1
33 Fairfield Avenue	13/0122/FP	Fareham	1
Spurlings Road - Greenhill Cottage	14/0123/CU	Fareham	1
26 Catisfield Road	14/0202/CU	Fareham	1
128 PAXTON ROAD - Land Adjacent To	14/0035/VC	Fareham	1
Admiral House 67 High Street	14/0236/FP	Fareham	1
219 West Street	13/1090/PC	Fareham	1
Crofton Lane - 49 - 51	P/13/1080/FP	Fareham	2

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Castle Barn Land To West Of Wicor Path	12/0304/FP	Portchester	1
1 Portsdown Inn Leith Avenue	13/0105/FP	Portchester	1
22 The Downsway	13/0075/FP	Portchester	1
45 Newtown Road	10/0087/FP	Portchester	3
66 Land Adjacent Cornaway Lane	13/1108/FP	Portchester	1
39 Land At Westlands Grove	06/0145/FP	Portchester	1
Land At Nyewood Avenue	13/0083/FR	Portchester	2
5 Rudgwick Close	03/0038/FP	Portchester	1
34 Portchester Road	13/1049/FP	Portchester	2
33 West Street - The Car Cabin - The Precinct	P/14/0552/CU	Portchester	1
31 Stubbington Green	14/0614/CU	Stubbington	2
47 Land Adjacent St Marys Road	13/0140/FP	Stubbington / Hillhead	1
130 Newgate Lane	12/0771/FP	Stubbington / Hillhead	1
122 Mays Lane	12/0965/OA	Stubbington / Hillhead	1
36 Land To Rear Of Stubbington Lane	07/1310/FP	Stubbington / Hillhead	1
2 Crofton Lane	13/0730/OA	Stubbington / Hillhead	1
18 Land To Rear Of Pilgrims Way	12/0768/FP	Stubbington / Hillhead	1
27 Fern Way	09/0372/FP	Titchfield	1
75 Land To Rear Of Garstons Close	08/1215/FP	Titchfield	1
40 Land Adjacent Catisfield Lane	08/0956/FP	Titchfield	1
44 Common Lane	13/0670/CU	Titchfield	1
35 The Square	13/0953/CU	Titchfield	-1
18 Locks Heath Park Road	13/0717/RM	Western Wards & Whiteley	1
347a Hunts Pond Road	11/0242/FP	Western Wards & Whiteley	1
411 Hunts Pond Road	10/0928/FR	Western Wards & Whiteley	1
114 Locks Heath Park Road	13/0988/FP	Western Wards & Whiteley	1
153 Land Adjacent To Hunts Pond Road	13/0255/FP	Western Wards & Whiteley	1
141 Hunts Pond Road	12/0566/FP	Western Wards & Whiteley	2
2 The Grounds Heath Road North	13/0590/FP	Western Wards & Whiteley	1
348 Brook Lane	12/0400/FP	Western Wards & Whiteley	1
33 Lower Duncan Road	13/0742/OA	Western Wards & Whiteley	1
Site Of Former Sylvan Clinic Land At Columbus Drive	12/0630/OA	Western Wards & Whiteley	2
64 Botley Road	13/0237/FP	Western Wards & Whiteley	4

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24 Land Adjacent To Sherwood Gardens	12/0443/FP	Western Wards & Whiteley	1
70 Fleet End Road	13/0624/FP	Western Wards & Whiteley	1
80 Swinton Hall Warsash Road	13/0955/RM	Western Wards & Whiteley	4
201 Land Adjoining Locks Road	11/0542/FP	Western Wards & Whiteley	2
10 Locks Road	13/0588/FR	Western Wards & Whiteley	1
112 Locks Road	12/0571/FP	Western Wards & Whiteley	1
Land Off Wayside	13/0149/FP	Western Wards & Whiteley	2
233 Land To Rear Of Swanwick Lane	13/0062/FP	Western Wards & Whiteley	4
The Rosery, Allotment Road	13/0800/FP	Western Wards & Whiteley	4
190a Bridge Road	11/0945/CU	Western Wards & Whiteley	-1
27-29 Holly Hill Lane	12/0695/OA	Western Wards & Whiteley	3
39 Holly Hill Lane	12/0647/FP	Western Wards & Whiteley	1
39 Botley Road	14/0227/PC	Western Wards & Whiteley	4
12 Greenaway	13/1031/FP	Western Wards & Whiteley	2
133 Warsash Road - Land Adjacent To	14/0404/FP	Western Wards & Whiteley	1
4 Addison Road, Sarisbury Green	14/0465/FP	Western Wards & Whiteley	1
67 Church Road	14/0409/OA	Western Wards & Whiteley	3
63 Bridge Road	14/0340/FP	Western Wards & Whiteley	2
Carron Row Farm 15 Segensworth Road	14/0587/LU	Western Wards & Whiteley	1
3 Fleet End Road - Land Adjacent -	14/0244/FP	Western Wards & Whiteley	2
22 Peters Road	13/0832/FP	Western Wards & Whiteley	3
151 Hunts Pond Road (Plot 3)	14/0530/FP	Western Wards & Whiteley	1
Total Net Permissions			139

Appendix E: Sites with Planning Permission where Development is Currently in Progress

Table 11: Sites with planning permission where development is currently in progress (data correct as at ~~31 March 2013~~ 31 August 2014)

Address	Settlement area	Remaining Net Capacity as per planning permission
St Christopher's Hospital, Wickham Road, Fareham	Fareham	36 2
40-42 Westley Grove	Fareham	13
Collingwood House, Gibraltar Close	Fareham	40
Land South of Palmerston Avenue	Fareham	16
<u>Hinton Hotel</u>	<u>Fareham</u>	<u>82</u>
Land to rear 347-411 Hunts Pond Road	Western Wards & Whiteley	40
Swanwick Marina, Bridge Road, Swanwick	Western Wards & Whiteley	49
324-326 Brook Lane	Western Wards & Whiteley	4
Land North of Whiteley (Northern Portion)	Western Wards & Whiteley	29
122 Leydene Nursery, Segensworth Road	Western Wards & Whiteley	3
East of Lower Duncan Road, Park Gate	Western Wards & Whiteley	18
<u>Newpark Garage, Station Road</u>	<u>Western Wards & Whiteley</u>	<u>14</u>
<u>69 Botley Road</u>	<u>Western Wards & Whiteley</u>	<u>5</u>
<u>38 Rivendale Columbus Drive</u>	<u>Western Wards & Whiteley</u>	<u>12</u>
Linden Lea, The Leaway	Portchester	8
ATC Site Farm Road	Western Wards & Whiteley	36
<u>East of Northway, Southway and Westway</u>	<u>Western Wards</u>	<u>11</u>
<u>Peter's Road (Highwood)</u>	<u>Western Wards</u>	<u>48</u>
<u>Coldeast LOT 2</u>	<u>Western Wards</u>	<u>204</u>
Total =		<u>359 544</u>

Appendix F: Windfall Allowance

Amendments to Tables 12 and 13 as follows;

Table 12: Historic windfall rates 2006 to ~~2012~~ 2014

Year	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	<u>2013/14</u>	Average 2006 - 2013 2014
Windfall	133	82	30	19	11	12	15	<u>22</u>	38*

*Rounded to whole number

Table 13: Historic windfall rates 2006 to ~~2012~~ 2014 (adjusted to account for methodology changes in the SHLAA)

Year	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	<u>2013/14</u>	Average 2006 - 2013 <u>2014</u>
Windfall	33	41	17	19	11	12	15	<u>22</u>	21*

*Rounded to whole number

Appendix G: Fareham's Housing Trajectory

Amendments as follows;

Fareham's Housing Trajectory and Five-Year Housing Land Supply (excluding Welborne)

The Council is required to identify a supply of specific deliverable sites sufficient to provide five years' worth of housing against its housing requirements, with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Table 14 below, considers housing delivery, past and future, providing the overall housing trajectory across the plan period.

The trajectory identifies past housing delivery and the expected rate of projected housing delivery for the remainder of the plan period to 2026. Past housing completions are represented by row A. Rows D (Total Projected Housing Supply) represents the anticipated housing supply for Fareham Borough. This consists of sites identified in this Plan (Row C - Projected Planned Housing Completions), and a windfall allowance (Row C - Projected Windfall Allowance).

Row IH (Total Strategic Housing Requirement) represents the housing requirements for the Borough outside Welborne. It is a combination of the housing ascribed to Fareham through the ~~revised South Hampshire Strategy (2012 PUSH South Hampshire Strategy Requirement)~~ adopted Core Strategy and, as required by paragraph 47, bullet point 2 of the National Planning Policy Framework, an additional 5% buffer of deliverable sites (Row G) moved forward from later in the plan period (5% Buffer applied to five year housing supply). For information purposes row I shows the annual requirements of the South Hampshire Strategy, with Row J showing this annual requirement added to the Strategic Requirement for the Borough.

Row KM demonstrates the number of dwellings above or below the housing target, of the Core Strategy, at any one year. Despite a shortfall in housing land availability toward the latter stages of the plan period, significant projected over-delivery in the early stages of the plan period will ensure that Fareham is capable of meeting its housing requirements.

Row LN shows the number of dwellings above or below cumulative housing requirements of the Core Strategy. A positive figure demonstrates that a strategy is ahead of the delivery target whereas a negative figure shows a shortfall in housing delivery. The cumulative rate of delivery remains positive across the plan, despite a shortfall in annual delivery against annual supply in the latter stages of the plan period. For information purposes Row O shows the number of dwellings above or below cumulative housing requirements of the South Hampshire Strategy

As the table demonstrates, Fareham is capable of meeting and exceeding its five year deliverable housing land requirement by 95651 dwellings (~~1,1631,418~~ - ~~1,068767~~ = 95651). With regards to the developable supply (i.e. 6-10 year and 11-~~14~~13 years supply) Fareham is in a housing deficit of -169190 (~~427246~~ - ~~596436~~ = -169190) and -10629 (~~233137~~ - ~~333166~~ = -10029), respectively. However, when past delivery is taken into account, Fareham is capable of delivering the Cumulative Requirement across the plan period (i.e. 2006-2026) of 42013729 dwellings with a projected surplus of 287929 dwellings.

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Table 14: Fareham's Housing Trajectory and Five-Year Housing Land Supply (Excluding Welborne)

Delete existing Table 14 and replace with revised Table 14 below:

Plan Year										1-5 Year Supply					6-10 Year Supply					11+ Year Supply	
	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
A Past Completions	608	546	318	188	339	315	391	152													2857
B Projected Planned Housing Completions									252	297	342	256	171	50	20	40	70	66	88	49	1701
C Projected Windfall Allowance									20	20	20	20	20								100
D Total Projected Housing Supply									272	317	362	276	191	50	20	40	70	66	88	49	1801
E Cumulative Completions/Projections	608	1154	1472	1660	1999	2314	2705	2857	3129	3446	3808	4084	4275	4325	4345	4385	4455	4521	4609	4658	4658
F 2011 Core Strategy Housing Requirement	340	340	340	340	340	220	220	220	220	220	94	94	94	94	93	92	92	92	92	92	3729
5% buffer applied to five year deliverable housing supply									9	9	9	9	9			-9	-9	-9	-9	-9	0
Total Strategic Housing Requirement (2006 - 2026)	340	340	340	340	340	220	220	220	229	229	103	103	103	94	93	83	83	83	83	83	3729
I 2012 Push South Hampshire Strategy Requirement						32	32	32	32	32	32	32	31	31	31	31	31	31	31	31	472
J Total Housing Requirement plus South Hampshire Strategy Requirements	340	340	340	340	340	252	252	252	261	261	135	135	134	125	124	114	114	114	114	114	4201
K Cumulative Core Strategy Requirement	340	680	1020	1360	1700	1920	2140	2360	2580	2800	2894	2988	3082	3176	3269	3361	3453	3545	3637	3729	3729
L Cumulative South Hampshire Strategy Requirement	340	680	1020	1360	1700	1952	2204	2456	2717	2978	3113	3248	3382	3507	3631	3745	3859	3973	4087	4201	4201
M Number of dwellings above or below annual housing requirement	268	206	-22	-152	-1	95	171	-68	43	88	259	173	88	-44	-73	-43	-13	-17	5	-34	N/A
N Number of dwellings above or below Core Strategy cumulative requirement	268	474	452	300	299	394	565	497	549	646	914	1096	1193	1149	1076	1024	1002	976	972	929	929
O Number of dwellings above or below South Hampshire Strategy cumulative requirement	268	474	452	300	299	362	501	401	412	468	695	836	893	818	714	640	596	548	522	457	457

Annex G

Table 5: Monitoring Schedule

Delete existing Table 5: Monitoring Schedule' and replace with new Table 5 below:

Policy	Policy Name	Target	Indicator	Lead Partner	Source
DSP2	Environmental Impact	Limit complaints from residents/businesses	Number of upheld resident complaints	FBC	FBC complaints records
		Limit permissions contrary to EA advice	Number of developments permitted in spite of EA objections		EA comments on planning applications
DSP3	Impact on Living Conditions	Limit complaints from residents/businesses	Number of upheld resident complaints	FBC	FBC complaints records
DSP5	Protecting and Enhancing the Historic Environment	Limit development permitted contrary to EH advice.	Number of developments permitted in spite of EA objections	FBC	EH comments on planning applications
		Limit the loss of designated heritage assets	Losses of designated heritage assets Enabling developments permitted		Planning applications
DSP6	New residential Development Outside of the Defined Urban Settlement Boundaries	Limit development contrary to policy permitted outside of the Defined Urban Area Settlement Boundaries	Number of units permitted outside the Urban Area Boundaries	FBC	Planning applications
DSP7	Affordable Housing Exception Sites	Allow wholly affordable schemes, of a small scale, outside of existing urban areas to meet CS requirements	Number of affordable units permitted on exceptions sites	FBC	Planning applications
DSP8- DSP10	New development (non-residential) outside of the Defined Urban Settlement Boundaries	Limit non-residential development contrary to policy permitted outside of the Defined Urban Area Settlement Boundaries	Amount of non-residential floorspace permitted outside the Urban Area Boundaries	FBC	Planning applications

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Policy	Policy Name	Target	Indicator	Lead Partner	Source
DSP11	Development Proposals within Solent Breezes Holiday Park	Limit all year round occupation of existing chalets and mobile homes.	Number of units given all year round occupancy	FBC	Planning applications
DSP12	Public Open Space Allocations	Provision of 15 ha. Of public open space at Daedalus Provision of 25 ha. Of public open space a Coldeast.	Net gain of public open space at Daedalus Net gain of public open space at Coldeast	FBC	FBC Leisure department
DSP13	Nature Conservation	Limit loss local nature conservation sites as a result of development	Net gain/loss of local nature conservation sites as a result of development	HCC, HBIC & FBC	HCC/HBIC biodiversity records
DSP14	Supporting Sites for Brent Geese and Waders	Limit loss of important sites for Brent Geese and Waders	Development permitted on sites either "uncertain" or "important" for Brent Geese and Waders	HCC, HBIC & FBC	Planning applications
DSP15	Recreational Disturbance on the Solent Special Protection Areas	Contributions to in combination effects on SPA meet targets set by SRMP	Total contribution collected towards SRMP project	SRMP, FBC	Planning applications
DSP16	Coastal Change Management Areas (CCMA's)	Limit development within the CCMA's	Net gain/loss of dwellings within CCMA's	HCC, FBC	Planning applications, Coastal Change Vulnerability Assessments
DSP17	Existing Employment Sites and Areas	Limit loss of existing employment floorspace to non-economic development uses Allow for expansion and redevelopment of employment floorspace in existing employment areas	Floorspace lost to non-economic development uses on existing employment sites Net gain in economic development floorspace on existing employment sites	FBC	Planning Applications
DSP18	Employment Allocations	Delivery of employment allocations	New employment floorspace permitted on allocations identified in DSP18 (net)	FBC	Planning Applications

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Policy	Policy Name	Target	Indicator	Lead Partner	Source
		Delivery of new employment floorspace in the urban area	New employment floorspace permitted in the urban area (net)		
DSP19	Boatyards	Limit loss of existing boatyards.	Economic development floorspace permitted on boatyards identified in DSP19	FBC	Planning Applications
DSP20- DSP22	Retail Development in Fareham Town Centres	Support increase in "town centre" uses development in Primary and Secondary shopping areas. Maintain low vacancy levels in Primary and Secondary shopping areas.	Net gain in "main town centre uses" floorspace within Primary and Secondary shopping areas. Vacancy rates in Fareham Town Centre, including primary and secondary shopping areas	FBC	Planning Applications and Retail Health Checks (Bi-Annual)
DSP23	Making the Most Effective Use of Upper Floors	Support use of upper floors in Fareham Town Centre	Net gain/loss of floorspace in upper floors in Fareham Town Centre	FBC	Planning Applications and Retail Health Checks (Bi-Annual)
DSP24	Mix of Uses in the High Street	Retain A1 and A3 uses on Fareham High Street.	Net gain loss of A1/A3 uses in Fareham High Street.	FBC	Planning Applications and Retail Health Checks (Bi-Annual).
DSP25	Fareham Waterfront	No development that would adversely impact upon views into and out of Fareham Waterfront	Assessments of development permitted in, and around, Fareham Waterfront	FBC	Visual assessments as part of Retail Health Checks (Bi-Annual)
DSP26	Civic Area	Delivery of Civic Area redevelopment	Amount of residential units and net gain in "main town centre uses" floorspace permitted in the Civic Area	FBC	Masterplan and Planning Applications
DSP27	Market Quay	Delivery of Market Quay redevelopment	Amount of residential units and net gain in "main town centre uses" floorspace permitted in Market Quay	FBC	Masterplan and Planning Applications
DSP28	Fareham Shopping Centre Upper Floors	Delivery of development on upper floors of Fareham Shopping Centre	Amount of residential units or "main town centre uses" floorspace permitted on the upper floors of Fareham Shopping Centre	FBC	Planning Applications and Retail Health Checks (Bi-Annual)

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Policy	Policy Name	Target	Indicator	Lead Partner	Source
DSP29	Fareham Shopping Centre Improved Link	Delivery of improved link through Fareham Shopping Centre	Completion of improved link through Fareham Shopping Centre	FBC	Visual assessments as part of Retail Health Checks (Bi-Annual)
DSP30	Fareham Station East	Delivery of redevelopment at Fareham Station East	Amount of residential units and net gain in "main town centre uses" floorspace permitted at Fareham Station East	FBC	Masterplan and Planning Applications
DSP31	Russell Place	Delivery of redevelopment at Russell Place	Amount of residential units permitted at Russell Place	FBC	Planning Applications
DSP32	Corner of Trinity Street and Osborn Road	Delivery of redevelopment at the Corner of Trinity Street and Osborn Road	Amount of residential units and net gain in community use floorspace permitted at the Corner of Trinity Street and Osborn Road	FBC	Planning Applications
DSP33	Fareham College	Delivery of redevelopment of Fareham College site	Amount of education floorspace and residential units permitted on Fareham College site	FBC	Planning Applications
DSP34	Development in District Centre, Local Centres and Local Parades	Maintain low vacancy levels in Centres and parades	Vacancy rates in Centres and parades	FBC	Planning Applications and Retail Health Checks (Bi-Annual)
DSP35	Locks Heath District Centre	Support increase in "town centre" uses development in Locks Heath District Centre	Net gain in "main town centre uses" floorspace within Locks Heath District Centre	FBC	Planning Applications and Retail Health Checks (Bi-Annual)
DSP36	Portchester District Centre	Support increase in "town centre" uses development in Portchester District Centre	Net gain in "main town centre uses" floorspace within Portchester District Centre	FBC	Planning Applications and Retail Health Checks (Bi-Annual)
DSP37	Out-of-Town Shopping	Limit additional "main town centre uses" in out-of-town locations	Net gain/loss in "main town centre uses" in out-of-town locations	FBC	Planning Applications and Retail Health Checks (Bi-Annual)
DSP38	Local Shops	Limit the loss of local shops contrary to policy	Amount of floorspace previously used for "local shops" lost to other uses	FBC	Planning Applications and Retail Health Checks (Bi-Annual)

Fareham Local Plan Part 2: Development Sites and Policies
Appendix to the Inspector's Report

Policy	Policy Name	Target	Indicator	Lead Partner	Source
		Allow additional local shops to come forward	Amount of floorspace permitted for local shops		
DSP39	Hot Food Shops	Limit additional "hot food shops" that are contrary to policy	Net gain in A5 uses in the Borough	FBC	Planning Applications and Retail Health Checks (Bi-Annual)
DSP40	Housing Allocations	Delivery of housing allocations Meet annual housing targets	Net additional dwellings permitted on sites allocated in DSP40 Net additional dwellings per annum	FBC	Planning Applications
DSP41	Sub-Division of Residential Dwellings	Limit sub-division of dwellings that are contrary to policy	Total number of sub-divided units permitted contrary to policy		Planning Applications
DSP42-DSP44	Older Persons Housing	Delivery of older persons accommodation across the Borough Delivery of older persons accommodation on allocations set out in DSP40	Total number of older persons units permitted Number of older persons units permitted on allocated sites	FBC	Planning Applications
DSP45	Houses in Multiple Occupation	Limit delivery of houses in multiple occupation that are contrary to policy	Total number of houses in multiple occupation permitted contrary to policy		Planning Applications
DSP46	Self Contained Annexes and Extensions	Limit the use of permitted annexes to be ancillary to the main house	Annex's being used as a separate dwelling to the main house	FBC	Neighbour complaints
DSP47	Gypsies, Travellers and Traveling Showpeople	Delivery of gypsy and traveller allocations Limit delivery of gypsy and traveller pitches that are contrary to policy	Net additional gypsy and traveller pitches permitted on sites allocated in DSP47 Net additional gypsy and traveller pitches permitted on other sites in the Borough	FBC	Planning Applications
DSP48	Bus Rapid Transit	Delivery of BRT improvements	Completion of BRT improvements as identified in DSP48	HCC	Planning Applications and progress of the scheme

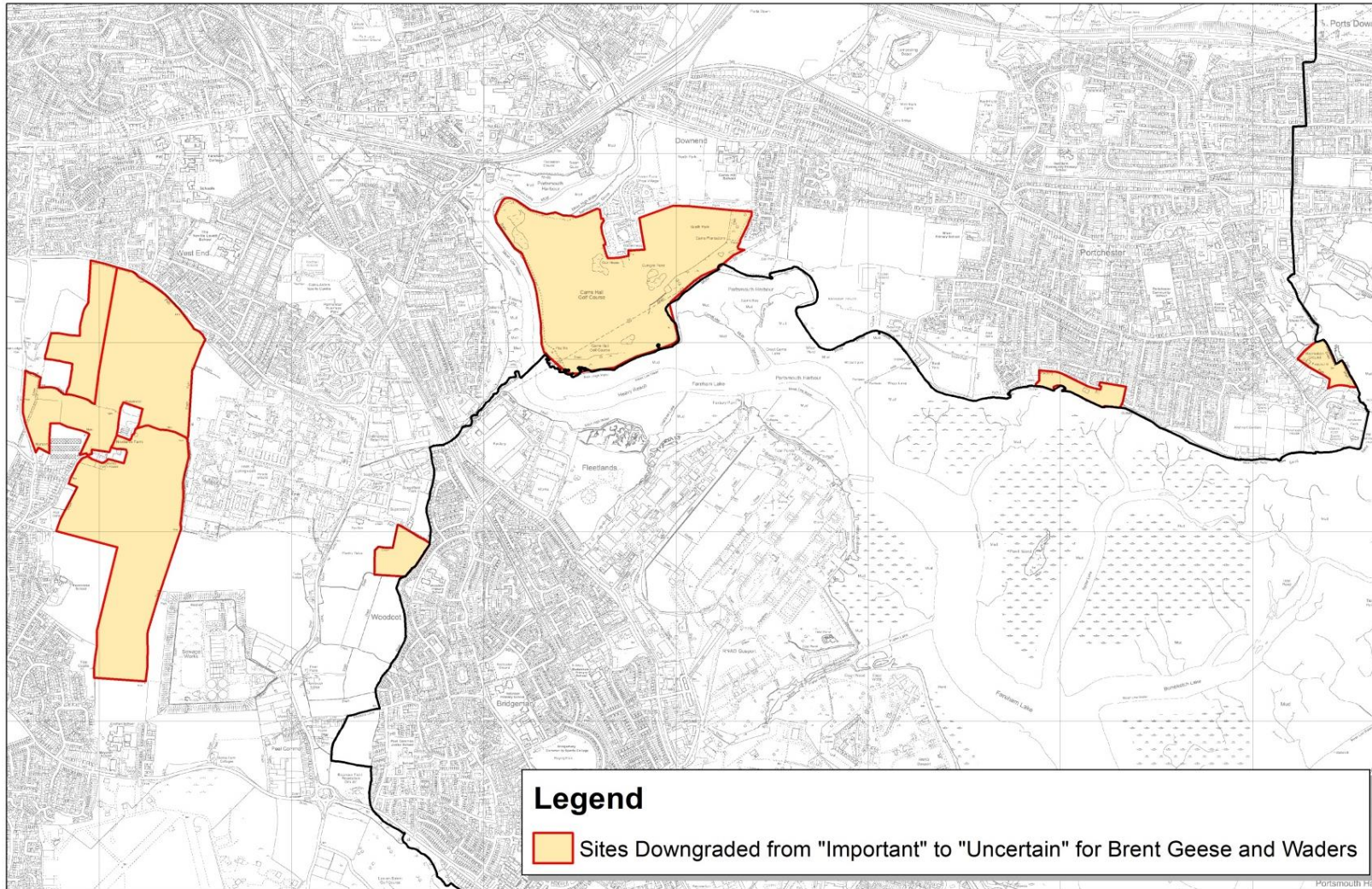
Fareham Local Plan Part 2: Development Sites and Policies
Appendix to the Inspector's Report

Policy	Policy Name	Target	Indicator	Lead Partner	Source
DSP49	Improvements to the Strategic Road Network	Delivery of improvement to strategic road network	Completion of improvements to strategic road network set out in DSP49: <ul style="list-style-type: none"> • Newgate Lane, Palmerston Drive • Stubbington Bypass • Segensworth roundabout • Station roundabout • Delme roundabout 	HCC	Planning Applications HCC updates
DSP50	Access to Whiteley	Delivery of improvements to serve access to Whiteley	Completion of remaining section of Rookery Avenue		Planning Applications.
DSP51	Parking	Adequate replacement provision of car parking in Civic Area and Market Quay	Net parking spaces lost/gained as a result of redevelopment of Civic Area and Market Quay	FBC	Masterplanning and Planning Applications
DSP52	Community Facilities	Limit loss of existing community facilities Delivery of additional community facilities	Amount of community facility floorspace lost contrary to policy Amount of Community facility floorspace gained in new facilities	FBC	Planning Applications Liaison with the Leisure department.
DSP53	Sports Provision	Limit loss of existing sports pitches Delivery of additional sports pitches and facilities	Amount of sports pitches and facilities lost contrary to policy Amount of land (ha) delivered for sports pitches and facilities	FBC	Planning Applications Leisure department
DSP54	New Moorings	Limit moorings outside of Mooring Restriction Areas	Number of new moorings permitted outside of Mooring Restriction Areas	FBC	Planning Applications
DSP56	Renewable Energy	Delivery of renewable and low carbon energy	Amount (KWh) of renewable and low carbon energy permitted	FBC	Planning Applications

Fareham Local Plan Part 2: Development Sites and Policies
Appendix to the Inspector's Report

Annex H

Sites amended from "important" to "uncertain" for Brent Geese and Waders (DMM34)



Local Plan Part 2: Development Sites & Policies Plan

Schedule of Proposed Changes (Minor Modifications) to The Development Sites & Policies Plan Submission Version (June 2014)

Introduction

This document comprises the schedule of all Minor Modifications that are proposed to the Development Sites & Policies Submission Version (June 2014) (DSD01).

The Borough Council has identified a number of proposed changes which address typographical errors or provide additional clarity to the Welborne Plan. These are additional modifications to the Plan which do not directly relate to “soundness” but nonetheless improve the Plan. They include changes arising as a consequence of the proposed Main Modifications, updates, minor amendments to the supporting text and other changes which the Inspector has determined would not constitute Main Modifications. For clarity, these have been published and are available for public comment during the six-week period for Public representations commencing 16 February 2015.

All changes are shown with additional text underlined and deleted text ~~struck through~~.

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
DAM01	Contents Page	Policy numbers from DSP3-DSP7 renumbered to DSP2-DSP6 to reflect deletion of Policy DSP2. Insertion of new Policy DSP7: Affordable Housing Exceptions Sites	To make policy numbers consecutive.
DAM02	Page 8 Paragraph 1.10	The Council recognises the need for an early review of the Local Plan following adoption of the Development Sites and Policies Plan to extend the time horizon beyond 2026, in line with the Welborne Plan, to 2036. The review of the South Hampshire Strategy to 2036 will inform the early review of Fareham’s Local Plan. This is considered to be the most sound and robust approach to taking account of new evidence, including the SHMA, <u>as well as guidance and evidence produced by the South Hampshire Local Economic Partnership</u> , whilst ensuring the Council fulfils the Duty to Cooperate.	To emphasise that evidence from the Solent LEP will be taken into consideration.
DAM03	Page 17 Policy DSP4	Policy DSP34: Impact on Living Conditions Development proposals should ensure that there will be no unacceptable adverse impact upon living conditions or on <u>the site or</u> neighbouring development, by way of the loss of sunlight, daylight, outlook and/or privacy.”	For clarity in the Policy wording

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
DAM04	Page 18 Paragraph 3.27 (second bullet point)	<ul style="list-style-type: none"> Monitoring of buildings <u>or other heritage assets at risk of through neglect, and decay and other threats, proactively seeking solutions for assets at risk through discussions with owners and willingness to consider positively development schemes that would ensure the repair and maintenance of the asset, and, where appropriate, using its statutory powers;</u> 	To recognise that it is not only about monitoring buildings at risk, but the Council to ensure that assets are brought back into use where possible.
DAM05	Page 26 Footnote	²² As set out in national standard <u>the GVA Retail Study</u>	For clarification
DAM06	Page 33 Paragraph 4.29	In addition to the sub-regional GI strategy work, Fareham has produced it's own Local Green Infrastructure Strategy, <u>which builds on and incorporates the work undertaken by PUSH</u> . This study sets out the approach to identifying a local network of GI and how this network will be linked with GI being developed at Welborne, and GI proposals <u>at</u> the sub-regional level, including linkages with neighbouring districts. <u>The Fareham GI Strategy includes potential funding streams and a delivery timeframe for each project.</u> Core Strategy Policy CS4: Green Infrastructure, Biodiversity and Geological Conservation will ensure that the network is maintained and enhanced while Policy CS21: Protection and Provision of Open Space provides policy protection for the GI network from inappropriate development that would compromise its integrity.	To reflect publication of Fareham Green Infrastructure Strategy
DAM07	Page 37 Paragraph 4.42	Through <u>the work of the Solent Disturbance and Mitigation Project (SDMP) Solent Recreation Mitigation Partnership (SRMP), a group of 13 Solent Local Planning Authorities, Natural England, RSPB, Hampshire and Isle of Wight Wildlife Trust and Chichester Harbour Conservancy,</u> it has been concluded that any net increase in residential development will give rise to likely significant effects on the Solent Coastal SPA, either 'alone' or 'in combination' with other development proposals. All new residential development will be required to mitigate the negative impact.	In order to update the reference to the previously known SDMP.
DAM08	Page 37 Paragraph 4.43	Work is being undertaken to investigate the option of providing this mitigation through financial contribution to the strategic measures set out in the emerging SDMP SRMP (or as subsequently adopted)...	For clarification

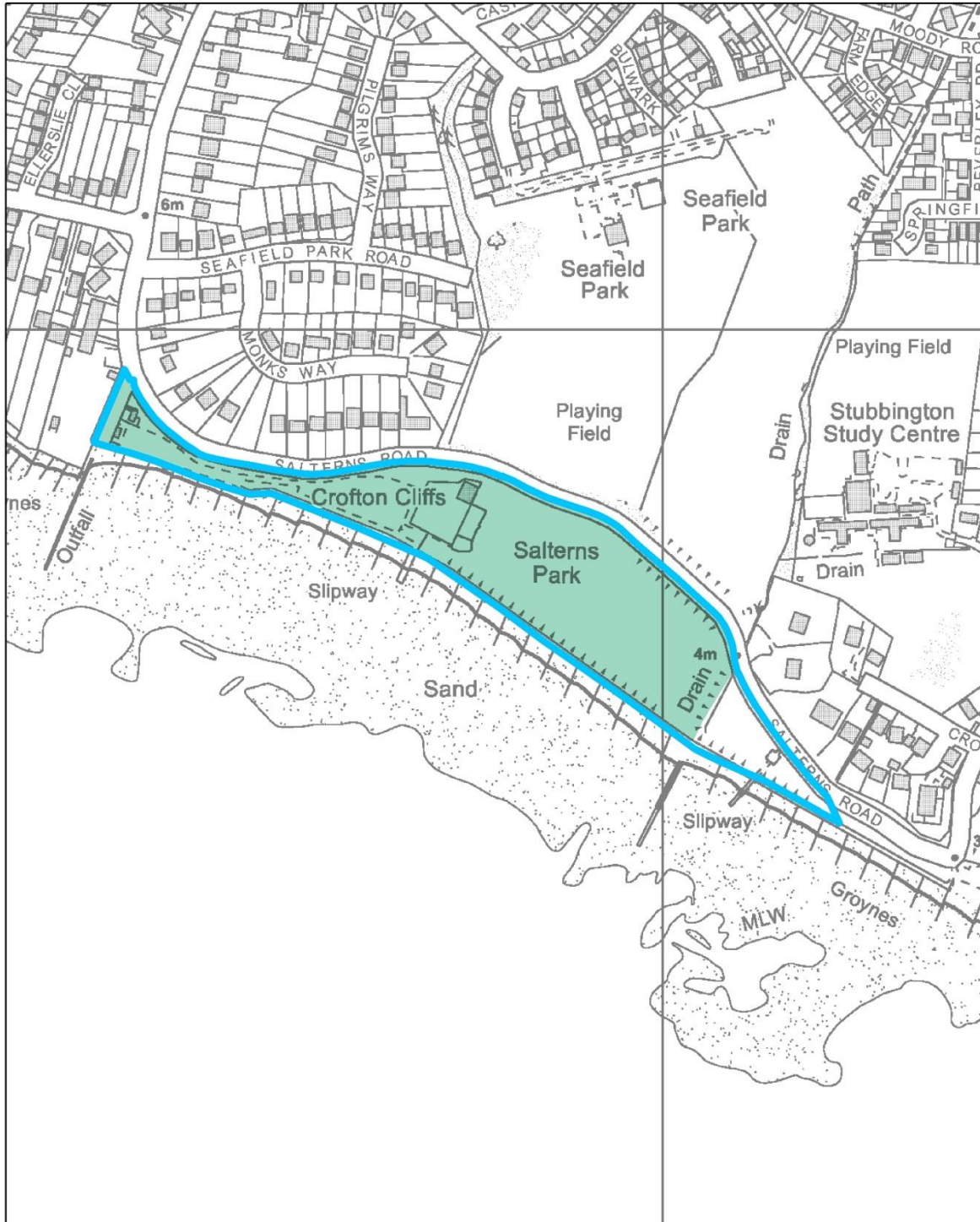
Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
DAM09	Page 58 Paragraph 5.55	The importance of the Town Centre's historic High Street is reflected in its designation as the "Fareham High Street Conservation Area". It offers a blend of retail, offices and residential uses within a unique setting. The enjoyable character of this area is a result of the uses as much as it is the <u>historic environment</u> , the high quality nature of the architecture and the layout of the street.	For clarification
DAM10	Page 90 Paragraph 5.194	The majority of older people own their property. According to the Wanless Review, "Securing Good Car for Older People", a significant proportion of this group aspire to remain in their current home with care being provided by either a family member or a trained professional. However, the Council also recognises the importance of planning for those who wish to move to specialist types of older people's accommodation (sometimes referred to generically as Care Homes or Nursing Homes). The Hampshire Older Persons Housing Strategy (2009) helps define the various types of specialist older people's accommodation; an overview of these definitions is provided below.	To reflect that alternative types do exist.
DAM11	Page 100 Paragraph 6.6	There are currently two Air Quality Management Areas (AQMAs) within the Borough: at Portland Street, Fareham; and at Gosport Road, Fareham. These were required because of severe congestion they both experience during the morning and evening peaks, and the relatively high traffic flows throughout the day. The reconfigured A27 Quay Street roundabout has improved this situation, but there is scope for the air quality within these areas to be further improved if traffic flows on these and adjacent roads could be reduced. <u>The Council will work with the Highway Authority (Hampshire County Council) and other stakeholders to improve traffic flows and introduce other measures to improve air quality within the AQMA areas and elsewhere in the Borough.</u>	To clarify how the Council will improve air quality.
DAM12	Page 103 Paragraph 6.17	Ensuring efficient connectivity between different modes of transport is an important component of the Council's transport strategy. Fareham railway and bus stations are key connectors but additional improvements could be made to enhance their operation and connectivity. The Council will continue to work with the highway authority (Hampshire County Council) and transport operators to facilitate the provision of an enhanced transport interchange in the railway station area to enable buses, cars, pedestrians, <u>cyclists</u> and rail services to operate safely and efficiently together...	For clarification

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
DAM13	Page 113 Paragraph 6.58	Fareham's coastline is home to a wide variety of moorings due to its proximity to the Solent, one of the best sailing areas in the country. The River Hamble is a very popular and successful yacht harbour, and the upper parts of Fareham Lake include areas for moorings as well as pontoon berths. The area's proximity to the Solent means that pressure for additional moorings is likely to increase in the future. However, this has to be balanced with the sensitive character of the Solent Special Protection Areas (SPAs). <u>In addition, the River Hamble contains the Grace Dieu, which is a protected wreck site of archaeological and historical importance. This site will need to be taken into consideration, and any impacts assessed, when proposing to replace, relocate and/or create new mooring sites.</u>	To clarify that the Grace Dieu needs to be considered when assessing new mooring sites
DAM14	Page 207 Glossary (amendment)	Main Town Centre Use: Retail development (including warehouse clubs, clubs, <u>garden centres</u> and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreational uses (including cinemas, restaurants, drive through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).	For clarification
DAM15	Page 210 Glossary (new addition)	<u>SRMP – Solent Recreation Mitigation Partnership:</u> <u>A partnership consisting of 13 Solent Local Planning Authorities, Natural England, RSPB, Hampshire and Isle of Wight Wildlife Trust and Chichester Harbour Conservancy. The objective of the group is to produce a strategy to guide the implementation of mitigation measures to ensure that additional recreational activity would not result in harm to the SPAs.</u>	For clarification
DAM16	Page 211 Glossary (new addition)	<u>Sustainable Modes of Transport:</u> <u>Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport</u>	For clarification

Ref:	Plan Ref.	Proposed Minor Modification	Reason for Change
DAM17	Policies Map (Open Space)	Minor boundary amendments to exclude the following areas from designation as open space (maps showing the changes are set out in Appendix 1): <ul style="list-style-type: none"> • Privately owned land to south of Salterns Road • Boundary at to north Kites Croft Employment Area 	For clarification
DAM18	Policies Map (SINC)	Minor Boundary changes to SINC designations (maps showing the changes are set out in Appendix 2): <ul style="list-style-type: none"> • Seafield Park • Lee-on-the-Solent Beach (new SINC) • Gull Coppice South West (Shetland Rise) • Land South of Dibles Road • Gull Coppice (South-West remnant) • Swanwick Nature Reserve • Chilling-brownwich Wader Roost (new SINC) • Carpenters Copse (new SINC) 	To reflect most up to date information from Hampshire Biodiversity Information Centre

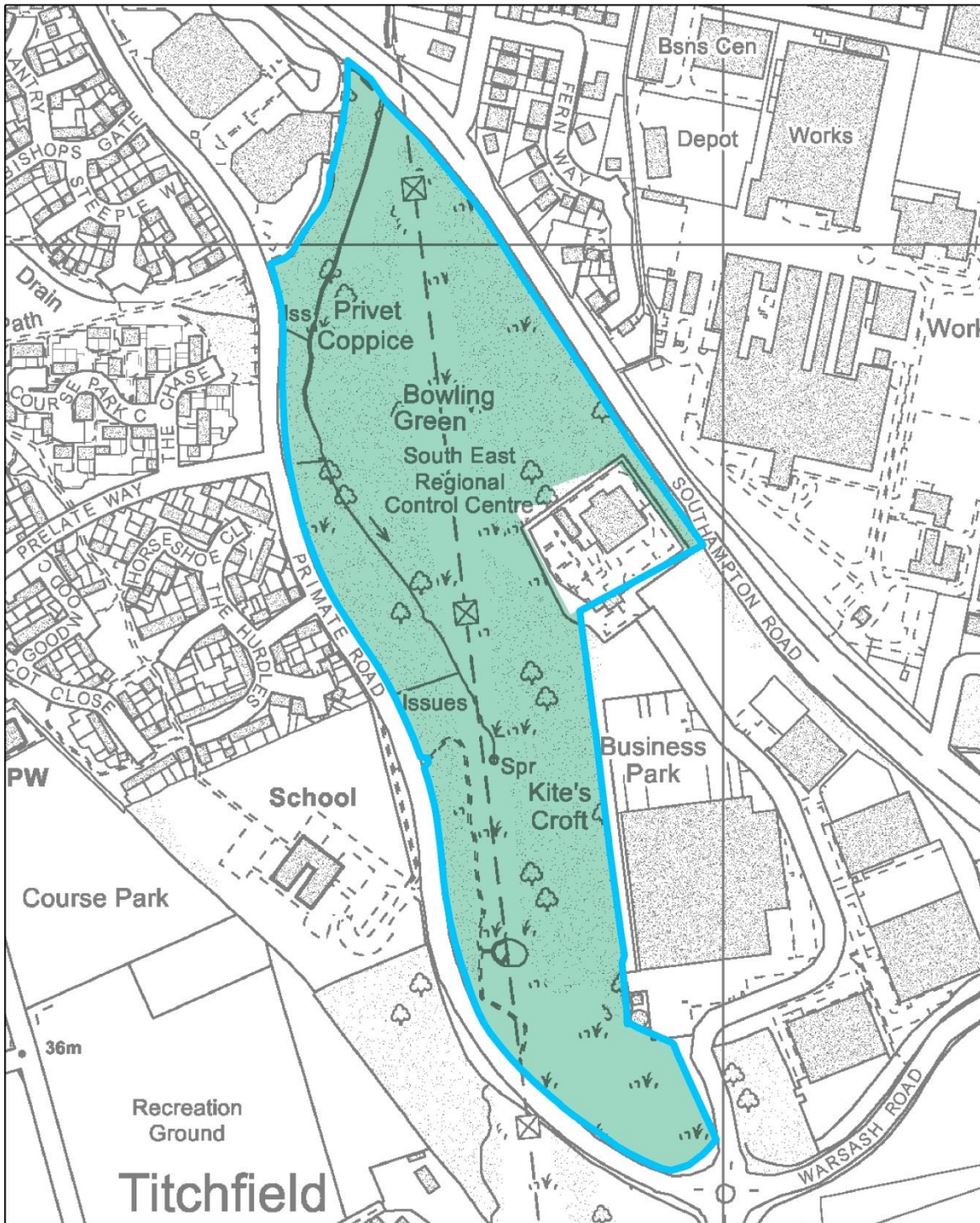
Appendix 1: Proposed amendments to Open Space boundaries


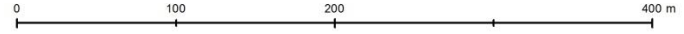


Privately owned land to south of Salterns Road



FAREHAM BOROUGH COUNCIL		0 100 200 400 Meters
		Key: Previous Iteration Existing Open Space
Schedule of Changes (03.09.2014) Salterns Existing Open Space Removed privately owned land		<small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence 100019110. 2015</small>

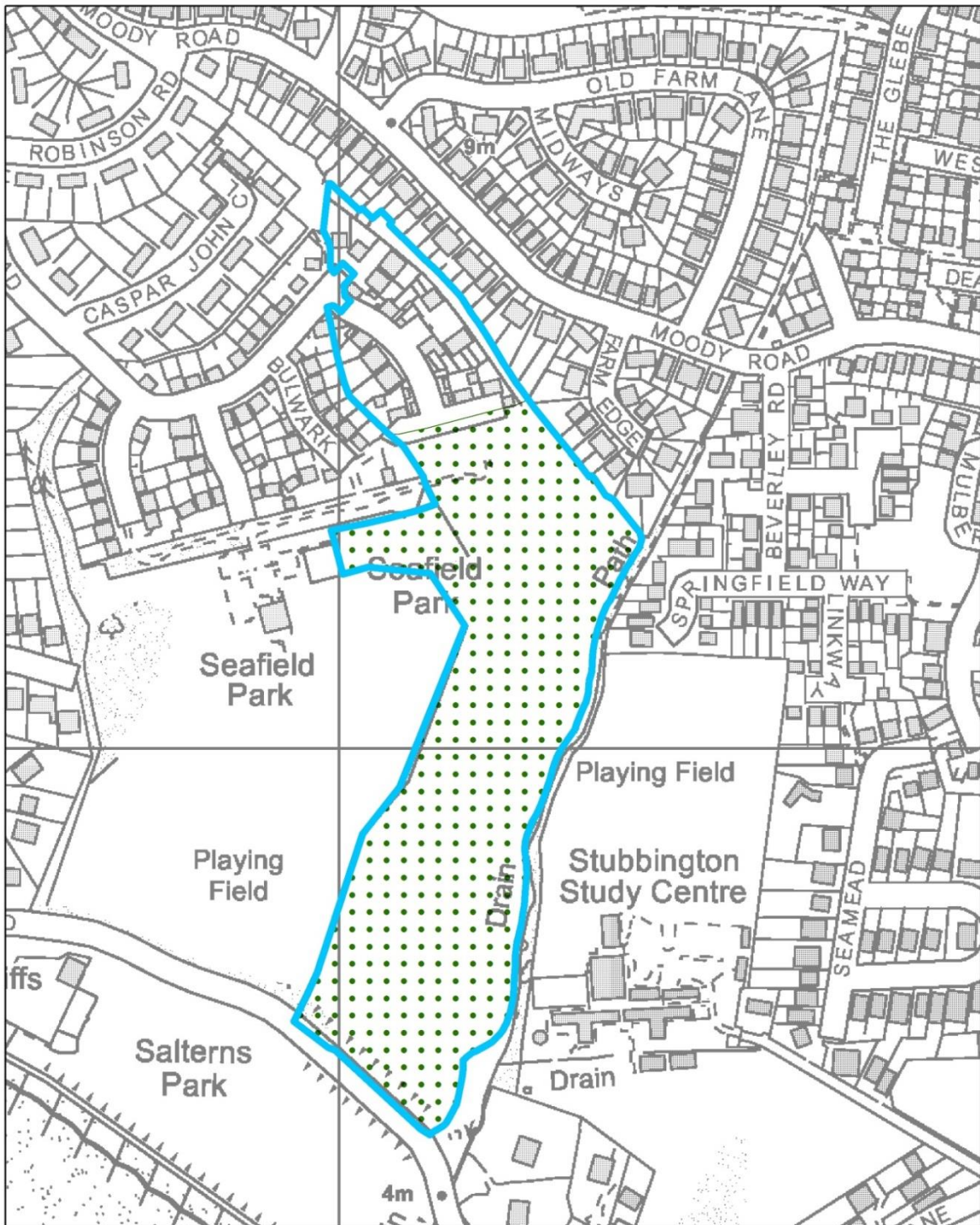
North of Kites Croft Employment Area



<p>FAREHAM BOROUGH COUNCIL</p>		
<p>Schedule of Changes (03.09.2014) Kites Croft Existing Open Space Boundary Alteration</p>		<p>Key:  Previous Iteration  Existing Open Space</p> <p><small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence 100019110. 2015</small></p>

Appendix 2: Proposed amendments to SINC boundaries

Seafield Park (amended boundary)



FAREHAM
BOROUGH COUNCIL



0 75 150 300 Meters

Key: Previous Iteration Sites of Importance for Nature Conservation

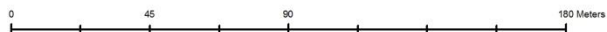
Schedule of Changes (03.09.2014)
Seafield Park
Reduction of site to the North

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Lee-on-the-Solent Beach (new SINC)



FAREHAM
BOROUGH COUNCIL

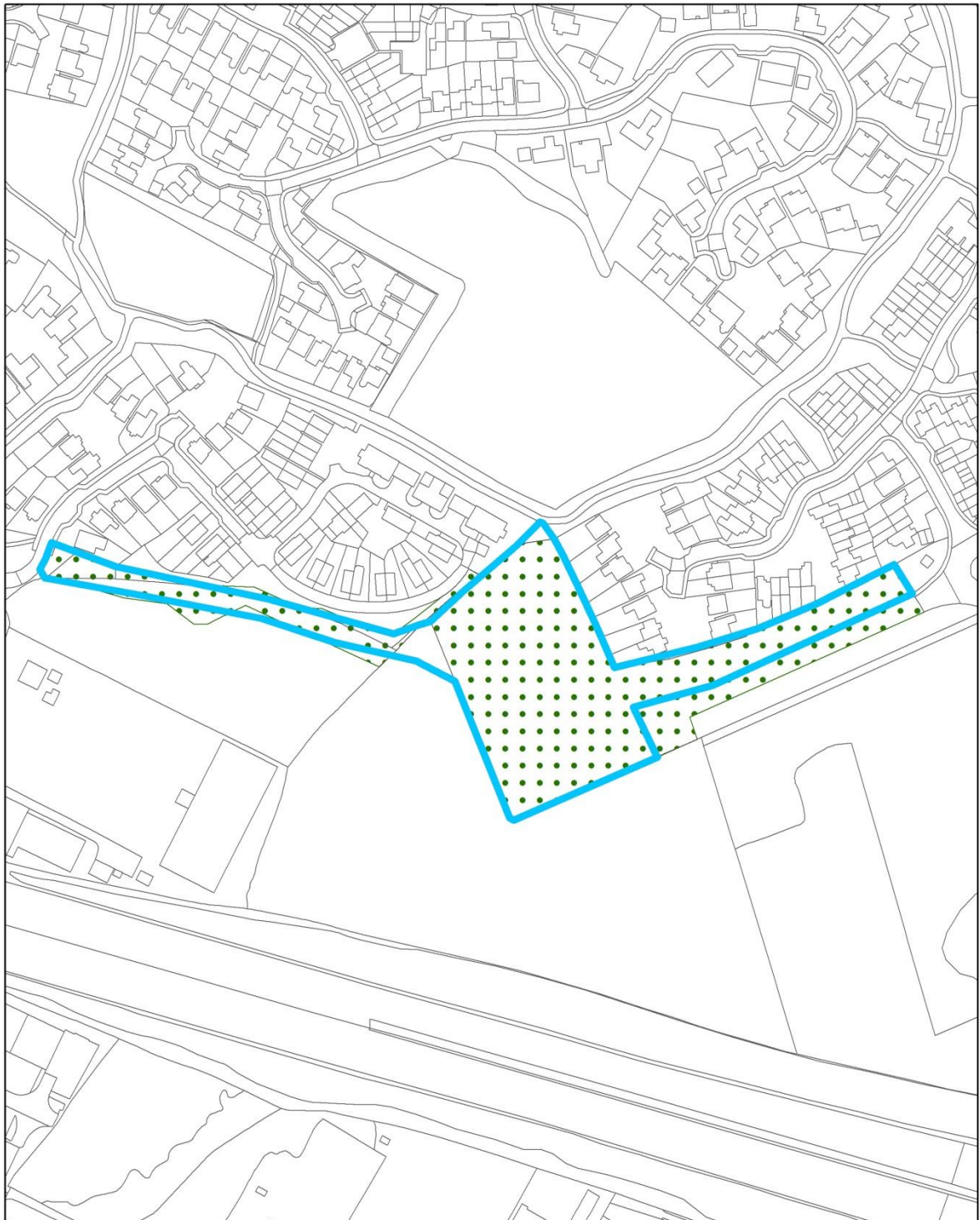





Key:  Sites of Importance for Nature Conservation

Schedule of Changes (03.09.2014)
Lee-on-the-Solent Beach
New SINC (A-724)

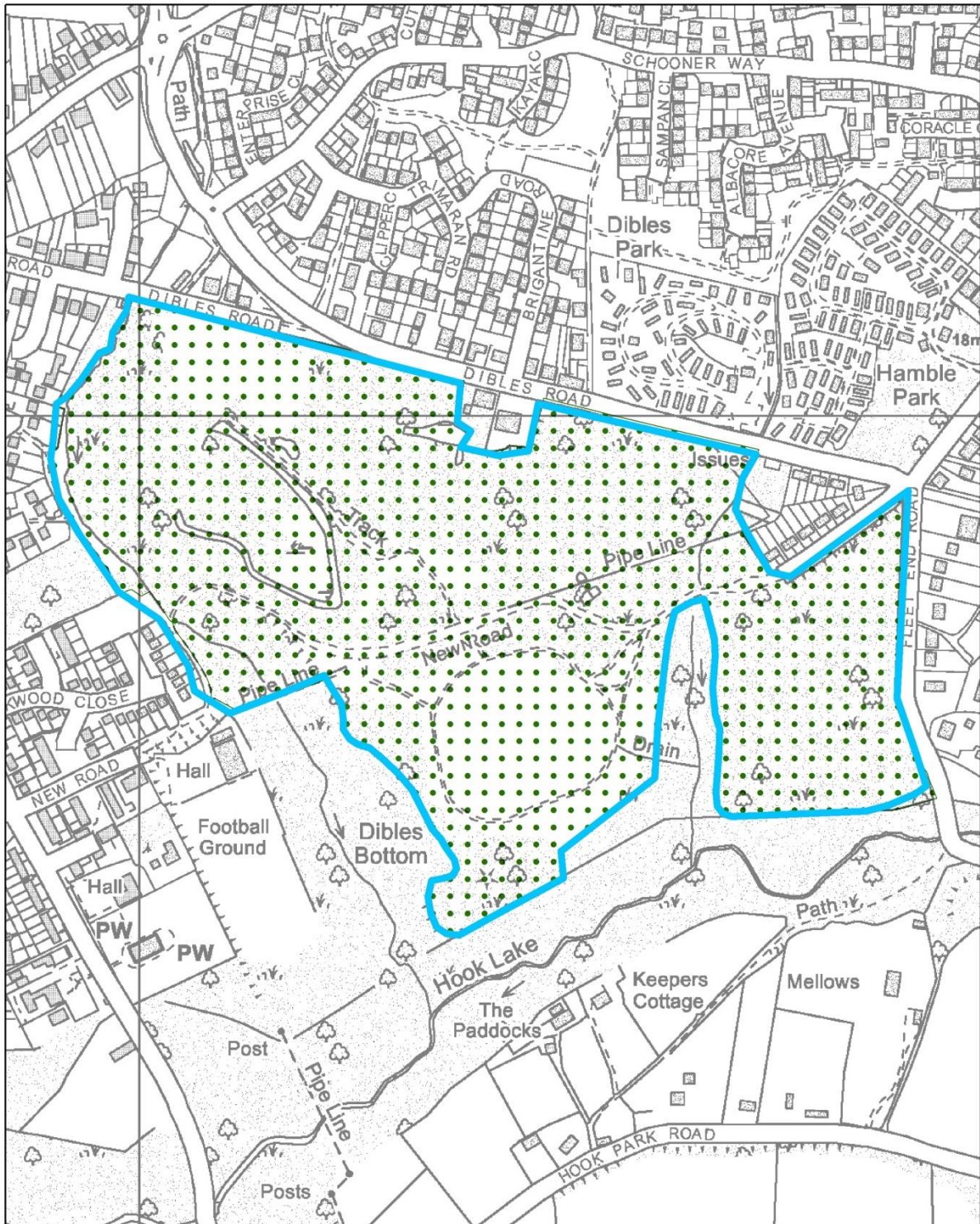
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Gull Coppice SW – Shetland Rise (amended boundary)



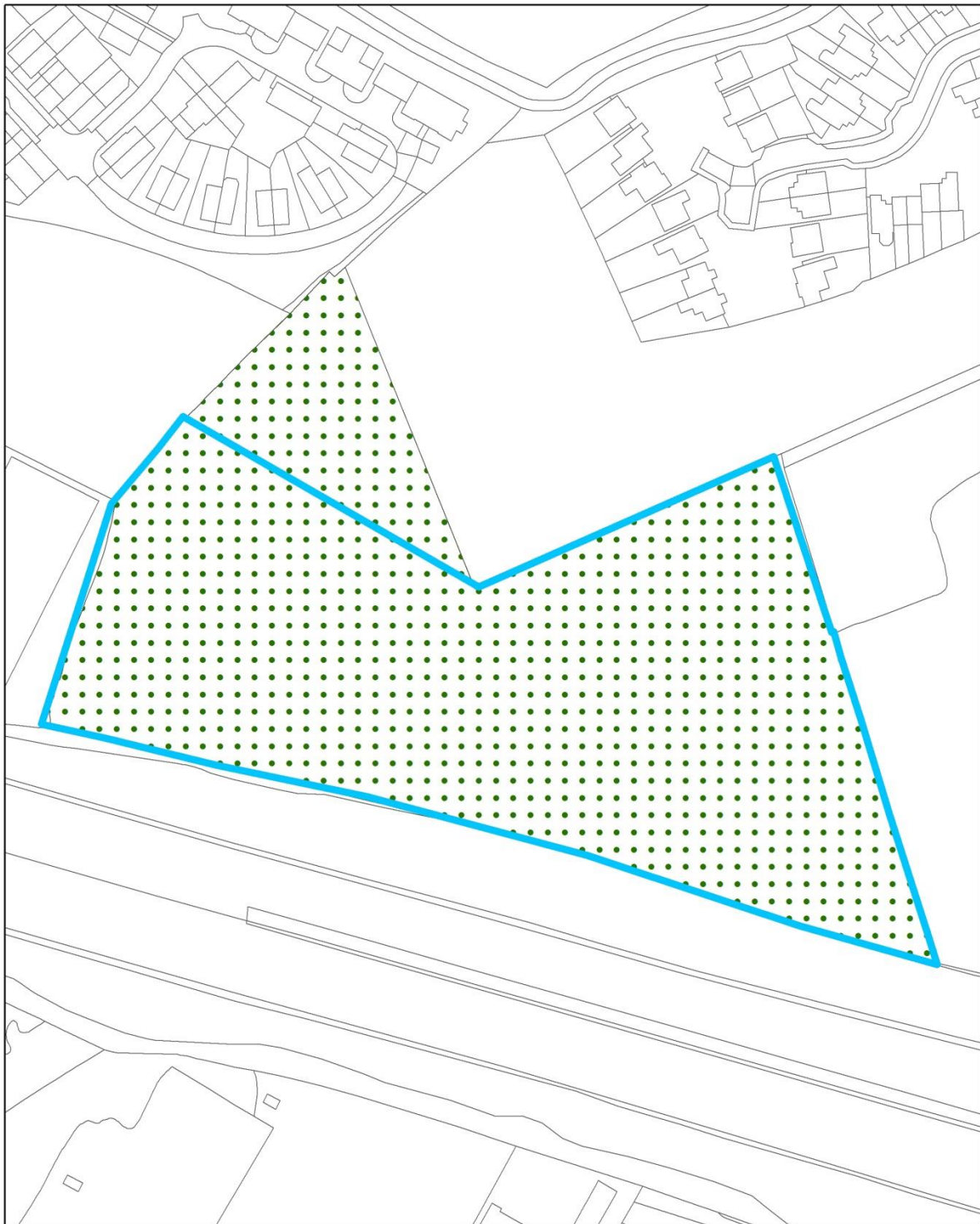
<p>FAREHAM BOROUGH COUNCIL</p>		<p>0 62.5 125 250 Meters</p>
<p>Schedule of Changes (03.09.2014) Gull Coppice SW (Shetland Rise) Very minor boundary change</p>		<p>Key:  Previous Iteration  Sites of Importance for Nature Conservation</p> <p><small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence 100019110. 2015</small></p>

Land South of Dibles Road (amended boundary)



<p>FAREHAM BOROUGH COUNCIL</p> <p>Schedule of Changes (03.09.2014) Land South of Dibles Road Very minor boundary changes</p>		<p>0 112.5 225 450 Meters</p>
		<p>Key: Previous Iteration Sites of Importance for Nature Conservation</p> <p><small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence 100019110. 2015</small></p>

Gull Coppice SW remnant (amended boundary)



FAREHAM
BOROUGH COUNCIL



Key:  Previous Iteration  Sites of Importance for Nature Conservation

Schedule of Changes (03.09.2014)
Gull Coppice (South-West Remnant)
Boundary extension to the north (A-634)

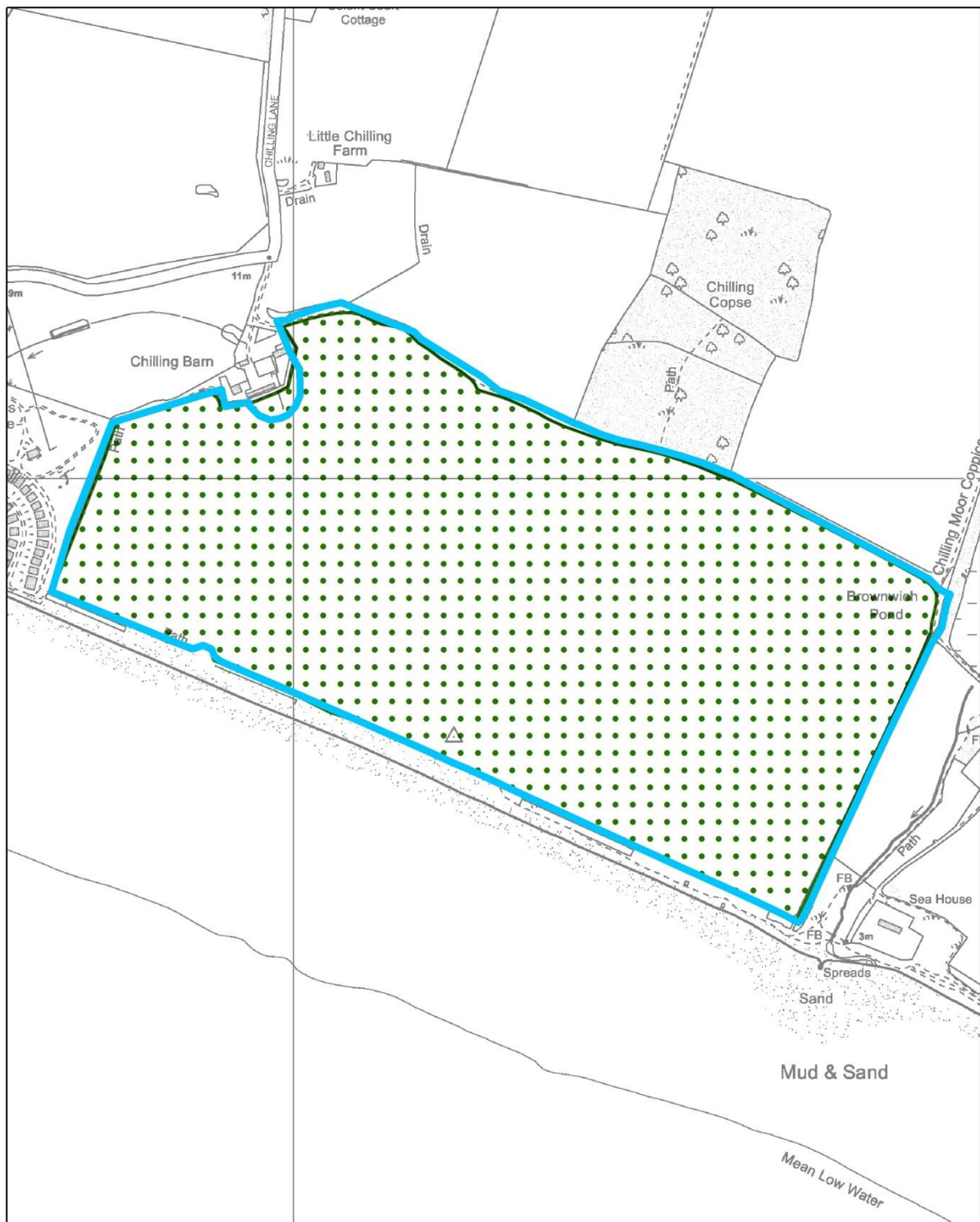
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Swanwick Nature Reserve (amended boundary)



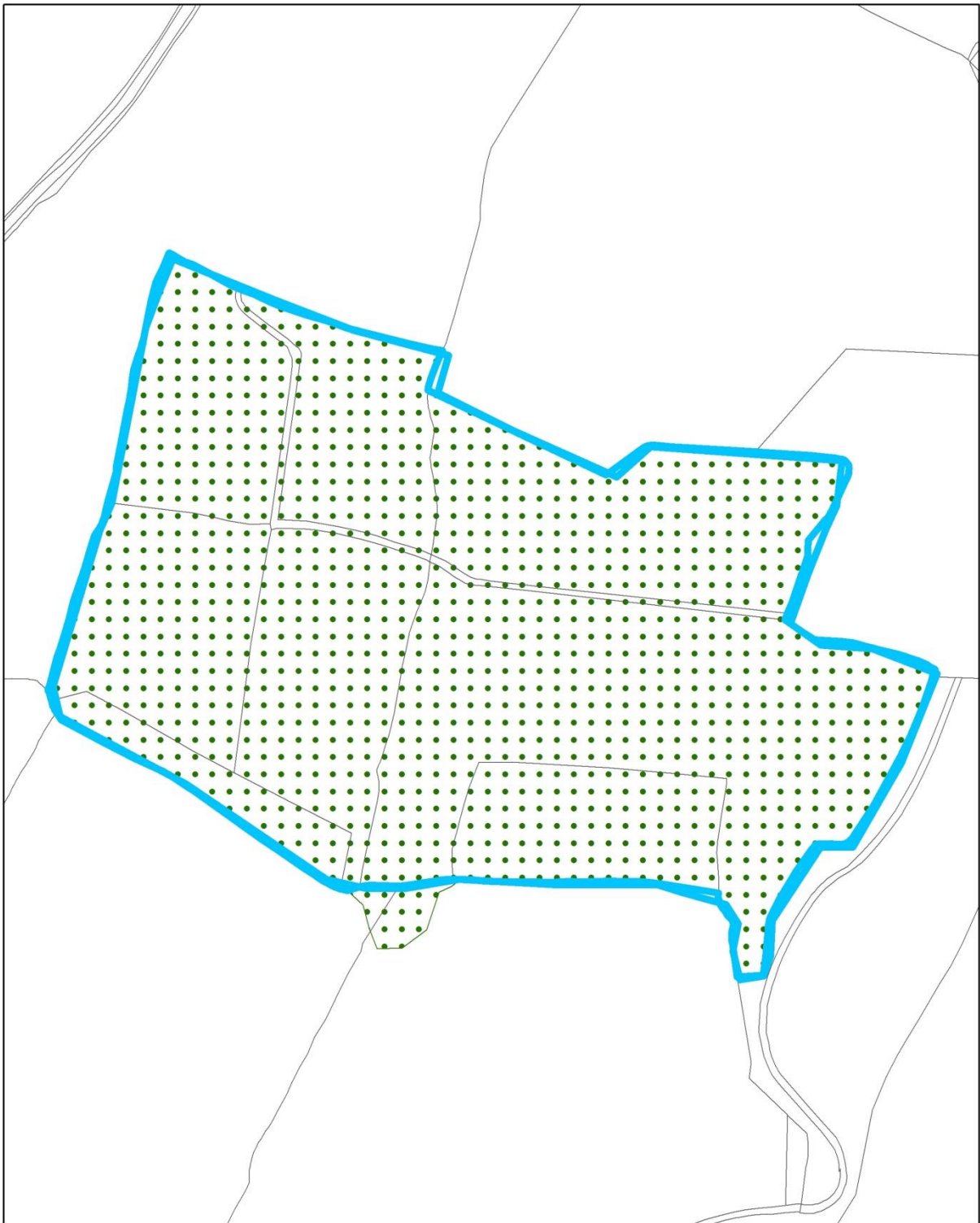
<p>FAREHAM BOROUGH COUNCIL</p>		
<p>Schedule of Changes (03.09.2014) Swanwick Nature Reserve Boundary change around Swanwick Reserve Study Centre</p>		<p>Key: Previous Iteration Sites of Importance for Nature Conservation</p> <p><small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence 100019110. 2015</small></p>


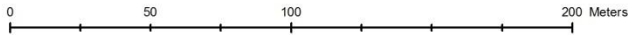


Chilling-Brownwich Wader Roost (new SINC)



<p>FAREHAM BOROUGH COUNCIL</p>		<p>0 162.5 325 650 Meters</p>
<p>Schedule of Changes (03.09.2014) Chilling-brownwich Wader Roost (F50) C Boundary change – New addition (A-725)</p>		<p>Key:  Previous Iteration  Sites of Importance for Nature Conservation</p> <p><small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence 100019110. 2015</small></p>

Carpenters Copse (new SINC)



<p>FAREHAM BOROUGH COUNCIL</p>		
<p>Schedule of Changes (03.09.2014) Carpenters Copse SINC Boundary change – New addition (A-726)</p>		<p>Key:  Previous Iteration  Sites of Importance for Nature Conservation</p> <p><small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence 100019110. 2015</small></p>

Appendix 2 – Part 2

Additional Minor changes to the Development Sites and Policies Plan

Plan Ref.	Description of change	Purpose
Page 1, Para 1.2	<i>Delete 'Once adopted' from start of 2nd sentence</i>	For clarity and to reflect current timeframe
Page 1, Para 1.3	<p><i>Amendment of 3rd sentence:</i> 'Once adopted, tThe policies and proposals will form part of Fareham's statutory development plan.</p> <p><i>Amendment of 4th sentence:</i> 'It will be <u>is</u> a key document in the future planning of the area...'</p> <p><i>Amendment of 5th sentence:</i> 'It will <u>replaces</u> all remaining saved policies....'</p>	For clarity and to reflect current timeframe
Page 21, Para 4.8 & DSP7	<i>Amend 'Homes and Community Agency' to 'Homes and Communities Agency'</i>	To correct error in organisations name.
Page 33, DSP15	<i>In 1st paragraph, amend 'Solent Disturbance and Mitigation Project' to 'Solent Recreation Mitigation Strategy'</i>	To reflect the current name of the project
Page 47, Para 5.39	<i>In 1st sentence, amend "Fareham's" to "Fareham Town Centre's"</i>	For clarity
Page 53, Para 5.66	<p>For Housing Allocation list, amend allocation references as follows;</p> <ul style="list-style-type: none"> • H14 H16: Maytree Road; • H15 H17: Land to the rear of Red Lion Hotel, East Street and Bath Lane; and • H16 H18: Fareham Station West. 	To provide correct reference
Page 70, Para 5.140	<p><i>Delete 3rd sentence</i> "Recently Waitrose committed to opening a new store in the Centre to replace the existing Co-operative store."</p> <p><i>Amend 4th sentence</i> "The<u>is</u> new Waitrose store is set to provide<u>s</u> around 850sq.m of additional convenience floorspace by re-organising the internal layout, which will <u>reduces</u> the overall potential</p>	To provide clarity on the up to position of Waitrose at Locks Heath Centre

	requirement....”	
Page 99, Para 6.50	<i>Deletion of last sentence:</i> “ If this site is not considered deliverable then the open space to the north of Locks Heath District Centre could be an alternative location. ”	To provide clarity on the up to position of the new swimming pool at Coldeast.
Pages 131-132, Housing Site H5	<i>Amendment to the 3rd paragraph in the ‘Planning Status’ section as follows:</i> “Detailed planning consent <u>was</u> granted for 49 units on part of the site to the northwest corner submitted in 2012 and approved in 2013. ” <i>Deletion of 4th paragraph in the ‘Planning Status’ section:</i> “Application for alternative scheme comprising of 206 dwellings on part of the site, excluding the area with detailed consent and a number of smaller land parcels. Proposal refused in 2013, appeal pending.” <i>Insertion of new 4th paragraph in the ‘Planning Status’ section as follows:</i> <u>“A subsequent appeal for an alternative scheme comprising of 206 dwellings on part of the site was allowed in 2014.</u> ”	To provide clarity on the up to position of the housing site.
Page 158, Housing Site H14	<i>Amendment to 1st sentence in Capacity & Rationale section of brief as follows:</i> “The site could provide around 20 town houses utilising the former Fortnum car showroom and the Council-owned Gillies car park.”	To provide clarity on the up to date position of the Gillies car park.
Glossary, “Local Plan”	<i>Deletion of:</i> The plan for the future development of in law, the development plan document adopted under the Planning and Compulsory Purchase Act 2004. <i>Replaced by:</i> Prepared by local planning authorities to set planning policies to facilitate development, economic growth and protection of the natural and historic environment.	For clarity – previous definition unclear.

Fareham Local Plan

Shaping Fareham's Future

Local Plan Part 2: Development Sites and Policies

**June 2015
Adoption Version**

Fareham Borough Local Plan Part 2: Development Sites and Policies

The Development Sites and Policies Plan forms Part 2 of the Fareham Borough Local Plan and follows on from the adopted Fareham Borough Local Plan Part 1 (Core Strategy). Alongside Local Plan Part 3: The Welborne Plan, these Plans provide the Borough with policies to encourage growth and investment in housing and jobs, whilst providing protection to the natural environment.

All three parts of the Borough's Local Plan together with the Hampshire Minerals and Waste Plan (2013) form the Development Plan for Fareham Borough. The Development Plan is unique to each local authority area and provides the statutory framework or 'rules' for guiding decisions on planning applications in the area.

Local Plan Part 2: Development Sites and Policies was subject to examination by an independently appointed Government Planning Inspector, David Hogger BA MSc MRTPI MCiHT between July 2014 and May 2015.

Further Information and Contacts

Information on the development plan process, updates on the progress of Fareham's planning documents, and current consultations, are available at the following website: www.fareham.gov.uk/ldf.

If you have any questions regarding Fareham's Local Plan, including this document, please contact a member of the Planning Strategy Team at Fareham Borough Council.

Telephone: 01329 236100
Email: planningpolicy@fareham.gov.uk

Address: Planning Strategy & Regeneration
Department of Planning and Development
Fareham Borough Council
Civic Offices, Civic Way
Fareham
Hampshire
PO16 7AZ

If you require this document in large print, or help with translation into other languages, please call 01329 236100 for further information.

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Chapter 1

Introduction

Introduction

- 1.1 Local Plan Part 2: Development Sites and Policies is one of three documents within the Fareham Local Plan. The Local Plan also includes Local Plan Part 1: Core Strategy (adopted in August, 2011), and Local Plan Part 3: The Welborne Plan, which is being prepared alongside this Plan. The relationship between the three parts of the Local Plan is set out in Figure 1.

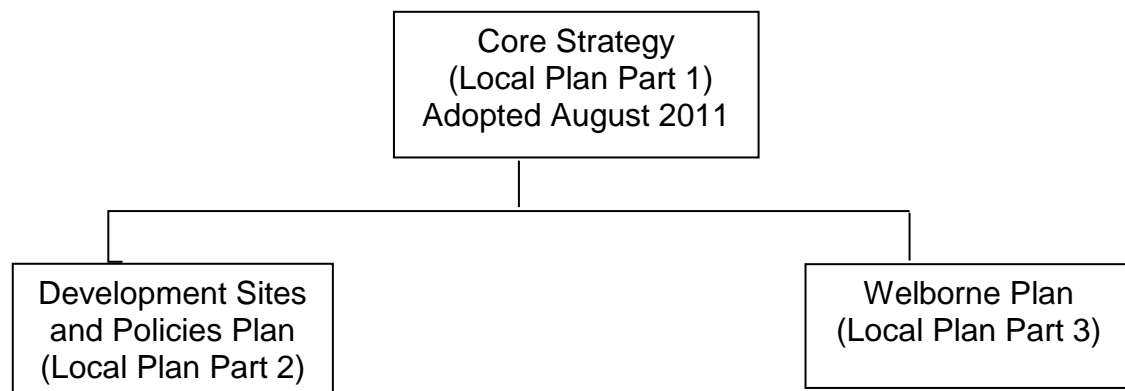


Figure 1: Relationship between the three parts of the Local Plan

- 1.2 The Core Strategy sets out the vision, objectives and overall development strategy for the Borough up to 2026. The Development Sites and Policies Plan replaces all remaining saved policies in the Fareham Borough Local Plan Review (June 2000).
- 1.3 The Development Sites and Policies Plan sets out the Council's approach to managing and delivering development identified in the Core Strategy (together with the additional requirements set out in the South Hampshire Strategy) for the Borough to 2026, except for the area covered by The Welborne Plan. It will help meet the Vision and Strategic Objectives for Fareham set out in the Core Strategy. The policies and proposals form part of Fareham's statutory development plan. It is a key document in the future planning of the area, and in the determination of planning applications. It replaces all remaining saved policies in the Fareham Borough Local Plan as well as Core Strategy Policy CS19: Gypsies, Travellers, and Travelling Showpeople Population.
- 1.4 The Plan should be read in conjunction with the Policies Map, which shows all policy boundaries and the areas to which the policies apply.

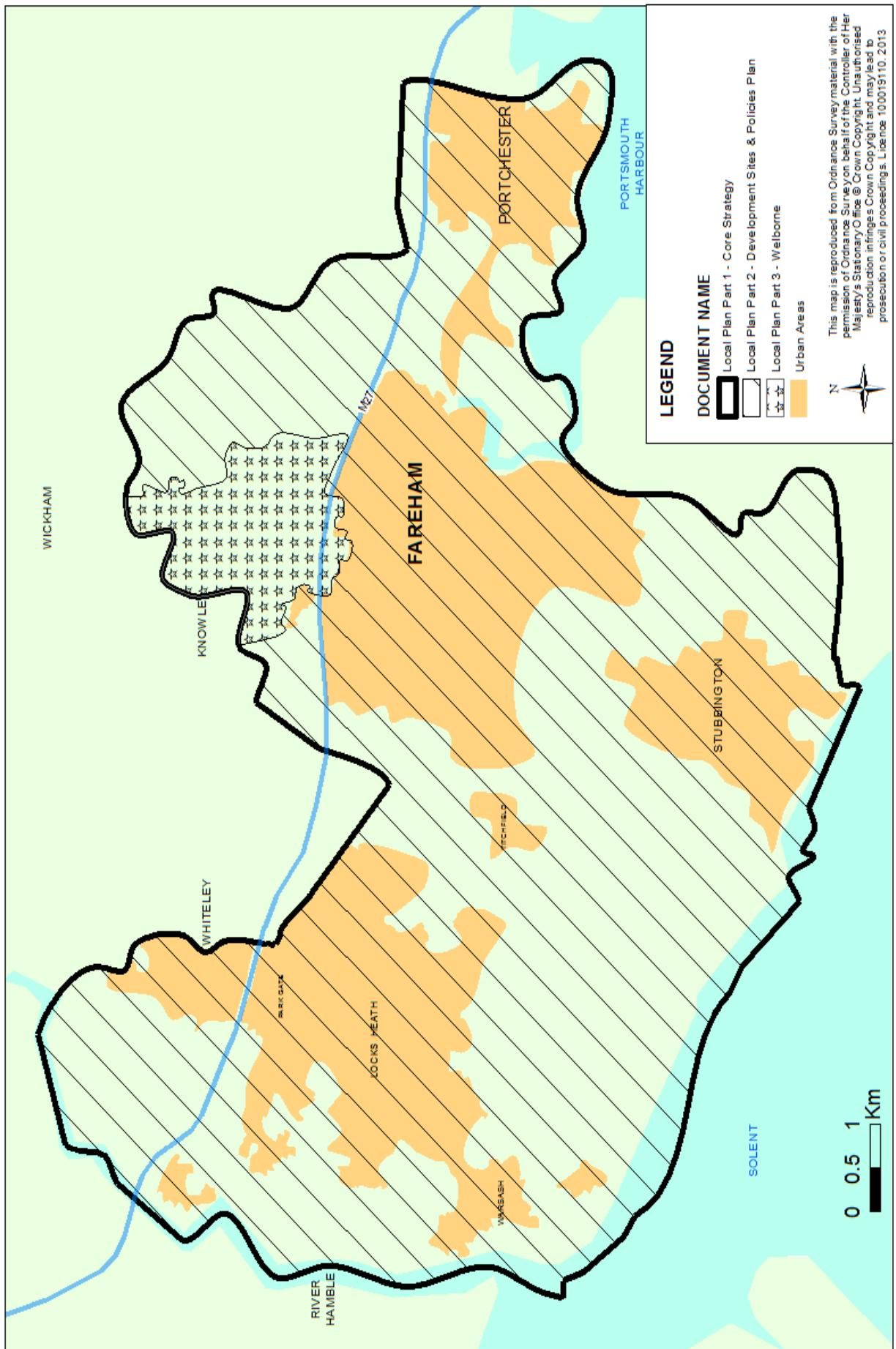


Figure 2: Map showing the coverage of three parts of the Local Plan

National Planning Policy Context

- 1.5 The Government's planning policies for England are set out in the National Planning Policy Framework (NPPF)¹. Local Plans should be consistent with the principles and policies set out in the NPPF. The NPPF is also a material consideration in the determining of planning applications. At the heart of government planning policy is the *"presumption in favour of sustainable development"* and the Development Sites and Policies Plan has been prepared with this as a key consideration in plan-making.

Relationship with Local Plan Part 1: Core Strategy and the South Hampshire Strategy

- 1.6 The Development Sites and Policies Plan has been prepared in accordance with the Core Strategy. The Core Strategy sets the development strategy for the Borough from 2006 to 2026 and the Development Sites and Policies Plan therefore follows the same time scale up to 2026. Paragraph 157 of the NPPF states that Local Plans should *"be drawn up over an appropriate timescale, preferably a 15-year time horizon..."*. While the Development Sites and Policies Plan will cover a shorter period from the date of its adoption than the NPPF's preferred time scale of 15 years, it is considered to be an *"appropriate time scale"* in order to be consistent with the Core Strategy and the South Hampshire Strategy, to which it is linked. Furthermore, the Partnership for Urban South Hampshire's authorities have an intention to soon undertake a review and update of the South Hampshire Strategy. This review will help form the parameters and strategic framework for a review of Fareham's Local Plan to 2036.
- 1.7 The Core Strategy sets out a Vision for Fareham and series of Strategic Objectives. Key elements of this Strategy (excluding Welborne) are the provision of:
- 3,729 dwellings with priority given to previously developed land²;
 - 41,000 m² of employment floorspace³;
 - Retail development in accordance with the retail hierarchy;
 - Affordable housing requirements; and
 - Open space requirements.
- 1.8 The Development Sites and Policies Plan has also drawn upon the increased levels of housing and employment set out in the South Hampshire Strategy: A Framework to Guide Sustainable Development and Change to 2026⁴, which was published in October 2012, following the adoption of the Core Strategy. While the South Hampshire Strategy is not a statutory plan, it has been formulated on sound evidence including demographic and economic projections. It provides a framework to inform and support the preparation of a statutory local plan. Its preparation jointly by the PUSH authorities largely fulfils the 'duty to cooperate'.

South Hampshire Strategy Update and Local Plan Review

- 1.9 PUSH has committed to undertake a review and update of the South Hampshire

¹ DCLG (March 2012) National Planning Policy Framework ,

² Figure does not take account of dwellings completed in the period since 1 April 2006.

³ Figure does not take account of floorspace completed in the period since 1 April 2006.

⁴ Partnership for Urban South Hampshire (PUSH) (October 2012) *South Hampshire Strategy: A Framework to Guide Sustainable Development and Change to 2026*

Strategy, to take account of the most up-to-date background evidence, including the Strategic Housing Market Assessment (SHMA), and to extend the timeline of the Strategy to 2036. The report to the PUSH joint committee on the 25th March⁵ confirmed that work on the update would start in April 2014, with publication of the final Strategy predicted for early 2016.

1.10 The Council recognises the need for an early review of the Local Plan following adoption of the Development Sites & Policies Plan to extend the time horizon beyond 2026, in line with the Welborne Plan, to 2036. The review of the South Hampshire Strategy to 2036 will inform the early review of Fareham's Local Plan. This is considered to be the most sound and robust approach to taking account of new evidence, including the SHMA, as well as guidance and evidence produced by the South Hampshire Local Economic Partnership, whilst ensuring the Council fulfils the Duty to Cooperate.

1.11 The Council is committed to review the Local Plan, and this is set out in the Local Development Scheme (Revised September 2014⁶), which was agreed at Fareham Borough Council's Executive Meeting on the 1st September 2014. The Council's timetable for the Local Plan Review allows the Authority to take account of the current review of the South Hampshire Strategy. The timetable for the review of the Local Plan is as follows:

- Summer 2016 – Consultation on draft Local Plan (Regulation 18)
- Summer 2017 – Publication of pre-submission Local Plan (Regulation 19)
- Autumn 2017 – Submission to Secretary of State (Regulation 22)
- Winter 2017 – Examination (Regulation 24)
- Spring/Summer 2018 – Adoption (Regulation 26)

The Local Plan Review undertaken by the Council will be comprehensive in nature, updating and reviewing the adopted Core Strategy, Development Sites and Policies and Welborne Plans, to form one Local Plan.

Role of Local Plan Part 2: Development Sites and Policies

1.12 The role of the Development Sites and Policies Plan is to identify development sites and development management policies for the Borough (excluding Welborne) up to 2026 and to help deliver the Vision and Strategic Objectives set out in the Core Strategy. The purpose of the Development Sites and Policies Plan is threefold:

1. Allocate sites for housing, employment and retail and other community facilities as necessary;
2. Review and designate areas in the Borough such as settlement boundaries and strategic gaps;
3. Set out Development Management policies by topic areas including Design and Town Centre Uses.

1.13 This Plan does not allocate sites in areas covered by other Plans including the area covered by the Welborne Plan, or the strategic allocations at Coldeast (in Core Strategy Policy CS10), and Daedalus (in Core Strategy Policy CS12).

⁵ http://www.push.gov.uk/item_9_-_spatial_strategy_update_report_push_jc_final.pdf

⁶ http://www.fareham.gov.uk/PDF/planning/local_plan/MCH-140227-LDS-Final-Feb-2014.pdf

Evidence Base and Sustainability Appraisal

- 1.14 The development sites in the Development Sites and Policies Plan have been identified in the following ways:
- Sites submitted to the Council by, landowners and developers;
 - Sites proposed within evidence studies; and
 - Sites within the adopted Fareham Borough Local Plan Review (June 2000)⁷ that have not been implemented, but were reviewed and taken forward where appropriate.
- 1.15 The planning process requires a plan to be justified and supported by a robust and credible evidence base in order to demonstrate that the most appropriate strategy has been chosen when considered against other reasonable alternatives. The Development Sites and Policies Plan is underpinned by a comprehensive evidence base including studies and strategies prepared by other organisations, including the Partnership for Urban South Hampshire (PUSH).
- 1.16 A statutory requirement of plan-making is to undertake a Sustainability Appraisal (SA) (the SA incorporates the Strategic Environmental Assessment) and Habitats Regulations Assessment (HRA) of the policies and proposals in a Plan. The SA process seeks to ensure that the social, environmental and economic effects of strategies and policies are in accordance with the aims of sustainable development. The SA identifies the sustainability effects of the approach set out in the Plan.
- 1.17 Where a Local Plan, either on its own or in combination with other plans or projects, is likely to have a significant effect on European nature conservation sites (Special Areas of Conservation (SACs) and Special Protection Areas (SPAs)), an 'Appropriate Assessment' of the implications of the plan for these designations is required.
- 1.18 All the policies and proposals in this Plan have been assessed through the SA and HRA process.

Consultation

- 1.19 An early Issues and Options stage of the plan preparation included public consultation starting in January 2008. This enabled interested parties, developers, residents and landowners to have the opportunity to express their views on the issues and options that were originally set out in the Site Allocations Plan, and the Fareham Town Centre Area Action Plan. All the comments received were reviewed and used to inform the plan-making process. Following the period of consultation on these two draft plans, a decision was made to combine the documents in to a single Development Sites and Policies Plan.
- 1.20 The Draft Development Sites and Policies Plan was published for comments from 15 October, 2012, to 26 November, 2012. The Draft Plan set out the Council's preferred approach and provided the public and organisations with the opportunity to influence the Plan's policies and proposals. Discussions with respondents to resolve concerns as far as possible, together with further specific consultations on policies for Solent

⁷ Fareham Borough Council (June 2000) Fareham Borough Local Plan Review.

Breezes, Gypsy and Traveller accommodation and Fareham College site redevelopment, have also taken place throughout 2013.

Monitoring and Implementation

- 1.21 The Council will monitor the implementation of the policies and proposals in this Plan, and assess their effectiveness in delivering sites to meet the requirements of the Core Strategy (and the refresh of the South Hampshire Strategy), and demonstrate how they are helping to manage development within the Borough. The findings of the monitoring exercise will be published in a Monitoring Report as and when necessary, and this will be made available on the Council's website. The report will identify any changes that are required and set out how effectively individual policies are working in practice.

Chapter 2

Sustainable Development

LIST OF POLICIES

DSP1: Sustainable Development

INTRODUCTION

- 2.1 The Development Sites and Policies Plan has been prepared in accordance with the National Planning Policy Framework (NPPF). The NPPF states that the principal purpose of the planning system is the achievement of sustainable development.
- 2.2 The following issue is covered in this chapter:
- The presumption in favour of sustainable development
- 2.3 Sustainable development has three key dimensions:
- An economic role;
 - A social role; and
 - An environmental role.
- 2.4 The presumption in favour of sustainable development is at the heart of government planning policy. It should be seen as a 'golden thread' running through both plan-making, and decision-taking.

PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

- 2.5 At the heart of government planning policy is the "*presumption in favour of sustainable development*". The policies contained within the Development Sites and Policies Plan will follow the approach of the presumption in favour of sustainable development set out in the NPPF. Proposals that are sustainable and which accord with the policies in the NPPF and the Local Plan will be approved without delay.

Policy DSP1: Sustainable Development

When considering development proposals, the Council will take a positive approach that reflects the "*presumption in favour of sustainable development*" contained in the National Planning Policy Framework. It will always work proactively with applicants to find solutions that enable proposals to be granted permission wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application, or where relevant policies are out-of-date at the time of making the decision, the Council will

grant permission, unless material considerations indicate otherwise. This will include taking into account whether or not:

- i. the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; and/or**
- ii. specific policies in the National Planning Policy Framework indicate that development will not be supported.**

Chapter 3:

The Existing Settlements

LIST OF POLICIES

DSP2: Environmental Impact

DSP3: Impact on Living Conditions

DSP4: Prejudice to Adjacent Land

DSP5: Protecting and Enhancing the Historic Environment

INTRODUCTION

- 3.1 While providing for growth within the Borough, it is important to ensure that existing settlements are protected and enhanced. The Core Strategy defines several settlements within the Borough. Each settlement benefits from its own unique character as well as individual buildings that help add to its identity. The Development Sites and Policies Plan seeks to enhance the identity of these settlements by defining their boundaries, and identifying sensitive areas that require protection.
- 3.2 The following issues are covered in this chapter:
- Defined Urban Settlement Boundaries;
 - Strategic Gaps;
 - Design and Character;
 - Environmental Impact; and
 - Protecting the Historic Environment.
- 3.3 The first two sections of the chapter regarding the Defined Urban Settlement Boundaries (DUSBs) and the Strategic Gaps respectively, explore the definition of the settlements in the Borough, and the importance of protecting their separation by preventing coalescence and urban sprawl. The remaining sections focus on the existing built environment and heritage assets and how their important characteristics will be protected and enhanced, while ensuring that any new development is respectful of its context.

DEFINED URBAN SETTLEMENT BOUNDARIES

- 3.4 The Spatial Strategy for Fareham, set out in the Core Strategy, seeks to direct growth to the most sustainable locations in the Borough. It aims to ensure that facilities and services are available, well integrated and accessible. This will be achieved through the designation of DUSBs and Strategic Gaps.
- 3.5 Core Strategy Policy CS6: The Development Strategy, sets out the Development Strategy for the Borough. It seeks to prioritise development within the DUSBs. The DUSBs define the extent of the built-up area of settlements across the Borough, and seek to protect the surrounding areas from urban sprawl.
- 3.6 The DUSBs have been identified on the Policies Map to create defensible boundaries that reflect the nature, size, setting and character of individual

settlements. The DUSBs are, in most instances, defined tightly around the settlements of: Fareham, Portchester, Stubbington and Hill Head, Titchfield, Hook and Chilling, Western Wards, Lower Swanwick, Whiteley, and Funtley.

- 3.7 Development outside the DUSBs is generally subject to restrictive policies, which limit uses to those appropriate to these areas, such as purposes directly related to agriculture, forestry, horticulture or required infrastructure.
- 3.8 Core Strategy Policy CS6: The Development Strategy seeks to prioritise the reuse of previously developed land within DUSBs. This approach is also advocated in the NPPF, which states that *"planning should...encourage the effective use of land by reusing land that has been previously developed"*⁸.
- 3.9 Evidence studies, including the Strategic Housing Land Availability Assessment and the Employment Land Review, have concluded that there are sufficient identified sites within the existing DUSBs to meet the Borough's development requirements. In light of this, it has not been necessary to review the DUSBs in the Development Sites and Policies Plan.

STRATEGIC GAPS

- 3.10 Strategic Gaps between towns and villages help define the separate identity of individual settlements, and prevent coalescence. They are important in maintaining the settlement pattern in the Borough, ensuring that individual settlements remain separate. The Strategic Gaps also help to provide opportunities for green infrastructure and green corridors providing opportunities for recreation and biodiversity.
- 3.11 Core Strategy Policy CS22: Development in Strategic Gaps provides for the detailed boundaries of Strategic Gaps to be reviewed in the Development Sites and Policies Plan in accordance with the following criteria:
- a) The open nature and 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; and
 - c) In defining the extent of a Strategic 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.
- 3.12 The Council commissioned consultants to review the Strategic and Local Gaps⁹ designated in the Fareham Borough Local Plan Review (June 2000)¹⁰. The review focussed on a survey and analysis of the areas outside of the defined urban settlement boundaries within the Borough and assessed whether or not the gaps were in accordance with the criteria set out in the Core Strategy. This was assessed in the field using a structured method, based on the completion of a survey pro forma. The information was subsequently analysed using a matrix to assess both the suitability of land for inclusion within a Gap, and the broader level of functionality

⁸ Paragraph 17 of the National Planning Policy Framework

⁹ Fareham Borough Gap Review (September 2012) David Hares Landscape Architecture

¹⁰ Fareham Borough Local Plan Review (June 2000) (paragraph 4.54 onwards)

that the land provided.

- 3.13 Policy CS22: Development in Strategic Gaps does not provide a policy basis for the designation of any Local Gaps that are outside the two Strategic Gaps between Stubbington/Fareham and Western Wards/Whiteley (the Meon Gap) and; Stubbington/Lee on Solent and Fareham/Gosport. In light of this, Local Gaps have not been retained in this Plan.
- 3.14 The Strategic Gap boundaries are shown on the Policies Map. They will continue to follow the edge of existing settlements, with the exception of the area immediately west of the Meon Valley and south of Warsash Road where the gap has been amended in line with the recommendations of the Fareham Borough Gap Review.

DESIGN and CHARACTER

- 3.15 The NPPF states that *"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people"*. It states that *"Local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics"*.¹¹
- 3.16 Core Strategy Policy CS17: High Quality Design sets out key design principles that should be adhered to in all proposals in the Borough. These design principles will be supplemented by the Design Supplementary Planning Document (SPD), which will provide additional detail and set standards for internal and external spaces. The Council expects all new development to adhere to the Principles of CS17, whilst having due regard to the additional guidance within the Design Guidance (excluding Welborne) SPD.

ENVIRONMENTAL IMPACT

- 3.17 New development will usually have some impact on its surroundings. However, it can still be sustainable as long as wider environmental issues and local contextual issues are considered at the design and delivery stages. Issues such as pollution, the provision of water, the disposal of waste water, and the production of waste are key considerations in determining planning applications. Where these issues have not been considered, or where a proposal is likely to unacceptably harm neighbouring development or the wider environment because of any, or a combination of these factors, it should be refused.
- 3.18 Pollution (air, light and noise) is an issue that must be addressed in all new developments. Where appropriate, external lighting schemes required as part of a new development should be submitted as part of the planning application. It is important that light pollution is kept to a minimum in order to protect visual amenity and outlook from neighbouring properties, but to also ensure natural light is maximised and schemes are energy efficient. On the edges of the urban area and in areas outside the defined urban settlement boundaries, landscaping measures should be provided to screen installations from view. Conditions may be attached to the provision of floodlighting in order to control usage and hours of operation.

¹¹ National Planning Policy Framework (2012) (Paragraphs 56 & 58)

- 3.19 Noise pollution can be particularly detrimental to the amenity of neighbouring residents. Certain uses should not be located adjacent to residential properties in order to protect them from the potential impact of noise. Alternatively, where residential or similarly sensitive development is proposed adjacent to a use likely to create noise, it should be demonstrated in the planning application how this can be mitigated.
- 3.20 Other elements of pollution, such as heat, smoke, liquids, and vibration, should be treated in a similar way. Where development is proposed that is likely to create such issues, the Council will expect the planning application to clearly demonstrate how this can be avoided or mitigated.
- 3.21 New development should provide adequate provision for the management and disposal of waste water and surface water. Development in some areas may increase the risk of flooding elsewhere by reducing the storage capacity of the flood plain and by stopping the flow of flood water. Development can also adversely impact upon water quality in neighbouring areas. All new development should, therefore, be encouraged to incorporate sustainable drainage systems and best practice measures in construction, (which will be controlled through planning conditions where appropriate) to reduce these risks, particularly in areas in or adjacent to water-related designated nature conservation sites.
- 3.22 The impact of new development on the quality and quantity of water resources should be taken into account. The Environment Agency has published the South East River Basin Management Plan (2009)¹², which sets out targets for water quality in the Borough.

Policy DSP2: Environmental Impact

Development proposals should not, individually, or cumulatively, have a significant adverse impact, either on neighbouring development, adjoining land, or the wider environment, by reason of noise, heat, liquids, vibration, light or air pollution (including dust, smoke, fumes or odour).

Development should provide for the satisfactory disposal of surface and waste water, and should not be detrimental to the management and protection of water resources.

Impact on Living Conditions

- 3.23 The natural light, outlook and privacy enjoyed by existing residents should be carefully considered in the design of new development. Poorly designed buildings or extensions can have an adverse impact on existing properties or land by physically blocking light and/or outlook that residents or businesses currently enjoy. New development should be carefully designed to take account of the relationship between the existing and proposed built form and to avoid any unacceptable loss of light or outlook.
- 3.24 Privacy is another key element that should be protected by ensuring good quality

¹² [South East River Basin Management Plan \(2009\) Environment Agency](#)

design. The privacy that existing residents enjoy in the habitable rooms in their properties as well as their gardens should not be compromised by the proximity of new development. New buildings and extensions that have an unacceptable impact on the privacy of existing properties or gardens will be refused.

Policy DSP3: Impact on Living Conditions

Development proposals should ensure that there will be no unacceptable adverse impact upon living conditions on the site or neighbouring development, by way of the loss of sunlight, daylight, outlook and/or privacy.

Preventing Prejudice to the Development of Adjacent Land

- 3.25 In order to ensure that development makes the most efficient use of land, comprehensive schemes for larger sites will be encouraged where possible. The Council has a long-standing policy of seeking to ensure that any permitted development does not prejudice the development of adjacent land, where there are sound planning reasons to secure the development of a larger site by preventing access from the approved development to other areas of the larger site. This principle was established in the Core Strategy Policy CS15: Sustainable Development and Climate Change, which states that "*Development must not prejudice the development of a larger site*". Developers will be expected to enter into legal agreements to ensure prejudice to the development of adjacent land is avoided as smaller parcels of land are developed. Where legal agreements are deemed necessary, but not subsequently achieved, proposals may be refused in line with CS15 and DSP4.

Policy DSP4: Prejudice to Adjacent Land

Where piecemeal development could delay or prevent the comprehensive development of a larger site, a legal agreement will be sought, to ensure that any permitted development does not prejudice the development of adjacent land and that highway access, pedestrian access and services to adjoining land are provided.

PROTECTING AND ENHANCING THE HISTORIC ENVIRONMENT

- 3.26 Protecting and enhancing the historic environment contributes to the Government's aim of achieving sustainable development through the planning system. The conservation of heritage assets in a manner appropriate to their significance is one of twelve core principles¹³ in the NPPF that underpin plan-making and decision-taking; great weight is expected to be given to their conservation. New development will be expected to integrate into the historic environment and respond to local character and distinctiveness.
- 3.27 Heritage assets (buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions because of their heritage interest) are an irreplaceable resource and in accordance with guidance contained in the NPPF, the Council will conserve them in a manner appropriate to their significance. The Council will pursue a positive strategy for the

¹³ DCLG (2012) National Planning Policy Framework (Paragraph 17)

conservation and enjoyment of the historic environment to include:

- a continued programme of conservation area appraisal;
- monitoring of buildings or other heritage assets at risk through neglect, decay and other threats, proactively seeking solutions for assets at risk through discussions with owners and willingness to consider positively development schemes that would ensure the repair and maintenance of the asset, and, where appropriate, using its statutory powers;
- maintenance of a local list of buildings of architectural or historic interest;
- determination of applications for development having regard to national policy and legislation and local planning policy;
- the use of Article 4 directions to control permitted development;
- the provision of advice relating to the heritage assets including development of appropriate guidance documents; and
- the making of information relating to the significance of the historic environment publicly available by deposit in the Hampshire Archaeology and Historic Buildings Record.

3.28 Heritage assets are defined as either designated or non-designated assets. These have been set out in Tables 1a and 1b.

Designated Heritage Assets

3.29 The Borough's designated heritage assets include buildings that are on the Statutory List of Buildings of Special Architectural or Historic Interest, Conservation Areas and Scheduled Monuments. National designation reflects their level of significance. The Borough's designated heritage assets are irreplaceable and the Council will give great weight to their conservation and to sustaining and enhancing their significance and the contribution they make to the Borough's local character and distinctiveness. Any harm or loss to their significance will require substantial justification. Substantial harm or loss will be treated as exceptional and in the case of assets of the highest significance, such as grade I and II* listed buildings, wholly exceptional.

Listed Buildings

3.30 The Borough's listed buildings are of national interest and are graded according to their relative importance. Fareham has four Grade I, twenty Grade II*, and over 400 Grade II entries in the list. The Planning (Listed Buildings and Conservation Areas) Act 1990¹⁴, requires local planning authorities, in determining applications, to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses. Listed Building Consent is required for the demolition or alteration of a listed building in any manner which would affect its character as a building of special architectural or historic interest.

Conservation Areas

3.31 Conservation Areas are 'areas of Special Architectural or historic interest the character of which it is desirable to preserve or enhance'. The Council has a duty to pay special attention to the desirability of preserving or enhancing their character

¹⁴ The Planning (Listed Buildings and Conservation Areas) Act 1990 Section 16

and appearance. The Borough has thirteen designated Conservation Areas. The character of each area is derived from a variety of aspects including the age and style of individual buildings, the way groups of buildings are arranged, the spaces between them, their historical significance in the development of an area and also their use. Other factors such as: open spaces, landscaping, trees and important views all combine to form the overall character of an area.

- 3.32 The Council will produce and review Conservation Area Character Appraisals for each of its Conservation Areas¹⁵. These will be used to inform decisions based on a clear understanding of what makes a particular area special and will form an important part of the basis on which the Council will assess development proposals. The Conservation Area Character Appraisals will include a management strategy that sets out how the character and appearance of an area is to be preserved or enhanced. The appraisals will also be used to help inform work within the highway and other public spaces as well as environmental improvement projects.

Scheduled Monuments

- 3.33 Scheduled Monuments are designated for their national importance. Applications for work to Scheduled Monuments are determined by the Secretary of State, and applications are made to English Heritage. The effect of a proposal on the special interest of a Scheduled Monument is a material consideration in the determination of a planning application.

Non-Designated Heritage Assets

- 3.34 Non-designated heritage assets are assets identified by the local planning authority as having a degree of significance meriting consideration in planning decisions because of their heritage interest. These can be formally identified or come to light in the process of determining applications. They are a material consideration in the determination of applications, and the impact of proposals affecting them will be considered in accordance with the policies of the NPPF, having regard to the significance of the asset and the scale of any harm or loss. Non-designated heritage assets that have been formally identified in the Borough include locally listed buildings, sites of archaeological importance and historic parks and gardens.

Locally Listed Buildings

- 3.35 The Council maintains a list of buildings of local architectural or historic interest. Buildings included on the list are those that have some local significance that merits protection but are not of sufficient national interest to merit statutory listing. The architectural, historical interest and setting of buildings included on the local list will be considered in the making of planning decisions and the Council will continue to maintain the local list recommending the addition of buildings that satisfy the necessary selection criteria.

¹⁵ For more detail regarding Conservation Area Appraisals and Conservation Areas follow this link: <http://www.fareham.gov.uk/council/departments/planning/conservation/cacas.aspx>

Sites of Archaeological Significance

- 3.36 The Borough has been settled for many centuries and contains a large number of sites and areas of archaeological importance. The records are held by Hampshire County Council, and contained within the Archaeology and Historic Buildings Record. A considerable proportion of archaeological sites are not currently known about. New sites are continually being discovered, most commonly in areas where there has been little previous archaeological investigation. Defining areas where previously unknown archaeological sites may be present requires specialist knowledge. Developers should contact Hampshire County Council's Archaeological Team to establish whether or not the site has potential for archaeological interest and to establish any need for investigation and evaluation at an early stage. Sites that are not designated but are of national significance equivalent to scheduled monuments will be treated as designated assets, in accordance with the advice contained in the NPPF.

Historic Parks and Gardens

- 3.37 Historic Parks and Gardens are designed landscapes that are of special historic interest. These can include cemeteries, town or garden squares and hospital grounds as well as public or private parks and gardens. Nationally important sites are included on the English Heritage Register of Parks and Gardens of Special Historic Interest¹⁶. Although there are no nationally important sites within the Borough, thirty-two sites are listed in the Hampshire Register of Historic Parks and Gardens. Following detailed research, eight Historic Parks and Gardens have been identified as being of particular local importance.
- 3.38 The Council will seek to conserve historic parks and gardens. Where they may be affected by development, the Council will require historical research, using appropriate expertise, to establish their significance. Where necessary the Council will consult with the Garden History Society or the Hampshire Gardens Trust for advice.

Table 1a: Fareham's Designated Assets

Designated Heritage Assets	Location of Heritage Asset
<i>Listed Buildings</i>	Entries ¹⁷ in the Statutory List of Buildings of Special Architectural or Historic Interest
<i>Scheduled Monuments*</i>	Fort Fareham Monument Farm Titchfield Abbey Portchester Castle Stony Bridge

¹⁶ English Heritage Register of Parks and Gardens of Special Historic Interest

¹⁷ As at 1 April, 2013, there are 432 listed buildings.

<i>Conservation Areas*</i>	Cams Hall Catisfield Fareham High Street Hook Osborn Road (Fareham) Portchester (Castle Street) Sarisbury Green Swanwick Shore Titchfield Titchfield Abbey Town Quay (Fareham) Wallington Warsash
*Boundaries illustrated on the Policies Map	
<i>NOTE: This list will be reviewed and revised should further designations be made or existing designations be altered.</i>	

Table 1b: Fareham's Non-Designated Assets

Non-Designated Heritage Assets	Location of Heritage Asset
<i>Locally Listed Buildings</i>	Entries ¹⁸ included in the Local List of Buildings of Special Architectural or Historic Interest
<i>Historic parks and gardens*</i>	Bath Lane Recreation Ground, Fareham Bishopswood, Fareham Brooklands, Sarisbury Green Cams Hall, Fareham Coldeast Hospital, Sarisbury Holly Hill, Sarisbury Court, Sarisbury Hook Park, Warsash Uplands, Fareham (Note: Bath Lane Recreation Ground and Cams Hall are within the boundary of conservation areas, which are Designated Heritage assets.)
<i>Sites of archaeological importance</i>	Records held by Hampshire County Council and contained within the Archaeology and Historic Buildings Record
*Boundaries illustrated on the Policies Map	
<i>NOTE: This list will be kept under review and revised should further designations be made or existing designations be altered.</i>	

Policy DSP5: Protecting and Enhancing the Historic Environment

Designated and non-designated heritage assets are an irreplaceable resource that will be conserved in a manner appropriate to their significance, to be enjoyed for their contribution to the quality of life of this and future generations. The wider social, cultural, economic and environmental benefits

¹⁸ As at 1 April, 2013, there are 107 locally listed buildings.

of their conservation will also be taken into account in decision making.

Development affecting all heritage assets should have regard to relevant guidance, including (but not limited to) the Design Supplementary Planning Document.

Proposals that provide viable future uses for heritage assets, that are consistent with their conservation, will be supported.

In considering the impact of proposals that affect the Borough's designated heritage assets, the Council will give great weight to their conservation (including those that are most at risk through neglect, decay, or other threats). Harm or loss will require clear and convincing justification in accordance with national guidance. Substantial harm or loss to a heritage asset will only be permitted in exceptional circumstances.

Listed Buildings will be conserved by:

- a) supporting proposals that sustain and where appropriate enhance their heritage significance;**
- b) refusing to permit demolition, changes of use, or proposed additions and/or alterations that would unacceptably harm the building, its setting or any features of special architectural or historic interest which it possess; and**
- c) ensuring that development does not harm, and if desirable, enhances their settings.**

Development affecting a conservation area will be permitted where it preserves or enhances its character, setting and appearance, and

- a) takes account of the relevant Conservation Area Character Appraisal and Management Strategy;**
- b) does not involve the loss of important features of an individual building that contribute to character and appearance of the conservation area and /or its setting;**
- c) its form, bulk, scale, height, massing, alignment, proportion, material, building form and use are appropriate, including having regard to the surrounding buildings, spaces and views; and**
- d) it does not involve the demolition or partial demolition of a building or structure that positively contributes to the area, without clear and convincing justification.**

The Council will conserve Scheduled Monuments, and archaeological sites that are demonstrably of national significance, by supporting proposals that sustain and where appropriate enhance their heritage significance. Proposals that unacceptably harm their heritage significance, including their setting, will not be permitted.

Non-designated heritage assets including locally listed buildings, historic parks and gardens, and sites of archaeological importance will be protected from development that would unacceptably harm their Architectural and historic interest, and/or setting taking account of their significance.

Chapter 4:

The Natural Environment

LIST OF POLICIES

- DSP6: New Residential Development Outside of the Defined Urban Settlement Boundaries
- DSP7: Affordable Housing Exceptions Sites
- DSP8: New Leisure and Recreation Development Outside of the Defined Urban Settlement Boundaries
- DSP9: Economic Development Outside of the Defined Urban Settlement Boundaries
- DSP10: Educational Facilities Outside of the Defined Urban Settlement Boundaries
- DSP11: Development Proposals within Solent Breezes Holiday Park
- DSP12: Public Open Space Allocations
- DSP13: Nature Conservation
- DSP14: Supporting Sites for Brent Geese and Waders
- DSP15: Recreational Disturbance on the Solent Special Protection Areas (SPA)
- DSP16: Coastal Change Management Areas (CCMAs)

INTRODUCTION

- 4.1 The Natural Environment is a key asset of the Borough, which provides a significant contribution to the quality of life of residents and visitors. It not only provides a natural, green setting for the Borough's settlement, but is also important for recreation and leisure uses as well as supporting the Borough's biodiversity including internationally important habitats for wildlife. The Plan is important in establishing the right balance between planning for growth and protecting the natural environment.
- 4.2 Issues covered in this chapter include:
- Development Outside of the Defined Urban Settlement Boundaries
 - Open Space and Green Infrastructure
 - Biodiversity
 - Coastal Management

DEVELOPMENT OUTSIDE OF THE DEFINED URBAN SETTLEMENT BOUNDARIES (DUSBs)

- 4.3 The areas outside of the defined urban settlement boundaries (DUSBs), as defined on the Policies Map, will be protected from inappropriate development. These areas include urban edge locations, settlements outside of the DUSBs and countryside areas. This approach is consistent with Core Strategy Policy CS6: The Development Strategy, which seeks to: *'prioritise development within the defined urban settlement boundaries'* and the NPPF which states that *"planning should...encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value¹⁹".*

¹⁹ DCLG (NPPF 2012) of the National Planning Policy Framework (Paragraph 17)

- 4.4 Core Strategy Policy CS14: Development Outside Settlements requires the control of built development outside of the DUSBs to ensure that landscape character, appearance, form and function of the countryside and coastline within the Borough is protected. Furthermore, the NPPF requires local planning authorities to recognise the intrinsic character and beauty of the countryside. Planning should contribute to protect and enhance valued landscapes²⁰. Plans, should minimise the adverse impact on the local and natural environment and allocate land with the least environmental or amenity value, where consistent with other policies contained within the NPPF²¹ and the Local Plan.
- 4.5 This section of the Plan expands upon policies contained within the National Planning Policy Framework and the policies in the Core Strategy.

New Residential Development Outside of the Defined Urban Settlement Boundaries

- 4.6 The Borough Council will protect the areas outside of the DUSBs from development that would adversely affect the landscape character, appearance, and function, by avoiding non-essential residential development, including unacceptable changes of use to residential garden land. Subject to other planning policies, exceptions may be made for the conversion of existing buildings, one-for-one replacement of existing dwellings, infill between existing residential frontages or where there is a proven requirement for a new dwelling to support an agricultural worker's employment requirements to live in close proximity to their place of work.

Policy DSP6 New Residential Development Outside of the Defined Urban Settlement Boundaries

There will be a presumption against new residential development outside of the defined urban settlement boundaries (as identified on the Policies Map). New residential development will be permitted in instances where one or more of the following apply:

- i. It has been demonstrated that there is an essential need for a rural worker to live permanently at or near his/her place of work; or**
- ii. It involves a conversion of an existing non-residential building where;**
 - a) the buildings proposed for conversion are of permanent and substantial construction and do not require major or complete reconstruction; and**
 - b) evidence has been provided to demonstrate that no other suitable alternative uses can be found and conversion would lead to an enhancement to the building's immediate setting.**
- iii. It comprises one or two new dwellings which infill an existing and continuous built-up residential frontage, where:**
 - a) The new dwellings and plots are consistent in terms of size and character to the adjoining properties and would not harm the character of the area; and**

²⁰ National Planning Policy Framework, paragraph 17.

²¹ National Planning Policy Framework, paragraph 110

- b) It does not result in the extension of an existing frontage or the consolidation of an isolated group of dwellings; and**
- c) It does not involve the siting of dwellings at the rear of the new or existing dwellings.**

A change of use of land outside of the defined urban settlement boundary to residential garden will only be permitted where:

- i. It is in keeping with the character, scale and appearance of the surrounding area; and**
- ii. It will not detract from the existing landscape; and**
- iii. It respects views into and out of the site.**

New buildings should be well-designed to respect the character of the area and, where possible, should be grouped with existing buildings.

Proposals should have particular regard to the requirements of Core Strategy Policy CS14: Development Outside Settlements, and Core Strategy Policy CS6: The Development Strategy. They should avoid the loss of significant trees, should not have an unacceptable impact on the amenity of residents, and should not result in unacceptable environmental or ecological impacts, or detrimental impact on the character or landscape of the surrounding area.

Affordable Housing Exception Sites

- 4.7 The Council is committed to delivering affordable housing to meet the needs of the Borough. The majority of the Borough's affordable housing needs will be met through existing commitments and as a percentage of the Borough's housing allocations (DSP40) in line with Core Strategy Policy CS18. However, where, through the Council's monitoring or other evidence, it can be demonstrated that the levels of affordable dwellings (as defined by the NPPF) being delivered through the above methods are not meeting the target levels set out in Policy CS18 of the Core Strategy, the Council will consider granting planning permission for affordable housing on sites outside the existing urban area boundaries.
- 4.8 Proposals for affordable housing exception sites must be accompanied by satisfactory evidence which demonstrates that the tenure, scale and mix of affordable housing proposed will meet an unmet need in the Borough. Affordable housing need should be calculated as the required proportion (as set out in Policy CS18) of the projected total housing requirements set out in the Core Strategy. Applicants will be expected to enter legal agreements to ensure that where affordable units are permitted on exception sites they are retained for this use in perpetuity. Proposals will only be considered where they are brought forward, and managed, by a not for profit social housing provider that is regulated by the Homes and Communities Agency (HCA).
- 4.9 Whilst affordable housing exception sites will be considered outside of existing urban boundaries, it is important that such sites are not isolated. Therefore, permission will only be granted where sites are both adjacent to, and well related to, the existing urban area boundaries to ensure they can be well integrated with the existing settlements of the Borough. Sites must be well designed to reflect the character of the neighbouring settlement, but also to minimise impacts on the countryside and,

where relevant, Strategic Gaps. To ensure proposals do not dominate existing settlement areas, and to minimise the impact on the countryside, the Council will only permit small scale affordable housing exception sites. For the purposes of this Policy “small scale” development is considered to be around 10 dwellings. However, where the need is justified, schemes for up to 20 dwellings may be permitted adjacent to the Borough’s larger settlements.

Policy DSP7 Affordable Housing Exceptions Sites

Where there is clear evidence that affordable housing delivery is not meeting the target levels set out in Policy CS18 of the Core Strategy (excluding Welborne), planning permission may be granted for affordable housing on sites outside the existing urban area boundaries. Such proposals will only be permitted where:

- i. 100% affordable (as defined in the NPPF) units (net) are provided;**
- ii. The development is of a small scale and is located adjacent to, and well related to, the existing urban settlement boundaries;**
- iii. It is sensitively designed to reflect the character of the neighbouring settlement and to minimise any adverse impact on the Countryside and, if relevant, the Strategic Gaps;**
- iv. It will be brought forward by, and will be managed by, a not for profit social housing provider who is regulated by the Homes and Communities Agency; and**
- v. It is subject to a legal agreement to ensure that the units will be retained as affordable housing in perpetuity.**

Leisure and Recreation Development Outside of the Defined Urban Settlement Boundaries

- 4.10 The coastline between the River Hamble and Stubbington, and along the River Wallington, River Meon and River Hamble, provides opportunities for informal recreation.
- 4.11 The re-use of existing buildings for recreation, small scale tourism and sport could assist farm diversification. Leisure and recreation facilities are considered to be main Town Centre uses and should, where possible, be located within the Town Centre or the District Centres. The preferred location for additional hotel accommodation and large scale formal facilities is Fareham Town Centre.
- 4.12 Proposals within the policy boundary of the strategic employment allocation for the Daedalus Airfield should have regard to Core Strategy Policy CS10: Daedalus Airfield Strategic Development Allocation.

Policy DSP8 New Leisure and Recreation Development Outside of the Defined Urban Settlement Boundaries

Proposals for leisure and recreation development outside of the defined urban settlement boundaries (as identified on the Policies Map) will be permitted, where they do not have an unacceptable adverse impact on the strategic and/or local road network and; for main town centre uses:

- i. they meet the requirements of a sequential test; and
- ii. subject to their scale²², they meet the requirements of an impact assessment.

Proposals for camping and/or caravanning outside of the defined urban settlement boundaries should have good access to services and facilities, and should not detract from views to and from the River Hamble, Fareham Creek, Portsmouth Harbour, or the Solent Way Coastal footpath.

Leisure and Recreation uses will not be permitted in the identified employment areas within the policy boundary for the Daedalus Airfield strategic employment allocation.

Proposals should have particular regard to the requirements of Core Strategy Policy CS14: Development Outside Settlements, and Core Strategy Policy CS6: The Development Strategy. They should avoid the loss of significant trees, should not have an unacceptable impact on the amenity of residents, and should not result in unacceptable environmental or ecological impacts or detrimental impact on the character or landscape of the surrounding area.

New buildings should be well designed to respect the character of the area and, where possible, should be grouped with existing buildings.

Economic Development Outside of the Defined Urban Settlement Boundaries

- 4.13 The employment floorspace target for industry (B2) and warehouses (B8) up to 2026 can be met by the measures set out in Core Strategy Policy CS1: Employment Provision. Although the Borough is unlikely to accommodate the 40,700sq.m target for office floorspace, such uses are considered a '*main town centre use*' in the NPPF and should, therefore, be located in central locations in line with the sequential test. New employment development should be focused within employment allocations, existing employment sites, and in identified centres. New employment development outside of central areas, and particularly in areas outside of the defined urban settlement boundaries, will be strictly controlled. The Council will only consider supporting proposals for new offices in areas outside of the DUSBs where a sequential assessment has been undertaken. In line with Core Strategy Policy CS6: The Development Strategy sites in the urban area should also be considered before areas outside of the DUSBs.
- 4.14 It is recognised, however, that there are a number of existing employment sites outside of the DUSBs, which positively add to the rural economy. Supporting these sites to expand and/or intensify on site, can help facilitate a healthier and more diverse rural economy. Some economic development uses, such as those set out in Core Strategy Policy CS14: Development Outside Settlements may be more appropriate in such locations.
- 4.15 Proposals within the policy boundary of the strategic employment allocation for the Daedalus Airfield should have regard to Core Strategy Policy CS10: Daedalus Airfield Strategic Development Allocation.

²² As set out in the [GVA Retail Study](#)

Policy DSP9 Economic Development Outside of the Defined Urban Settlement Boundaries

Proposals for new economic development outside of the defined urban settlement boundaries (as identified on the Policies Map), will only be permitted provided that a sequential test has been carried out and no more preferable sites have been identified and, subject to the scale of the proposal, an impact assessment has been carried out and it has demonstrated that there are no significant impacts taking account of relevant national planning policy.

Proposals for the expansion or intensification of existing employment sites/areas outside of the defined urban settlement boundaries will only be permitted where:

- i. development is essential to the operation of the existing businesses; and
- ii. development can be accommodated within the curtilage of the existing site.

All new development, expansion and intensification outside of the defined urban settlement boundaries should:

- iii. not be of a disproportionate scale to the operational requirements of the employment site;
- iv. not have an unacceptable adverse impact on the strategic and local road network; and
- v. not have an unacceptable environmental impact.

New buildings should be well designed to respect the character of the area and, where possible, should be grouped with existing buildings.

Proposals should have particular regard to the requirements of Core Strategy Policy CS14: Development Outside Settlements and Core Strategy Policy CS6: The Development Strategy. They should avoid the loss of significant trees, should not have an unacceptable impact on the amenity of residents, and should not result in unacceptable environmental or ecological impacts or detrimental impact on the character or landscape of the surrounding area.

Educational Facilities Outside of the Defined Urban Settlement Boundaries

- 4.16 There are a number of educational facilities in the Borough that are located outside of the DUSBs. While it is important that the intrinsic beauty and function of areas outside of the DUSBs is retained, educational establishments should have the ability to expand or redevelop their facilities over the course of the plan period, to respond to the latest educational needs requirements.
- 4.17 The Warsash Campus of Southampton Solent University is currently the only higher education facility in the Borough. It consequently has unique requirements in terms of providing residential accommodation for students. The nature and type of courses offered at the Warsash Maritime Academy require direct access to the Solent and therefore specific types of educational buildings, facilities and equipment are required. Extensions and intensification of the existing educational facility will, therefore, be required to take account of the European designated sites and should avoid, where possible, the areas within the site identified as being at highest risk

from flooding

- 4.18 The aim of this policy is to allow the appropriate redevelopment of or extensions to educational facilities, whilst protecting the character and function of areas outside of the DUSBs and preventing development that is not related to the educational use of those facilities. If any of these facilities become surplus to requirement, future development will be considered against the relevant policies of the Plan.
- 4.19 The educational establishments to which Policy DSP10: Educational Facilities Outside of the Defined Urban Settlement Boundaries applies are:
- Southampton Solent University - Warsash Campus;
 - Sarisbury Infant School, Sarisbury Green;
 - Sarisbury Church of England Junior School, Sarisbury Green;
 - St Anthony's Catholic Primary School, Titchfield Common;
 - Locks Heath Infant School, Locks Heath;
 - Locks Heath Junior School, Locks Heath;
 - Titchfield Primary School, Titchfield;
 - Henry Cort Community College, Fareham;
 - Cams Hill School, Fareham;
 - West Hill Park School, Titchfield;
 - Meoncross School, Stubbington; and
 - CEMAST at Daedalus.

DSP10 Educational Facilities Outside of the Defined Urban Settlement Boundaries

Within sites designated as educational facilities outside of the defined urban settlement boundaries (as identified on the Policies Map), proposals for new buildings, replacement buildings, conversions, and/or extensions will only be permitted provided that:

- i. They will be used for educational purposes or a use directly required to support the educational facility;**
- ii. They are of a suitable scale that is proportionate to the existing facilities on site;**
- iii. For new buildings, they are well designed to respect the character of the area and, where possible, should be grouped with existing buildings on site;**
- iv. They would not result in the loss of playing fields and/or sports pitches unless it can be demonstrated that these facilities are no longer required or they can be adequately replaced elsewhere on site;**
- v. They avoid building on the areas of the site that are at the highest risk of flooding, unless it can be demonstrated that the proposed development has an overriding need for the proposed location; and**
- vi. It is demonstrated that sufficient parking spaces will be provided to meet the needs of any additional development and that there will be no unacceptable impact on traffic levels and parking in neighbouring areas.**

Proposals should have particular regard to the requirements of Core Strategy

Policy CS14: Development Outside Settlements, and Core Strategy Policy CS6: The Development Strategy. They should avoid the loss of significant trees, should not have an unacceptable impact on the amenity of residents, and should not result in unacceptable environmental or ecological impacts or detrimental impact on the character or landscape of the surrounding area.

Development within Solent Breezes Holiday Park

- 4.20 The chalets and mobile homes at Solent Breezes Holiday Park were originally built for holiday purposes. However, over the years, a number of the chalets have been used as permanent residential homes or as temporary homes rather than for holiday purposes. The site is not sustainable due to its location away from local services. Furthermore, increased numbers of people living at the site permanently will cause a change to its character from one of a holiday park, to a residential housing estate.
- 4.21 The Council recognises the importance of maintaining Solent Breezes as a holiday park and it is therefore important to maintain a distinction between development within Solent Breezes Holiday Park and residential dwellings, which should be located within defined urban settlement boundaries. Furthermore, the Solent Breezes Holiday Park is located in an area identified in the Shoreline Management Plan as having 'no active intervention' and is consequently at increased risk of coastal erosion.
- 4.22 Proposals for developing caravans for holiday accommodation purposes, or the conversion of existing properties, or development or intensification of any existing development within Solent Breezes, will have a condition restricting occupancy to holiday use only and for a maximum of ten months each calendar year.
- 4.23 These holiday occupancy conditions will apply to new holiday accommodation or other forms of development within Solent Breezes Holiday Park to ensure consistency with other policy aims of controlling development outside the defined urban settlements boundaries. Potential impacts on the landscape and other nature conservation designations and the flood risk areas around the Coastal Zone will be particularly important in determining proposals relating to Policy DSP11: Development Within Solent Breezes Holiday Park.

Policy DSP11: Development Proposals within Solent Breezes Holiday Park

Within the Solent Breezes Holiday Park (as defined on the Policies Map), planning permission or proposals to vary condition on existing permissions, will not be granted to allow the occupation of any existing chalets or caravans on a permanent basis. To ensure this, all permissions will be subject to holiday occupancy conditions, including maximum occupancy of 10 months in a calendar year. Permissions will only be granted for holiday occupation provided all the following criteria are met:

- i. the holiday accommodation is of a high standard and appropriate for the time of proposed use;**
- ii. It can be demonstrated how the prevention of accommodation for permanent residential use will be managed, monitored and enforced, to be agreed between the Council and site/property owner or operator in advance;**

- iii. **The submission of a Coastal Change Vulnerability Assessment that identifies that the proposal will result in no increased risk to life or significant increase in risk to property; and**
- iv. **Where it can be demonstrated that the proposal will not have an adverse impact on the SPA.**

OPEN SPACE AND GREEN INFRASTRUCTURE

- 4.24 The NPPF provides protection for open space, sports and recreational buildings and land, including playing fields, which should not be developed unless very special circumstances²³ arise. Core Strategy Policy CS21: Protection and Provision of Open Space, seeks to safeguard and enhance existing open spaces. Some open spaces are also safeguarded in perpetuity by a Deed of Dedication between the Council and Fields In Trust (a national charity) as Queen Elizabeth II Fields²⁴ or King George Fields²⁵. Most new open space will be provided as part of new residential development. Guidance on the type and amount of on-site open space that is required to support new development will be set out in a Planning Obligations (Rest of Borough) Supplementary Planning Document.

Open Space

- 4.25 The NPPF²⁶ requires local planning authorities to ensure that sufficient open space is provided to meet the needs of communities. The Greenspace Study (2007)²⁷ and its Addendum²⁸ provide an audit of open space provision across the Borough. This audit is considered against the open space standards set out in the Core Strategy to highlight areas in the Borough which are either in deficit or surplus of open space provision. Although overall the Borough is in surplus in both Natural Greenspace and Parks and Amenity Open Space there are a number of wards that experience shortages in one or both types of provision. Table 18 of the Green Space study Addendum 2 provides further detail on this. In order to assist in addressing some of these deficiencies two new publicly accessible open spaces have been allocated.
- 4.26 In addition to the new open space allocations, the Council has a threefold approach to address any further open space deficiencies in the Borough. This approach includes the Council identifying new deliverable sites through a variety of means, including projects proposed through the Green Infrastructure Strategy. The Council will also support, and where appropriate, work with partner organisations to bring forward additional opportunities, including provision that may come forward as part of development proposals. Furthermore, the Council will explore opportunities to use existing open space more effectively. Qualitative improvements to existing open space are proposed through the Council's Open Space Improvement Programme, which aims to increase the accessibility and attractiveness of public open space so it is available and attractive to a larger population.
- 4.27 In Fareham the land between the M27 and Kiln Road is proposed for public open space in the Welborne Plan. While this is required to meet the recreational needs of

²³ DCLG (2012) National Planning Policy Framework (Paragraph 74).

²⁴ Bath Lane Recreation Ground, Wicor Recreation Ground & Seafield Park

²⁵ Fleet End (Locks Heath)

²⁶ DCLG (2012) National Planning Policy Framework (Paragraph 73).

²⁷ [Fareham Borough Council \(Mat 2007\) Greenspace Study](#)

²⁸ Fareham Borough Council 2014. Greenspace Study Addendum

Welborne it will also be accessible to the existing communities in the northern part of Fareham. Land at the Gillies to the south of the Town Centre is already included within the natural green space provision and has the potential for greater public access following acquisition by the Council.

- 4.28 In the Western Wards (principally at Park Gate) approximately 25 hectares of open space is included in the development proposals at the former Coldeast Hospital site²⁹. This includes new sports pitches to address the demand in that area, allotments, informal open space (nine hectares), cemetery land and about ten hectares of woodlands.
- 4.29 The shortfall in provision in Stubbington is largely being addressed by one hectare of new allotment provision (including a community orchard) and fourteen hectares of natural green space as part of the development³⁰ at Daedalus Airfield.

DSP12: Public Open Space Allocations

The following sites are allocated for new public open space and they will be safeguarded from development in order that they can be implemented during the plan period:

- i. Allotments, community orchard, natural green space and extension to East House Avenue public open space at Daedalus; and**
- ii. Play space, sports pitches, cemetery, woodland, allotments and informal recreation land at Coldeast.**

Green Infrastructure

- 4.30 Green Infrastructure (GI) is a network of multi-functional green spaces, green links and other green areas which link urban areas with the wider countryside.
- 4.31 The Council will proactively plan, with support from other local authorities and agencies, to implement the sub-regional strategic green infrastructure network set out in the PUSH Green Infrastructure Strategy³¹³². The Strategy recommends two large scale projects at Chilling Farmland, and the Forest of Bere Land Management Initiative, which could improve accessibility to the larger sites. It also recommends several other more local projects, including conserving and enhancing the Lower Meon Valley, River Meon, Hamble and Wallington corridors, Hook Lake, Fareham Creek/Lake and Portsmouth Harbour Northern Shore; creating and enhancing links and access around Chilling Farmland and Portsdown Hill; and a greenway connecting Locks Heath to the River Hamble and enhancement of Park Lane Recreation Ground.
- 4.32 In addition to the sub-regional GI strategy work, Fareham has produced it's own local Green Infrastructure Strategy³³, which builds on and incorporates the work

²⁹ Core Strategy Policy CS10 and planning application.

³⁰ Core Strategy Policy CS12, outline planning permission and Local Development Order.

³¹ UE Associates (2010) PUSH Green Infrastructure Strategy (2010) UE Associates

³² Partnership for Urban South Hampshire (2010) PUSH Green Infrastructure Strategy (2010) : Implementation Plan

³³ [Fareham Borough Council 2014 . Fareham Green Infrastructure Strategy](#)

undertaken by PUSH. This study sets out the approach to identifying a local network of GI and how this network will be linked with GI being developed at Welborne, and GI proposals at the sub-regional level, including linkages with neighbouring districts. The Farhema GI Strategy includes potential funding streams and a delivery timeframe for each project. Core Strategy Policy CS4: Green Infrastructure, Biodiversity and Geological Conservation will ensure that the network is maintained and enhanced while Policy CS21: Protection and Provision of Open Space provides policy protection for the GI network from inappropriate development that would compromise its integrity.

- 4.33 The Council has identified from its own Green Infrastructure Strategy several pedestrian and cycle projects that are deemed strategic in nature and are anticipated to be achieved within the time period of the Plan. These projects are not exclusive and several have been bullet pointed below with a brief description of what is required in order to achieve Multi-user status. A Bridle way is the lowest legal status of Right of Way that would accommodate multi-user access. Some of the schemes require an upgrade of existing facilities whilst others are new schemes within the Borough. These proposals link towards the Council requirements to encourage sustainable modes of transport, promote use of multi-user green corridors and be in accordance with the Strategic Objectives set within the Core Strategy (2011).

Strategic Multi-user pedestrian and cycle links expected to be achievable are:

- Pook Lane – Establishing a cycle and pedestrian route linking Welborne and Fareham Town Centre via Broadcut Industrial Estate.
- Forest Lane to West Walk - Establishing a Multi-user route between Welborne and West Walk providing access to the wider countryside;
- Welborne to Whiteley (inc Welborne to Meon Valley Trail) Links - Strategic east-west route linking two areas of Fareham Borough via Winchester District. A direct link to the Meon Valley Trail is also to be created.
- Welborne to Hill Park Link (Deviation Line) - Continuation of Rights of Way along old railway line near Knowle, providing a direct link to Welborne from Fareham Hill Park.
- Link over Fareham Common - Upgrade and enhance existing access under the M27 to provide a multi-user route from Welborne to Fareham.
- England Coast Path/Solent Way/NCN2 Warsash Link – Upgrading Rights of Way to provide full cycleway functionality required to meet National Cycle Network (NCN) Standards.

BIODIVERSITY

Wildlife Sites, Habitats and Protected Species

- 4.34 Core Strategy Policy CS4: Green Infrastructure, Biodiversity and Geological Conservation sets out a hierarchy of nature conservation designations and emphasises the importance of protecting these sites, habitats and species. In addition to those protected by legislation, there is a requirement to protect local wildlife sites, wildlife corridors and important species, which contribute to the wider biodiversity of the Borough.

- 4.35 Internationally designated sites³⁴, and European Protected Species³⁵ and their habitats, are protected under international legislation and national policy. Certain areas outside of those designated sites functionally support species for which the sites are designated³⁶, and will also be addressed and protected through planning decisions, in accordance with the nature conservation hierarchy. Nationally designated sites including SSSIs and NNRs³⁷, and species (including in some cases their habitats) protected under the Wildlife and Countryside Act 1981 (as amended) receive protection under national legislation and policy.
- 4.36 The Council will protect locally designated sites including SINC³⁸s and LNRs³⁹. SINC³⁸s can include sites designated for their wildlife interest (local wildlife sites) and geological interest (local geological sites). All sites designated for biodiversity or geological conservation within the Borough are shown on the Proposals Map. As SINC boundaries are frequently revised and updated, policy shall apply to all SINC³⁸s as shown on the most up to date SINC maps.³⁹
- 4.37 The Council will ensure that the functional integrity of SINC³⁸s and sites of nature conservation value is maintained and impacts such as fragmentation and deterioration in condition are avoided. Such sites are particularly important to allow species to react to climate change and adapt their distributions.
- 4.38 Proposals will need to be accompanied by appropriate surveys and assessments of the likely impacts on biodiversity and geological interest. Developments will be expected to avoid impacts wherever possible (for example through the siting or design of development), and otherwise make provision for necessary mitigation and, as a last resort, compensation for the impacts. Mitigation and compensation measures, including long term management of features and habitats, will be secured through use of planning conditions and/or other planning obligations.

Biodiversity enhancements

- 4.39 The Borough Council will seek to enhance biodiversity through development, securing net biodiversity gains and encouraging biodiversity designed into development, particularly in line with the Fareham Local Biodiversity Action Plan (or other similar relevant document), and other cross boundary initiatives such as Biodiversity Opportunity Areas, and the PUSH Green Infrastructure Strategy (or a relevant equivalent document). There are a range of measures that can be incorporated into most types of development in order to enhance local biodiversity, including provision of suitable native tree and hedgerow planting, creation of ponds and wildflower areas, and provision of nesting and roosting features. Development

³⁴ Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites, classified, designated and listed under Council Directive 79/409/EEC (Birds Directive), Council Directive 92/43/EEC (Habitats Directive) and the Ramsar Convention, respectively, as transposed into national legislation by the Conservation of Habitats and Species Regulations 2010 (as amended) (the 'Habitats Regulations').

³⁵ Species protected under the Conservation of Habitats and Species Regulations 2010 (as amended).

³⁶ For example, areas identified as being used by Brent Geese and Waders associated with the Solent European Marine Sites, within the Solent Waders and Brent Goose Strategy 2010 (or any document or strategy which supersedes it).

³⁷ Sites of Special Scientific Interest and National Nature Reserves, designated and declared respectively under the Wildlife and Countryside Act 1981 (as amended).

³⁸ Sites of Importance for Nature Conservation (Local Wildlife Sites) and Local Nature Reserves (declared under Section 21 of the National Parks and Access to the Countryside Act 1949).

³⁹ Held by Hampshire Biodiversity Information Centre (HBIC)

which promotes the restoration, recreation or favourable management of priority habitats or features as an enhancement will be supported. The provision of biodiversity within multifunctional Green Infrastructure will be welcomed.

Policy DSP13: Nature Conservation

Development may be permitted where it can be demonstrated that;

- i. designated sites and sites of nature conservation value are protected and where appropriate enhanced;**
- ii. protected and priority species populations and their associated habitats, breeding areas, foraging areas are protected and, where appropriate, enhanced;**
- iii. where appropriate, opportunities to provide a net gain in biodiversity have been explored and biodiversity enhancements incorporated; and**
- iv. The proposal would not prejudice or result in the fragmentation of the biodiversity network.**

Proposals resulting in detrimental impacts to the above shall only be granted where the planning authority is satisfied that (this section of the policy should not be applied to impacts on SPA designated sites which are subject to stricter protection tests as set out in The Conservation of Species and Habitats Regulations (as amended) 2010);

- i. Impacts are outweighed by the need for, and benefits of, the development; and**
- ii. Adverse impacts can be minimised and provision is made for mitigation and, where necessary, compensation for those impacts is provided.**

Enhancements that contribute to local habitat restoration and creation initiatives as set out in the Hampshire Biodiversity Action Plan (or other similar relevant document) will be supported.

Sites for Brent Geese and Waders

- 4.40 Fareham Borough is an internationally important wintering location for Brent Geese and wading bird species, with several Solent coastal areas within and around the Borough designated as Special Protection Areas (SPAs). Brent geese and waders (SPA birds) are also dependent on a network of habitats providing feeding and roosting areas, outside of the SPA boundaries. These 'supporting sites' are functionally linked to the SPAs, and adverse impacts to supporting habitats may affect their integrity. There is a presumption against development that adversely affects SPA supporting habitats. Such known sites of value have been defined and identified in the Solent Waders and Brent Goose Strategy (2010), including sites of 'important' or 'uncertain' value. On-going survey work may result in amendments to the network of sites of 'important' or 'uncertain' value and the policy shall always apply to the latest Policies Map as updated or superseded by any revised plans, strategies or data as held by the Hampshire Biodiversity Information Centre. Consideration should also be given to the potential impact of development upon 'uncertain' and 'important' sites located in neighbouring districts.

- 4.41 Impacts to 'important' sites should be avoided. Development proposals that could impact 'important' SPA supporting bird sites will need to be assessed in order to understand the level of impact. Where required, suitable avoidance and mitigation measures will be sought, and a programme for the implementation of those measures put in place. Creation or enhancement of suitable replacement habitat may be appropriate to mitigate the impacts and ensure no net loss of the supporting sites network. These measures should be agreed in consultation with the Council and Natural England.
- 4.42 Where development proposals could impact sites of 'uncertain' value (with limited survey data), site surveys will need to be undertaken to determine their level of importance. An example survey methodology is set out in the Solent Waders and Brent Goose Strategy (2010). For such surveys to be considered valid, reasonable measures should be taken to ensure the site is suitable for Brent Geese during the survey period.
- 4.43 Where a negative impact on a SPA bird supporting site cannot be avoided or satisfactorily mitigated, planning permission is likely to be refused.

Policy DSP14: Supporting Sites for Brent Geese and Waders

Development on 'uncertain' sites for Brent Geese and/or Waders (as identified on the Policies Map or as updated or superseded by any revised plans, strategies or data) may be permitted where studies have been completed that clearly demonstrate that the site is not of 'importance'.

Development on 'important' sites for Brent Geese and/or Waders, (as identified on the Policies Map or as updated or superseded by any revised plans, strategies or data) may be granted planning permission where:

- i. it can be demonstrated that there is no adverse impact on those sites; or**
- ii. appropriate avoidance and/or mitigation measures to address the identified impacts, and a programme for the implementation of these measures, can be secured.**

Where an adverse impact on an 'important' site cannot be avoided or satisfactorily mitigated, an Appropriate Assessment will be required to determine whether or not the proposed development would have an adverse effect on the integrity of the Special Protection Areas supporting sites. Where an adverse effect on the integrity of a Solent Special Protection Area cannot be mitigated, planning permission is likely to be refused.

Recreational Disturbance on the Solent Special Protection Areas

- 4.44 Under the Habitats Regulations, the Council is required to demonstrate that proposals for new development avoid or adequately mitigate impacts on European designated sites including the SPAs of the Solent coastline.
- 4.45 Through the work of the Solent Recreation Mitigation Partnership (SRMP), a group of 13 Solent Local Planning Authorities, Natural England, RSPB, Hampshire & Isle of Wight Wildlife Trust and Chichester Harbour Conservancy, it has been concluded

that any net increase in residential development will give rise to likely significant effects on the Solent Coastal SPA, either 'alone' or 'in combination' with other development proposals. All new residential development will be required to mitigate the negative impact.

- 4.46 Work is being undertaken to investigate the option of providing this mitigation through financial contribution to the strategic measures set out in the SRMP (or as subsequently adopted). Further information on financial contributions toward the strategic mitigation can be found in the Council's Planning and Affordable Housing for the Borough of Fareham Excluding Welborne Supplementary Planning Document.
- 4.47 Some residential developments by nature of their size and/or proximity to the coast may have an increased and/or direct 'stand-alone' impact on the Solent SPAs, and may therefore require additional site-specific mitigation.

Policy DSP15: Recreational Disturbance on the Solent Special Protection Areas (SPA)

In Combination Effects on SPA

Planning permission for proposals resulting in a net increase in residential units may be permitted where 'in combination' effects of recreation on the Special Protection Areas are satisfactorily mitigated through the provision of a financial contribution that is consistent with the approach being taken through the Solent Recreation Mitigation Strategy. In the absence of a financial contribution toward mitigation, an Appropriate Assessment will be required to demonstrate that any 'in combination' negative effects can either be avoided or satisfactorily mitigated through a developer provided package of measures.

Direct Effects on Special Protection Areas

Any application for development that is of a scale, or in a location, such that it is likely to have a direct effect on a European-designated site, will be required to undergo an individual Appropriate Assessment. This may result in the need for additional site-specific avoidance and/or mitigation measures to be maintained in perpetuity. Where proposals will result in an adverse effect on the integrity of any Special Protection Areas, planning permission will be refused.

COASTAL MANAGEMENT

Coastal Change Management Areas (CCMAs)

- 4.48 The NPPF states that: *"Local planning authorities should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas or adding to the impacts of physical changes to the coast. They should identify as a Coastal Change Management Area (CCMA) any area likely to be affected by physical changes to the coast, and:*
- be clear as to what development will be appropriate in such areas and in what circumstances; and*

- *make provision for development and infrastructure that needs to be relocated away from Coastal Change Management Areas.*"⁴⁰
- 4.49 The NPPF also sets out what should be considered appropriate when assessing applications in a Coastal Management Area⁴¹.
- 4.50 A CCMA is defined by the NPPF as *"An area identified in Local Plans as likely to be affected by coastal change (physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion)"*⁴²
- 4.51 Core Strategy Policy CS14: Development Outside Settlements seeks to protect the coastline from development that would adversely affect its landscape character, appearance and function, or that would have an adverse impact on the special character of the coast when viewed from the land or water.
- 4.52 Policy CS14 does not address matters of coastal erosion or stipulate circumstances in which development will be permitted in coastal areas.
- 4.53 A number of studies have been undertaken with partner organisations such as the Eastern Solent Coastal Partnership (ESCP) and the Partnership for Urban South Hampshire (PUSH) over a number of years that provide technical information on the current and predicted impacts of physical changes to the coast. Evidence has been drawn from these studies to identify and justify CCMA's in Fareham through the Development Sites and Policies Plan. The primary sources of information used to develop the CCMA's include the North Solent Shoreline Management Plan⁴³, the Environment Agency's Flood Zones⁴⁴, South Hampshire Strategic Flood Risk Assessment⁴⁵ and National Coastal Erosion Risk Mapping⁴⁶, alongside local engineering knowledge from the Eastern Solent Coastal Partnership.
- 4.54 For each stretch of coast, the following four management options were considered when developing the North Solent Shoreline Management Plan:
- Hold the Line: Maintain or upgrade the level of protection provided by existing coastal defences;
 - Advance the Line: Build new defences seaward of the existing defence line;
 - Managed Realignment: Allowing the shoreline to move backwards or forwards, with management to control or limit movement; and
 - No Active Intervention: A decision not to invest in providing or maintaining any defences.
- 4.55 The North Solent Shoreline Management Plan policy for the entirety of Fareham Borough's coastline is 'Hold the Line' apart from Hook Spit to Workman's Lane and Hook Park to Meon Shore which have a Shoreline Management Plan policy of 'No Active Intervention'. These areas are therefore appropriate for designation as Coastal Change Management Areas. Flood risk maps are used to identify the areas

⁴⁰ DCLG (2012) National Planning Policy Framework (Paragraph 106)

⁴¹ DCLG (2012) National Planning Policy Framework (Paragraphs 107 & 108)

⁴² DCLG (2012) National Planning Policy Framework (Annex 2)

⁴³ New Forest District Council (December 2010) North Solent Shoreline Management Plan

⁴⁴ As illustrated on the Environment Agency's website (www.environment-agency.gov.uk)

⁴⁵ Atkins (December 2007) PUSH Strategic Flood Risk Assessment

⁴⁶ –As illustrated on the Environment Agency's website (www.environment-agency.gov.uk)

of likely inundation and coastal erosion risk maps to draft the CCMA area.

- 4.56 Two Coastal Change Management Areas are proposed in the Borough. Table 2 sets out the proposed CCMA's and the justification for their designation. These areas are identified on the Policies Map.

Table 2: New Coastal Change Management Areas

CCMA	Site	Constraints	Reason
1.	Hook Spit to Workman's Lane	Flood Zone, Main River, SPA ⁴⁷ , SAC ⁴⁸ , Ramsar ⁴⁹	Likely permanent inundation with potential future overtopping of seawall. No active intervention policy identified in Shoreline Management Plan. Coastal defences unlikely to be maintained or improved. Lack of public funds available. The area has significant nature conservation designations and is in a flood plain.
2.	Hook Park to Meon Shore (including Solent Breezes and Chilling Cliffs)	Erosion Risk Zones	Coastal Erosion. No active intervention policy identified in Shoreline Management Plan. Site of greatest potential for coastal change due to rollback of cliffs. Predictions have been used to create precautionary banding for cliff retreat for short, medium and long term predictions. This includes a retreat of up to approx. 20m in 20yrs, 50m in 50yrs and 100m in 100yrs as worse case estimates. The locality around Solent Breezes has a lower erosion rate of 8m in 20yrs, 20m in 50yrs and 40m in 100yrs. A buffer of 200m is added to the erosion predictions when developing the CCMA. Any Mineral extraction activities within this area could cause further destabilisation of cliffs.

- 4.57 The National Coastal Erosion Risk Mapping for Fareham illustrates the coastal 'erosion zones' for the Hook to Meon Shore area which is the site with greatest potential for coastal change in the Borough. The 'erosion zones' on the map illustrate the area of land predicted to be at risk from coastal erosion over 20, 50 and 100 years. There are a number of existing developments located within these 'erosion zones'; most notable is the Solent Breezes Holiday Village.

- 4.58 The annual rate of erosion at a point along the shoreline is often unpredictable; erosion often happens in single events at particular places rather than in a steady,

⁴⁷ Special Protection Area (SPA) - give protection under the Birds Directive to rare and vulnerable birds, and for regularly occurring migratory species.

⁴⁸ Special Areas of Conservation (SAC) - given special protection under the European Union's Habitats Directive to a variety of wild animals, plants and habitats.

⁴⁹ Ramsar Sites - wetlands of international importance designated under the Ramsar Convention.

uniform manner. This area has potential for sharp sand and gravel extraction and is identified as a Mineral Safeguarding Area in the adopted Hampshire Minerals and Waste Plan⁵⁰.

- 4.59 Mineral extraction is an activity that has the potential to change the stability of the cliffs and coastline in this location if carried out in close proximity. Therefore a landward 'buffer zone' of 200 metres extending beyond the 'erosion zones' is included within this CCMA due to both the unpredictability of the rate of erosion and to ensure proper consideration of the possible impacts of any proposed mineral extraction is made. Further work will be needed to identify a rollback strategy for Solent Breezes and those sites closest to the coastline within the site over the period of the next 20, 50 and 100yrs.
- 4.60 Two Coastal Change Management Areas are designated on the Policies Map with Policy DSP15: Coastal Change Management Areas (CCMAs).

Policy DSP16 Coastal Change Management Areas (CCMAs)

Any proposals for new dwellings, or for the conversion of existing buildings to residential use, will not be permitted in the Coastal Change Management Areas set out below and identified on the Policies Map:

- 1. Hook Spit to Workman's Lane; and**
- 2. Hook Park to Meon Shore.**

All other new development, redevelopment, extensions to existing property, and development or intensification of land uses will only be permitted where it can be demonstrated, through the submission of a Coastal Change Vulnerability Assessment proportionate to the scale and cost of the development, and the level of impact from and to coastal change, that it will result in no increased risk to life or significant increase in risk to property.

Proposals for new or replacement coastal defence schemes will only be permitted where it can be demonstrated that the works are consistent with the management approach for the frontage presented in the relevant Shoreline Management Plan, and that there will be no material adverse impact on the environment.

Excavation activities should be avoided within the Hook Park to Meon Shore Coastal Change Management Area, unless it can be demonstrated, through the submission of a Coastal Change Vulnerability Assessment proportionate to the scale and cost of the development, that it will result in no increased risk to life or significant increase in risk to property.

Planning applications for all development within the Coastal Change Management Area identified on the Policies Map should be accompanied by a Coastal Change Vulnerability Assessment.

⁵⁰ Hampshire County Council (October 2013) Hampshire Minerals and Waste Plan

Chapter 5

Planning For Growth

LIST OF POLICIES

DSP17: Existing Employment Sites and Areas
DSP18: Employment Allocations
DSP19: Boatyards
DSP20: New Retail Development in Fareham Town Centre
DSP21: Primary Shopping Area
DSP22: Secondary Shopping Area
DSP23: Making the Most Effective Use of Upper Floors
DSP24: Mix of Uses in Fareham High Street
DSP25: Fareham Waterfront
DSP26: Civic Area
DSP27: Market Quay
DSP28: Fareham Shopping Centre Upper Floors
DSP29: Fareham Shopping Centre Improved Link
DSP30: Fareham Station East
DSP31: Russell Place
DSP32: Corner of Trinity Street and Osborn Road
DSP33: Fareham College
DSP34: Development in District Centres, Local Centres, and Local Parades
DSP35: Locks Heath District Centre
DSP36: Portchester District Centre
DSP37: Out-of-Town Shopping
DSP38: Local Shops
DSP39: Hot Food Shops
DSP40: Housing Allocations
DSP41: Sub-Division of Residential Dwellings
DSP42: New Housing for Older Persons
DSP43: Improvements to Existing Older Persons' Housing
DSP44: Change of Use or Redevelopment of Older Persons' Housing
DSP45: Houses in Multiple Occupation (HMOs)
DSP46: Self Contained Annexes and Extensions
DSP47: Gypsies, Travellers, and Travelling Showpeople

INTRODUCTION

- 5.1 The Council is committed to delivering sustainable growth within the Borough over the Plan period to 2026. It is important to enable Fareham's economy to grow and meet its full potential. In order to achieve this Fareham needs to plan for new jobs and homes. The Core Strategy sets out the levels of growth that should be achieved in the Borough and divides it between broad settlement areas. These growth levels have subsequently been revised by the Partnership for Urban South Hampshire's South Hampshire Strategy. This chapter of the Development Sites and Policies Plan identifies specific locations where this new growth will be located.

5.2 Issues covered in this chapter include:

- Economic Development;
- Boatyards;
- Fareham Town Centre;
- Fareham College;
- Development in District Centres, Local Centres, Local Parades;
- Meeting the Borough's Housing Requirements; and
- Gypsy and Traveller Accommodation

5.3 This chapter is divided into three broad sections. The first section considers economic development issues and identifies specific locations where new jobs will be located, whilst setting out important employment areas that should be retained. The second section sets out the approach to the Borough's centres, setting out a vision for Fareham Town Centre including identifying areas for redevelopment, as well as looking at the potential expansion of Locks Heath District Centre and providing the policy context for all other centres and parades in the retail hierarchy. The final section considers new homes, where these will be located and how different types of accommodation will be provided for in the Borough.

ECONOMIC DEVELOPMENT

5.4 Building a sustainable economy to deliver sustainable development is a key principle of the NPPF. The NPPF states that local planning authorities *"should plan proactively to meet the development needs of business and support an economy fit for the 21st century."*⁵¹

5.5 The Borough's employment floorspace target is informed from work undertaken by the Partnership for Urban South Hampshire (PUSH)⁵² and the Fareham Employment Study 2014 (Wessex Economics). The Employment Study⁵³ recommends Fareham plans to meet a requirement of 100,100sq.m of new employment floorspace for the period 2011 to 2026. This is further split into requirements for 40,700sq.m of offices (B1), 8,800sq.m of industrial (B2) floorspace and 50,600sq.m of warehouse (B8) floorspace.

5.6 The 2013 Employment Land Review (ELR)⁵⁴ assesses the likelihood of meeting the targets set out in the South Hampshire Strategy. It recommends the following methods:

- Protecting the Borough's most significant existing employment sites;
- Allocating a number of new sites within the urban area; and
- Encouraging office development, where feasible, in Fareham Town Centre.

5.7 Table 3 shows how the employment requirement can be met by utilising previous completions, excess vacancies, permitted sites and a number of potential sites as well.

⁵¹ DCLG (2012) National Planning Policy Framework, (Paragraph 20)

⁵² PUSH (October 2012) South Hampshire Strategy: A Framework to Guide Sustainable Development and Change to 2026

⁵³ Wessex Economics (2014) Fareham Employment Study

⁵⁴ Fareham Borough Council (December 2013) Employment Land Review

Table 3: Employment Floorspace Supply 2011-2026 (All figures are in square meters)

Source	B1 (Offices)	B2/B8 (Industrial/ Warehousing)	Total
Completions 2011-2013	200	1,300	1,500
Excess Vacancies	3,400	8,600	12,000
Permissions	25,800	7,100	32,900
Potential Sites			
Solent Enterprise Zone	2,300	47,900	50,200
Little Park Farm		11,200	11,200
Kites Croft		3,090	3,090
Welborne⁵⁵	4,400	15,900	20,300
Total	36,100	95,090	131,190
Fareham Borough Requirement	40,700	59,400	100,100
Surplus/Deficit	-4,600	+35,690	+31,090

- 5.8 While there is a 31% oversupply above the overall requirement, there are clear variations in terms of supply between different use classes. There is an oversupply in B2/B8 provision, principally due to the provision of the Solent Enterprise Zone
- 5.9 Although the supply of office floorspace appears to be insufficient there are a number of important factors to consider. Firstly, there is a substantial potential overall supply in B2/B8 uses (shown above) of 35,690sq.m. It is conceivable that a proportion of this supply could, instead, come forward for offices and the flexible policies in the Plan would allow that to happen.
- 5.10 Core Strategy Policy CS6: The Development Strategy states that in identifying land for development the priority will be for the reuse of previously developed land. It is therefore not considered appropriate to allocate additional sites outside the urban area for offices that are unlikely to be suitable for such uses, especially in such a depressed market. If the Council was to allocate unsuitable greenfield sites for employment uses that then remain vacant for significant periods of time it may increase the pressure to release these sites for other, unintended, forms of development.
- 5.11 As well as the suitability of the potential supply, another key issue is competition from neighbouring areas, with the most significant being Whiteley. Solent Business Park in Whiteley operates as part of the local employment market and is located just over the Borough boundary from the Borough's largest employment area at Segensworth. The part of Whiteley within Winchester, has significant vacancies (approximately 20,000sq.m) as well as potential for approximately 42,000sq.m of new floorspace. Together with the potential for expansion at Lakeside in Portsmouth, it is clear that there is an adequate supply for offices in the sub-region. Indeed the 2013 Employment Study states that *"there is no overall shortfall of*

⁵⁵ Predicted employment floorspace to be delivered at Welborne by 2026. The delivery of employment floorspace at Welborne is covered in the Local Plan Part 3: Welborne Plan

planned supply of employment land in the PUSH area as a whole in the period to 2026”.

- 5.12 The focus of the Plan is to meet the overall employment floorspace need, by protecting existing sites and allocating a number of new sites within the urban area, whilst taking a positive approach to allowing flexibility to account for the changing nature of modern business. All new applications for office developments that come forward in suitable locations, should be considered favourably, in order to address the shortfall.

Existing Employment Sites and Areas

- 5.13 While planning for the provision of additional floorspace over the plan period to 2026, it is equally important to protect the existing employment sites/areas that currently help shape the Borough's economy. Fareham has a wide variety of high-quality employment sites/areas, ranging in size and type of floorspace provided.
- 5.14 All sites/areas in the Borough that provide employment floorspace have been assessed in the ELR 2013, which has provided the basis for deciding the employment areas that should be protected. These assessments looked at various indicators such as access to the road network, access to services and quality of the buildings and environment in order to rate how suitable each site/area is for offices and industrial/warehousing. These suitability scores, along with other information such as vacancy rates have informed the list of sites and areas in Appendix B that are to be retained under Policy DSP16: Existing Employment Sites and Areas.
- 5.15 Although the Borough's targets for employment floorspace focus on the B use classes, it is clear from the emphasis in the NPPF that there is a need to be flexible when considering proposals for economic development. The NPPF states that in drawing up Local Plans *"Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances"*. To that end, proposals for uses that contribute towards economic development, and provide jobs, will be permitted within existing employment areas as well as proposals for additional B uses.
- 5.16 The Council is aware that business needs change over time, and that some buildings and sites in the Borough that are currently in employment use may not continue to be suitable in the future. The NPPF states that *"where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses for land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable communities"*. The NPPF and the Core Strategy emphasise the need to make the most efficient use of land, and long-term vacant employment sites that have little prospect of being re-used would not meet this objective.
- 5.17 Where it can clearly be demonstrated that a building or site in one of the Borough's existing employment areas is no longer suitable and viable for economic development uses, alternative uses may be considered. However, all appropriate alternative forms of economic development should be considered before other uses, such as housing, will be deemed acceptable. A comprehensive marketing exercise over a twelve-month period, ending within 3 months of the submission of the planning application, should be completed prior to an application being submitted, in

order to clearly demonstrate a site's lack of suitability for economic development uses. In order to establish whether the marketing exercise has been satisfactorily comprehensive, applicants will be expected to submit details of the length of the vacancy, the agents used to promote the sale/letting (including contact details), advertising methods used, information regarding any interest received during that time and why any interest (if any) was not pursued.

- 5.18 Where uses that contribute towards economic development also fall under the NPPF definition of '*main town centre uses*', such as retail and leisure facilities, these should be focussed in existing centres. Applications for main town centre uses in existing employment areas will be required to accord with policy DSP16: Existing Employment Sites and Areas, and undertake a full sequential assessment as set out in paragraph 24 of the NPPF⁵⁶. This does not include B1 offices which are considered to be a suitable use in all employment areas.
- 5.19 Policy DSP17: Existing Employment Sites and Areas provides protection to all sites listed in Appendix B. This approach clarifies that all sites contribute towards economic growth and should be protected in the same way.

Policy DSP17 Existing Employment Sites and Areas

The Existing Employment Sites and Areas set out in Appendix B, and shown on the Policies Map, will be protected for economic development uses. Redevelopment, extensions and intensification in these areas that would result in additional economic development floorspace will be supported provided that:

- i. it would not have unacceptable amenity or traffic implications;**
- ii. it would not have an unacceptable impact on neighbouring uses;**
- iii. an appropriate size and range of units is provided (where appropriate); and**
- iv. appropriate levels of parking are provided.**

Within these areas, changes of use between different uses that contribute towards economic development will be permitted provided that the proposed use will supply employment opportunities of similar quantity as those that previously existed.

Any proposals for retail or other 'main town centre uses' (excluding B1 offices) within existing employment areas will only be permitted if they accord with Policy DSP37: Out-of-Town Shopping.

Changes of use or redevelopment within existing employment areas that would result in a loss of floorspace for economic development uses will not be permitted unless:

- i. all appropriate alternative forms of economic development have been considered;**
- ii. it can be clearly demonstrated that the land or building is not fit for purpose and modernisation or redevelopment for employment uses**

⁵⁶ DCLG (2012) National Planning Policy Framework (Paragraph 24)

would be financially unviable; and
iii. the proposal is accompanied by details of marketing of the vacant site/building covering a period of not fewer than twelve months.

New Employment Development

- 5.20 The overall target for employment floorspace throughout the Borough is 100,100sq.m. A large proportion of this floorspace will be met at the strategic employment allocation at Daedalus (Solent Enterprise Zone) and at Welborne, which were allocated in the Core Strategy.
- 5.21 A further five sites will be specifically allocated to encourage economic development in the Borough, which are discussed in more detail in the following paragraphs. These are:
- Solent 2;
 - Little Park Farm;
 - Midpoint 27, Cartwright Drive;
 - Kites Croft; and
 - The Walled Garden, Cams Hall.
- 5.22 In line with the NPPF's position that offices are a 'main town centre use', the Plan will also encourage additional offices in the development opportunity areas in the Town Centre.

Allocated Employment Sites

- 5.23 Solent 2 represents the single largest potential supplier of office development in the Borough and has an outstanding permission for around 23,500sq.m of B1 floorspace. In terms of its suitability it is adjacent to Junction 9 of the M27 and immediately next to built and occupied employment development. In the ELR 2013 the site scored highly in terms of its suitability for both B1 and B2/B8 floorspace, due to its access, prominence and lack of constraints. While the Employment Study (Wessex Economics 2014) notes that “from a Fareham Borough perspective it would be important to ensure that the Solent 2 Business Park allocation for B1a office use is retained”.
- 5.24 The suitability scores in the ELR 2013 reflect the findings of Employment Study which states that the “market perception is that this location is good for employers”. Although the site has been vacant for some time the study reflected that there were currently signs of recovery in the office market and that the prospects for development on the site before 2026 are reasonable. The site is seen as an important part of the Borough’s supply of employment land especially when the economy picks up and office demand rises.
- 5.25 An allocation will be made at the Little Park Farm site in Park Gate. This site is located between the M27 motorway and the railway line and east of the Park Gate Business Centre. Existing access into the site is limited, with a single track lane off Segensworth West accessing the area under the railway line through a relatively narrow tunnel. The site has potential for economic development uses, although the existing access may need to be improved in order for more intensive employment development to be considered appropriate. Development will only be permitted if the

Council is satisfied that the access arrangements are suitable for the uses proposed.

- 5.26 Further allocations are included at the remaining, undeveloped, parcels of land at Kites Croft and Midpoint 27, Cartwright Drive. These two sites are located within larger existing employment areas and offer significant potential for new employment floorspace. They are both well located, adjacent to occupied and successful business parks and have relatively easy access to the strategic road network.
- 5.27 The Walled Garden, Cams Hall has a current planning permission for additional office floorspace and/or servers. The building is set within an existing employment area that sits within the grounds of the Cams Hall. The wider site benefits from an excellent landscaped environment and high speed broadband access.

Local Employment Opportunities

- 5.28 The overall target for new employment floorspace can be met through allocated sites and in development at Welborne. However, there is also significant potential for extensions and intensification of sites and areas designated in Policy DSP17: Existing Employment Sites and Allocations. In addition, proposals for additional employment development that contributes to the local economy, such as start-up business accommodation or live-work units, will be encouraged. Any new development will need to be respectful of the character of the area and the amenity of neighbouring development. Development that would have an adverse effect on traffic, noise etc. is unlikely to be permitted.
- 5.29 There are some employment buildings and small sites in the Borough that have not been protected under Policy DSP17: Existing Employment Sites and Allocations. Such sites do contribute towards economic development, but not at the same level as those protected. Any potential changes of use or redevelopment of these sites and buildings should consider alternative economic development uses in the first instance. However where buildings or sites are vacant, unviable or underused alternative forms of development, such as residential, may be encouraged.

Policy DSP18: Employment Allocations

The following sites (shown on the Policies Map) are allocated for employment uses:

- **Solent 2;**
- **Little Park Farm, Park Gate;**
- **Kites Croft;**
- **Midpoint 27, Cartwright Drive; and**
- **The Walled Garden, Cams Hall.**

These sites should be developed in line with the principles set out in their respective Development Site Briefs. They will be safeguarded from any other form of permanent development in order to ensure their availability for employment development.

Once fully developed these sites will become 'existing employment areas'. Any subsequent changes of use or redevelopment will be required to accord with Policy DSP17: Existing Employment Sites and Areas.

Development that contributes to local economic development, or provides start up accommodation for local businesses, will be encouraged in the urban area where:

- i. it accords with other Policies in the Local Plan in terms of design, impact on neighbouring development and/or land; and**
- ii. provision of sufficient parking can be demonstrated for staff and visitors.**

BOATYARDS

- 5.30 Boatyards provide an important service to the boating activities in the Borough, taking advantage of the natural assets of both the River Hamble and Fareham Lake. The NPPF states that existing business sectors should be supported, and clusters should be promoted⁵⁷. Given that the marine industry plays such an important role in the local economy, a point highlighted in the Solent Waterfront Strategy⁵⁸, the continued protection of boatyards, will accord with the requirements in the NPPF.
- 5.31 Retaining existing boatyards and allowing appropriate and necessary development is a key part of ensuring the marine industry continues to thrive in Fareham Borough. However, such development should be in accordance with other policies in the Local Plan and should not be at the expense of the special character, natural beauty and conservation value of the Borough's coastal areas.
- 5.32 The existing boatyards referred to in Policy DSP19: Boatyards are:
- Eastlands Boatyard, Coal Park Lane, Swanwick;
 - RK Marine, Bridge Road, Swanwick;
 - Swanwick Marina, Bridge Road, Swanwick;
 - Universal Shipyard, Crableck Lane, Sarisbury Green;
 - Stone Pier Yard, Shore Road, Warsash;
 - Wicor Marine, Cranleigh Road, Portchester; and
 - Lower Quay, Fareham.

Policy DSP19: Boatyards

Existing boatyards listed above (and identified on the Policies Map) will be retained for marine related employment uses, unless it can be demonstrated that such uses are no longer viable. Further marine-related development, including extension and intensification, will be permitted within the curtilages of existing boatyards where it relates to boat building, repair, maintenance, fitting out, other ancillary uses or is necessary to maintain an existing use and it does not adversely affect:

- i. the built character and historic significance of the area;**
- ii. traffic and parking problems;**
- iii. nature conservation and environmental interests in accordance with Policy DSP12: Public Open Space Allocations, and Core Strategy Policy CS4: Green Infrastructure, Biodiversity and Geological**

⁵⁷ DCLG (2012) National Planning Policy Framework (Paragraph 21)

⁵⁸ Adams Hendry (December 2007) Solent Waterfront Strategy

- Conservation;**
- iv. **the special character of the coast when viewed from the land or water; and**
 - v. **public access along or to the coast.**

Proposals for new boatyards or marine uses outside of existing boatyards or employment areas will be permitted where they accord with DSP15 if they are in the urban area or DSP9: Economic Development Outside of the Defined Urban Settlement Boundaries, if they are outside the defined urban settlement boundaries. Proposals should have regard to Policy DSP12: Public Open Space Allocations and Core Strategy Policy CS4: Green Infrastructure, Biodiversity and Geological Conservation.

FAREHAM TOWN CENTRE

- 5.33 Fareham Town Centre is the heart of the wider Fareham town and the retail core of the Borough as a whole. It currently plays an important role in the local economy and is the heart of the Borough in terms of retail and leisure uses. The Town Centre is identified as a Strategic Development Location in the Core Strategy, and as such will be a focal point for new mixed use development. Over the plan period the Town Centre will play a new role in not only meeting the needs of residents of Fareham, but also the new community of Welborne. Core Strategy Policy CS8: Fareham Town Centre Strategic Development Location, sets out the levels of development likely to be permitted, including around 350 dwellings as well as additional shopping and office floorspace.

Vision and Objectives for the Town Centre

- 5.34 The Vision sets out the sort of place Fareham Town Centre should become. The following aims emphasise the importance of creating a sense of identity for the Town Centre, focusing on its strengths and distinctiveness, while planning for its future. Each aim is followed by a series of objectives setting out how this will be achieved.
- 5.35 Fareham Town Centre will:

- A) *Build on its market town origins creating a distinctive identity that is attractive to visitors, residents, developers and businesses. It will become a centre of 'living streets' where people and cyclists have increased facilities and access and where there is a vibrant mix of shops, cafes, restaurants, pubs, 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.*

Objectives

- Protect the primary and secondary retail frontages having regard to their principal function, character and the need for a mix of uses;
- Enhance existing and new streets and spaces with the provision of street trees and seating wherever possible, and high quality street lighting and other street furniture;
- Encourage on-going street activities such as markets and other events.
- Protect existing employment uses.

- B) *Develop a unique and strong heart at its centre where the Civic and Market*

Quay areas, West Street and the rail station will be the general focus of development and enhancement. High quality mixed use development will be encouraged that integrates with and respects the scale and character which generally defines the Town Centre.

Objectives

- Encourage the beneficial development of under-utilised land;
 - Deliver new and better connected retail, community, leisure and residential uses, streets and public spaces within the Civic and Market Quay areas; and
 - Integrate high quality mixed use development to provide new residential, retail, office, leisure and community uses to meet identified needs and the future Town Centre strategy.
- C) *Protect and enhance its important natural and built environments, its setting and its public spaces, including Fareham Creek, High Street, Osborn Road, the Gillies and Town Quay.*

Objectives

- Protect and enhance the High Street, Osborn Road and Town Quay conservation areas having regard to the Conservation Area Character Assessments;
 - Protect and enhance the setting of the town to the Wallington Valley and along the Fareham Creek Frontage; and
 - Protect the quality of existing residential neighbourhoods and their environment.
- D) *Benefit from improved access into and through the Town Centre by managed and enhanced streets that encourage safe walking and cycling with improved wider connections to neighbouring areas. This will include future development of the Bus Rapid Transit bringing high quality public transport into the town, linking with the rail station and to Welborne as well as Gosport and Portsmouth.*

Objectives

- Improve access and priority for pedestrians, cyclists and public transport;
 - Make alterations to key junctions and links into the Town Centre from surrounding residential communities; and
 - Safeguard land to allow for further development of the Bus Rapid Transit including interchange infrastructure with the rail station.
 - Manage air quality.
- E) *Provide and develop car parking to best meet the needs of visitors, residents, businesses and the long term strategy to deliver strengthening and enhancing new development.*

Objectives

- Ensure there is an appropriate level and quality of parking for visitors, businesses and new development promoting the use of underground and multi-level solutions where appropriate.'

Retail in the Town Centre

- 5.36 Shops are an important element of Fareham Town Centre, and are the principal reason for visitors coming and spending time within it. Ensuring that Fareham Town

Centre continues to grow, improve and enhance its image in the face of increasing competition from neighbouring cities, towns and out-of-town shopping centres will depend on its ability to continue to serve the retail needs of its catchment area. It is therefore important to protect the existing character, while allowing for appropriate redevelopment to allow the retail presence to grow with demand.

- 5.37 The need for retail growth is identified in the GVA Retail Study 2012⁵⁹. The Study confirmed that the ASDA, Lidl and Sainsbury supermarkets in, and close to Fareham Town Centre are trading above company averages and that there may be a need for further convenience floorspace in the Town Centre of up to 4,541 sq.m. While it recommends that, in light of the Tesco store (opened in 2012), there is no direct need to plan for a new food store over the Plan period it does advocate *"encouraging new convenience goods floorspace in Fareham town centre if proposed"*. The Development Sites and Policies Plan will not actively allocate any new sites for a new convenience food store although proposals for convenience floorspace within the boundary of the Town Centre will be approved if they are of an appropriate scale. An additional significant new food store will be provided in the new District Centre at Welborne, through the Welborne Plan.
- 5.38 There is considerable scope for comparison floorspace identified in the GVA Study. Taking into account the performance of the Town Centre and projected population growth (including residents of Welborne), the study identifies capacity for a net increase of 3,447 sq.m of floorspace by 2017, 9,121 sq.m. net by 2022, and 15,280 sq.m. net by 2027. The study goes on to state: "The (comparison floorspace) capacity should be focused on the redevelopment of existing space and the implementation of key identified opportunity sites." The opportunity sites assessed in the Plan included Fareham Shopping Centre, Market Quay and the Civic Area, which are looked at in more detail later in this section.
- 5.39 The demand for new comparison retail development comes from Fareham Town Centre's place as the major centre in the Borough, and through predicted growth in the population. Welborne will increase the number of people within the catchment area of Fareham Town Centre. It is important that the Town Centre becomes the focal point for new retail development in order to continue to attract existing and new visitors, especially in the face of potential retail expansions in neighbouring Portsmouth, Southampton and other centres.
- 5.40 All new retail development should be as centrally located as possible. The primary and secondary shopping areas are the core of the Town Centre's retail offer, and should be the first choice location for retail development. Proposals for retail development on the edge of these areas, or further afield, will only be considered if more central sites are not available. Retail proposals that would potentially attract visitors away from the primary and secondary shopping areas are unlikely to be permitted. These restrictions do not apply to Welborne.
- 5.41 As the Town Centre is the most accessible location in the Borough, land should be used as efficiently as possible. Single-storey development is not considered to be land efficient and so any new development will be encouraged to utilise upper floors where possible.

⁵⁹ GVA (October 2012) Fareham Retail Study

- 5.42 Fareham Town Centre will be the focus for new retail development outside Welborne. The role of the Town Centre within the Borough will be enhanced through the protection of the primary and secondary areas (policies DSP21 and DSP22), and the character of the area.

Policy DSP20: New Retail Development in Fareham Town Centre

New retail development in Fareham Town Centre will be permitted where it:

- i. is focused towards the primary and secondary shopping area and their edges;**
- ii. is of a scale appropriate to its location, so that it does not adversely influence the nature of the primary, secondary or the West Street speciality shopping area; and**
- iii. meets the other policy guidance in this document in terms of incorporating an active shop frontage and site specific objectives (Development Sites and Policies Plan DSP26: Civic Area to DSP32: Corner of Trinity Street & Osborne Road), as well as the design principles in Core Strategy Policy CS17: High Quality Design, and the Design Supplementary Planning Document.**

Any new retail development in Fareham Town Centre will be expected to include upper floors that are utilised for residential, commercial and/or leisure uses.

Primary Shopping Area

- 5.43 The Town Centre has a defined primary shopping area that is based around the pedestrianised area of West Street, Fareham Shopping Centre and Market Quay . The majority of units in this area are in shop units (use class A1), although a number of supplementary uses exist such as restaurants, pubs, cafes, coffee shops and banks, which provide variety and offer important services to visitors. The current mix of uses ensures the Town Centre remains a vibrant place to visit but also remains a viable area for shops to thrive, which is reflected by the relatively low vacancy rates.
- 5.44 The Primary Shopping Area has two distinct areas: the indoor Fareham Shopping Centre, and the Henry Cort area and other units facing West Street. Fareham Shopping Centre is dominated by class A1 units (over 90%), with some A3 units located in internal squares. By contrast, the Henry Cort area is a more mixed area, with some large retail units mixed with a number of much smaller units that are occupied by independent retailers, charity shops, services (estate agents, betting shops, travel agents, etc.) and places to eat and drink.
- 5.45 A unique element of the Henry Cort area is the wide pedestrianised area, which hosts a weekly market. This area is seen as relatively underutilised, with only a small number of existing units having areas of outdoor seating in the public realm. Outdoor seating can help create a more vibrant atmosphere in Centres, especially when located in well designed, pleasant public areas that are free from traffic.
- 5.46 Part of the vision for the Town Centre is to create 'living streets', to build on the town's identity and incorporate 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". Additional uses within class A3 will be permitted in this area to compliment the retail offer.

- 5.47 However, while encouraging A3 units would be a positive step in adding vitality; other non-retail uses are not considered preferable over A1. Units such as estate agents, financial consultants, takeaways and bookmakers all provide a secondary function within the Town Centre, but allowing these to grow in numbers in the primary shopping area is considered counterproductive. These units rarely have active window displays and would not add to the area in the way that new A1 shops or additional A3 units, utilising the area for outdoor seating would. To secure this it will be necessary to condition changes of use to class A3 to ensure they cannot freely change to other uses that are not deemed acceptable.
- 5.48 Another key element of the Henry Cort area is that it benefits from some major retailers that occupy medium to large units. These are considered the 'anchor' stores for the Henry Cort area and are often the major visitor attractors. Although new A3 units are to be encouraged, it is important that this is not achieved at the expense of the larger units that are vital to retaining customer levels and would be very difficult to replace. To protect these units it is proposed that all units over 250sq.m will be retained for A1 use.

Policy DSP21: Primary Shopping Area

New development or redevelopment in the Primary Shopping Area will be permitted provided that it has a class A1 or A3 use at ground floor level, including an active shop window display, and it accords with site specific policies where appropriate.

The change of use of ground floor shops (Class A1) in the Primary Shopping Area will not be permitted except for the addition of A3 units fronting the pedestrianised area of West Street. The change of use of other ground floor units (non-A1) in the Primary Shopping Area will be permitted provided that the proposed use falls within the definition of a 'main town centre use' as defined in the National Planning Policy Framework and it retains an active shop window display.

Additional A3 uses in the pedestrianised area of West Street will only be considered in units with a floorspace under 250sq.m. Outside tables and seating, or covered seating areas, will be encouraged as part of any new A3 proposals, where appropriately designed.

Any planning permissions for new A3 units will be conditioned to restrict future changes of use to other non-retail uses.

Secondary Shopping Area

- 5.49 The secondary shopping area is defined as the areas to the east and west of the Primary Shopping area along West Street as well as a small part of High Street (see Policies Map). These areas of the Town Centre perform a strong supportive role, hosting a wide variety of uses, including services as well as smaller, independent retail units.

- 5.50 Although it is the variety of these areas that provides their character, it is important to ensure that a reasonable proportion of shop (use class A1) units are retained to sustain vitality and viability. To ensure a suitable retail element remains, and to ensure the mix of uses is balanced in these areas further changes of uses away from shops (A1 uses) will be allowed, but only where it would not consolidate an area of non-retail uses. Extended areas of non-retail units are likely to adversely influence vitality and can potentially put off visitors.
- 5.51 It is also important that any new development or changes of use, which form part of this frontage, include or retain a visible shop window and display. These are a vital part of the character of the shopping areas of the Town Centre, and losing them would damage vitality and lead to areas of 'dead frontage', which would not attract visitors and shoppers.
- 5.52 The Secondary Shopping Area also includes the area along West Street to the West of Trinity Church, known collectively as the West Street Speciality Shops. This area is typified by wide pavements, trees and quality street furniture as well as mainly smaller, independent retailers with a mix of other services. The independent or 'speciality' nature of the shop units in this area is an important and unique part of the Town Centre and should be encouraged to continue.
- 5.53 To ensure that these parts of the Town Centre remain vibrant, it is important that shop units are not unoccupied for long periods. Therefore the re-use of units that have been vacant for a reasonable period of time will be considered favourably.
- 5.54 For the purposes of the Secondary Shopping Area a 'reasonable period of time' is considered to be twelve months. However, if the area starts suffering from unusually high vacancy rates or there is a cluster of vacant units in a particular location this 'reasonable period of time' can be reduced further. Any proposal for the re-use of such units should be accompanied by evidence that clearly demonstrates that a comprehensive marketing exercise, taken over a twelve-month period, (or less, if vacancy rates are particularly high), has been undertaken, which clearly demonstrate the site is no longer viable for its previous or existing use.

Policy DSP22: Secondary Shopping Area

New development or redevelopment in the Secondary Shopping Area will be permitted provided that it has a ground floor use that provides a service to visiting members of the public, including an appropriate shop window display, and it accords with site specific policies where appropriate.

Proposals for the change of use of a ground floor Class A1 retail unit in the Secondary Shopping Area will only be permitted where:

- i. it would not result in an unacceptable group of non-retail uses on the same side of the street that would undermine the active street frontage or adversely impact upon the vitality and/or viability of the Secondary Shopping Area; and**
- ii. the proposed use falls within the definition of 'main town centre use' as defined in the National Planning Policy Framework; and**
- iii. the unit would retain an active shop window display.**

The change of use of all ground floor units in the Secondary Shopping Area will only be permitted where the proposed use falls within the definition of a 'main town centre use' as defined in the National Planning Policy Framework and it retains an active shop window display.

Proposals for the re-use of long-term vacant units will be considered favourably where they have been vacant for a reasonable period of time and it can be demonstrated that all reasonable attempts for it to be let, have been made.

Making the Most Effective Use of Upper Floors

- 5.55 Fareham has a large number of ground floor retail units across the Town Centre, the majority of which form part of two and three storey buildings. The result is that the Town Centre has a lot of floorspace above ground floor level. These areas offer a great opportunity to make more efficient use of space and to create a mixed use environment across the Town Centre as a whole.
- 5.56 A proportion of these upper floor units within the town are currently in residential or office use. The mix of these uses tend to rise and fall with the market, with historic trends showing that in strong office demand the units tend to be converted to offices from residential, and in times of low demand the units are converted back. Both these uses help the overall vitality and viability of the Town Centre, with residential units helping to build up a population that uses the Centre during the evenings and weekends, while office units ensure the Centre is well used and populated during weekdays. A flexible approach allows for the market demand of the time, by allowing changes of use to residential we can ensure that space in the Town Centre is not vacant and underused, while in times of demand we can allow numbers of offices to grow to meet the needs of businesses.
- 5.57 The conversion of spaces that are currently underutilised or used for storage, into more suitable main Town Centre uses or residential units will be encouraged. The re-use of these areas will add to the vitality of the area by helping to maximise the potential of floorspace within the Town Centre.

Policy DSP23: Making the Most Effective Use of Upper Floors

The conversion of upper floor spaces for residential or other 'main town centre uses' (as defined in the National Planning Policy Framework) will be permitted provided that:

- i. any alterations to the external appearance do not harm the character of the surrounding area, and any additional residential units have sufficient internal space (as set out in Core Strategy Policy CS17: High Quality Design and the Design Supplementary Planning Document);**
- ii. the development would have no impact on the amenity of neighbouring or adjacent properties and businesses; and**
- iii. areas that are designated for refuse storage are appropriately sized and easily accessible.**

Mix of Uses in Fareham High Street

- 5.58 The importance of the Town Centre's historic High Street is reflected in its designation as the 'Fareham High Street Conservation Area'. It offers a blend of retail, offices and residential uses within a unique setting. The enjoyable character of this area is as a result of the uses as it is the historic environment, the high quality nature of the architecture and the layout of the street.
- 5.59 The current mix of uses offers a variety of uses, including hotels, pubs, restaurants, residential properties, offices and some retail units. The mix of uses means that the street has a degree of vibrancy throughout the day, with shoppers and workers using the street during office hours, and residents and people looking to eat and drink, visiting in the evening.
- 5.60 Although the mix of uses varies, with a greater retail focus at the southern end and a more residential development at the northern end, the overall mix of uses is considered to be balanced. It is important for the right mix to continue flourishing in this area.

Policy DSP24: Mix of Uses in Fareham High Street

At ground floor level where a shop front exists, any changes of use to retail (A1), café and restaurant (A3) uses will be permitted. Existing A1 and A3 units should be retained in active use and changes of use to residential or office uses will not be permitted.

Any changes of use at ground floor level within the secondary shopping area must not conflict with the principles set out in Policy DSP22: Secondary Shopping Area.

At first floor level, changes of use to, and between, offices (A2 or B1) and residential will be permitted.

Changes of use in this area should have particular regard to potential impact upon the character of the High Street Conservation Area and the character and appearance of any listed building.

Fareham Waterfront

- 5.61 The Town Centre boundary extends down to Fareham Creek and includes a section of waterfront, which runs from Bath Lane Recreation Ground, around Upper Wharf, down Gosport Road to Lower Quay. This part of the Town includes the largest area of green, open space within the Town Centre boundary and offers scenic views across Fareham Creek to Cams Estate and beyond. However, the A27 and the railway line provide a significant physical barrier that makes the area difficult to access from the busier areas of the Town Centre.
- 5.62 The waterfront location of the Town Centre is an underused asset. However, improving this situation is likely to be difficult given the barriers that exist. The recent improvements to the Market Quay roundabout have ensured that there is a light-controlled pedestrian crossing between Upper Wharf and Quay Street, and the new Tesco supermarket. It is important to encourage the use of this area as a recreational asset and 'green lung' for residents and visitors to the Town. Additional

signage and improved links should be encouraged where possible.

- 5.63 In addition to the physical access to the waterfront, is the issue of views into and out of the area from the Town Centre, including views to the listed railway viaduct. These serve as a link between the Town and the waterfront, providing a visual backdrop and adding to the overall character and context the Centre enjoys. This means that development in areas such as Market Quay must be designed sensitively, with the visual links between the Town and the waterfront protected.
- 5.64 The waterfront area has benefited from some environmental improvements in recent years with additional street furniture being installed in the grassed area adjacent to Lower Quay. However, further improvements to the public areas of the waterfront should be supported to attract visitors and encourage people to spend more time in the area. Further improvements should cover the wide pavement running alongside the Creek between Lower Quay and Upper Wharf, and paths in and around Bath Lane Recreation Ground.

Policy DSP25: Fareham Waterfront

Links between Fareham Town Centre and Fareham Waterfront, including those of the listed railway viaduct, alongside Fareham Creek will be improved where possible. This includes, but is not limited to, improved pedestrian access and better signage.

Views into and out of the Waterfront, including those of the listed railway viaduct, should be protected. New development located near Fareham Waterfront or on Market Quay Car Park should be designed sensitively to retain visual links between the Town Centre and the Waterfront.

Additional environmental improvements in the Waterfront area will be supported.

Development Opportunity Sites in the Town Centre

- 5.65 A number of land parcels in the town centre have been identified as providing development opportunities that will help to deliver the vision for the town centre and strengthen its vitality and viability. These sites are the most significant in terms of their scale, mix of uses and potential influence on the Town Centre.
- 5.66 Within the Town Centre, there are a number of additional sites that are predicted to deliver residential development. The following sites have been allocated for residential development under Policy DSP40: Housing Allocations:
- H14: Maytree Road;
 - H15: Land to the rear of Red Lion Hotel, East Street and Bath Lane; and
 - H16: Fareham Station West.
- 5.67 Chapter 7 sets out development site briefs for these three housing sites, setting out key planning and design issues, and identifying indicative capacities.

Town Centre Central Area

- 5.68 The Town Centre Central Area comprises a number of inter-related parcels of land. These include the Civic Area, Market Quay and Fareham Shopping Centre. These sites represent the key development sites that are fundamental to the regeneration of Fareham Town Centre.
- 5.69 The Central Area will be the subject of more detailed master planning work that will enable different layouts, use mixes and design options to be tested, having regard to market position, viability, and the need to create a clear identity for the town. The agreed master plan will consider all three sites.

Civic Area

- 5.70 The Civic Area is an important part of the Town Centre. It contains essential services and facilities, including the civic, health and job centre offices, the library, theatre and an area of publicly accessible green space; it also includes the Town Centre's largest car park. The area has a direct connection with the indoor shopping centre to the south and is bounded to the north and east by the Osborn Road and High Street Conservation Areas, which provide an important context and setting.
- 5.71 The current organisation and function of the area does not make the most of the opportunities to strengthen the quality, vitality and viability of the town centre. Some buildings are also limited in their contribution by their design and age.
- 5.72 The preferred strategy is to enable high-quality development and to reorganise and upgrade some of the Civic Area's functions. The aim is to ensure that this area is better-related to the core of the town centre and Conservation Areas and to provide a concentrated focus of high quality public space and activity. There are potentially many different options to achieve this strategy, which will be explored through the master planning exercise. Key components are identified in the paragraphs below.
- 5.73 The Osborn Road multi-storey car park has a limited short-term lifespan without considerable expenditure and has been found to be under-utilised. It is anticipated that the car park will be demolished and a replacement with reduced capacity constructed. This will present space for a development opportunity fronting on to Osborn Road, which could be increased with the inclusion of adjacent surface parking and the potential re-location of Ferneham Hall. This area is expected to be utilised predominantly for high quality residential units with potential for a care home or hotel.
- 5.74 The residential element in this part of the site should be set back from the road in order to provide an appropriate setting for the Osborn Road conservation area. Development is likely to be two-storey fronting Osborn Road, but could be three-storey fronting a new central park. Initial design work looking at capacity, and subsequent viability assessments, demonstrate that the site could deliver approximately 90 residential units, or potentially fewer (approximately 75) if combined with a care home.
- 5.75 In the southern part of the site, the library helps to provide vibrancy to the north of the shopping centre and Ferneham Hall contributes to the evening economy, though it is recognised that this is limited by the physical and visual severance caused by the operating hours of the indoor shopping centre and the lack of space flexibility of Ferneham Hall. It is considered that there could be greater benefit to the town

centre by exploring the option of improving the quality and flexibility of such uses and relocating these functions to areas with more visible presence and greater complementary public space, such as Market Quay.

- 5.76 Relocation could also allow for the potential expansion of retail facilities and green space. Although Fareham has some green spaces close to the town centre, it lacks a high-quality central park. The existing green space could be redesigned and extended to provide a more useable and accessible public space and a better relationship to surrounding buildings and functions. The 2012 Retail Study states that *"any reconfiguration (of the Civic Area) could include an element of retail space, but this must be well integrated with the existing shopping centre and contribute to the wider mix of Town Centre offer"*.
- 5.77 The Civic Offices provide a high level of employment in the town, not just for Fareham Borough Council services, but also other public bodies. The scope and opportunity to improve access to, and quality of, council services through additional or rationalised provision will be explored. The job centre and associated offices to the south of the Civic Offices are currently underutilised and its future occupation and use will be re-considered in the medium term. There is scope to explore development options in conjunction with the Civic Offices if appropriate.
- 5.78 Fareham Health Centre is undergoing refurbishment works to improve the fabric of the building and enable a reorganisation of services and facilities. This is anticipated to be effective for 10 years. If new or replacement health facilities are needed within the plan period, these will need to be considered as part of the master planning options.
- 5.79 The Council will work with the various landowners and users of the land to explore development options as part of the master planning process, which will include specific development levels, uses and design requirements. This process will also look in detail at specific constraints and opportunities, as well as considering infrastructure requirements. Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal. Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA. Possible mitigation measures are set out in the HRA accompanying this plan. Southern Water has indicated that sewerage infrastructure does cross the site, and there are also a number of significant trees that will need to be taken into account.

Policy DSP26: Civic Area

Redevelopment of the Civic Area will be undertaken in accordance with an agreed master plan for the Town Centre Central Area that takes into account Policies DSP27: Market Quay, DSP28: Fareham Shopping Centre Upper Floors, and DSP29: Fareham Shopping Centre Improved Link to allow for approximately 90 residential units, a multi-storey car park and parkland with a mix of the following:

- i. Retail (A1);**
- ii. Cafes and Restaurants (A3);**

- iii. **Hotel (C1);**
- iv. **Residential Institution (C3)**
- v. **Offices (B1); and/or**
- vi. **Public and Community facilities.**

A phased approach to development will be permitted where it can be demonstrated that this will not adversely affect the delivery of the comprehensive redevelopment of the site.

Redevelopment of the Ferneham Hall/Library facilities will only be permitted where appropriate replacement facilities have been identified.

Market Quay

- 5.80 Market Quay was developed in the mid-2000s and provides an important leisure and retail extension to the Henry Cort area within the town centre. It helps to strengthen the evening economy with a cinema, pub and food outlets. The site comprises the highly popular large surface car park to the south of Market Quay and includes the police station to the east and bus station offices and public conveniences to the west. Access is from Portland Street and Quay Street.
- 5.81 The site occupies a visually prominent and highly accessible location in the town centre, being adjacent to the bus station, the strategic road network of Eastern and Western Way and the A32 and the railway line. It is considered that while being popular, the use of such a strategic site for surface car parking does not make the best use of limited development space in the town centre.
- 5.82 The preferred strategy for this site is to enable high quality development that takes advantage of the site's highly visible location and relationship with the waterfront and helps to build a long term, robust and vibrant new identity for the town, building on the leisure focus of the existing Market Quay development. It is recognised that there are potentially many different options to achieve this strategy, which will be explored through the master planning exercise. Key components are identified in the paragraphs below.
- 5.83 Consideration will be given to re-provide the library and entertainment /arts facilities within a high quality flexible building(s). In addition there is scope for hotel use and complementary additional retail, restaurant/cafe and leisure uses within the site together with potential residential and office uses above ground floor. All proposals will be required to provide a high quality outdoor space that can be used for public performances with suitably designed seating, landscaping and lighting and be located to provide the heart and focus of activity for surrounding development. Development will be required to maintain the visual link with Fareham Creek.
- 5.84 The 2012 GVA Retail Study concludes that the *"Market Quay car park is a key redevelopment opportunity"* and that *"new development here should build on the leisure and eating/drinking elements found in the existing Market Quay development"*. It also states that *"the importance of high quality design cannot be underestimated when aiming to attract a good quality selection of eating/drinking operators, most of whom will trade alongside each other forming a 'critical mass' and strong attraction for a town centre"*.

- 5.85 Initial design work looking at capacity, and subsequent viability assessments, demonstrate that the site could deliver between 30 and 60 residential units on the upper floors above ground floor A3/A4 uses. The lower range figure would allow room for a hotel on part of the site.
- 5.86 The site will be required to re-provide the same amount of parking spaces as would be lost through the redevelopment. This is only likely to be achieved through the use of a multi-storey car park, which could include an underground level.
- 5.87 The Police Station will continue to operate in the short to medium term. Options that involve the relocation of police facilities will need to be considered and take into account future operational and resourcing opportunities of policing.
- 5.88 The bus station offices and public conveniences occupy an important corner of the site. At single storey they are not considered to be an efficient use of land. Options will include the potential replacement of these facilities within the wider development of the site.
- 5.89 The Council will work with the various landowners and users of the land to agree a master plan, which will include specific levels of development, uses and design requirements. This process will also look in detail at specific constraints and opportunities as well as infrastructure requirements. Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal. Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA. Possible mitigation measures are set out in the HRA accompanying this plan. Southern Water has indicated that sewerage infrastructure crosses the site and will need to be addressed in the master plan.

Policy DSP27: Market Quay

Redevelopment of Market Quay will be undertaken in accordance with an agreed master plan for the Town Centre Central Area that takes into account Policies DSP26: Civic Area, DSP28: Fareham Shopping Centre Upper Floors and DSP29: Fareham Shopping Centre Improved Link to allow for up to 60 residential units and a mix of the following uses:

- i. Library and entertainment/arts;**
- ii. Replacement car parking;**
- iii. Cafes and restaurants (A3), pubs/bars (A4);**
- iv. Hotel (C1); and/or**
- v. Public open space.**

The following uses will also be sought where these can be delivered in addition to the above uses:

- i. Assembly and leisure (D2);**
- ii. Retail (A1);**
- iii. Offices (B1a); and/or**
- iv. Public and Community facilities.**

Fareham: Shopping Centre

- 5.90 Fareham Shopping Centre is an indoor shopping mall that accommodates the majority of principal retailers in the town centre, including Boots, M&S, Debenhams and BHS. It also has complementary cafés and restaurants within spaces connected by the indoor 'streets'. The shopping centre has a number of pedestrian entrances: to the north facing the Library; and to the south exiting onto the Henry Cort pedestrian area. There are two additional floors of office accommodation in the shopping centre. On the north side of the shopping centre, facing the library, there is in the region of 2,200sq.m of floorspace, which is largely unoccupied with the exception of the small shopping centre management office. On the south side, facing the Henry Cort pedestrianised area, there is ancillary office accommodation to the ground floor retail or banking uses.
- 5.91 Servicing for the shopping centre takes place at first floor level accessed via Civic Way to the east and a private access from Osborn Road to the west. Storage for the retail units is at first floor level, some of which is understood to be under-utilised. It is considered that the under-utilisation of office space is limiting the potential to bring more people and activity to the town centre, undermining the ability to strengthen the vitality and viability of the town centre. The preferred strategy is to encourage the shopping centre owners to bring forward the empty space into productive uses. Potential uses include hotel, residential, office space or leisure uses. In order to aid viability it is considered that additional floorspace could be added that is set back from existing elevations. This is considered most suitable facing north across the parkland and library.
- 5.92 The shopping centre provides the shortest connection between the services and functions of the Civic Area and the West Street/Henry Cort/Market Quay core of the town centre. The shopping centre is not normally open in the evening however and effectively dislocates the link, the effect of which is particularly acute for evening uses in the Civic Area. Alternative routes via the Church Path footpath to the rear of BHS and Westbury Path to the west of the shopping centre are not considered to be conducive to pedestrian movement, particularly in the evening, due to a combination of perceived and real lack of safety and directness. The 2012 GVA Retail Study confirms that *"when considering future options for the shopping centre, focus should be on improving linkages from the Civic Area to Market Quay through the Shopping Mall, and encouraging pedestrian footfall into the evening"*.
- 5.93 The preferred strategy, in combination with the approach identified for the Civic Area and Market Quay, is to enhance the connection through the shopping centre. While some improvement could be achieved through extended opening hours, the lack of directness of the route and the low ceiling heights result in a poor visual connection, therefore, this is likely to result in limited success. A suitable approach could include remodelling the shopping centre to create a new direct 'street', which is either open or glazed at high level between the north and south sides with new and extended upper floor uses over-looking. This new street or arcade would become the principal north-south pedestrian route through to the Henry Cort area and Market Quay.
- 5.94 While the site has the potential to yield residential development, its delivery is less certain given the variety of different options. Therefore, while residential development will be permitted above the shopping centre it is not considered

suitable to count this as part of the Plan's housing supply. Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal. Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA. Possible mitigation measures are set out in the HRA accompanying this plan.

Policy DSP28: Fareham Shopping Centre Upper Floors

Proposals to re-use and/or extend existing first and second floor accommodation will be permitted for one, or a suitable mix, of the following uses:

- i. Residential (C3);**
- ii. Offices (B1a);**
- iii. Hotel (C1)**
- iv. Assembly and leisure (D2);**
- v. Retail (A1);**
- vi. Professional or financial services (A2);**
- vii. Public and Community Facilities; and/or**
- viii. Cafes, restaurants and bars (A3 and A4).**

Development will only be permitted where appropriate parking, servicing and access can be demonstrated.

Policy DSP29: Fareham Shopping Centre Improved Link

Proposals to remodel the Shopping Centre to improve the link between Henry Cort area and the Civic Area will be permitted provided that it is of an alignment and height that enables a direct visual connection between Henry Cort area and the Civic Area, and public pedestrian access and movement is not limited or controlled.

Fareham Railway Station

- 5.95 Fareham railway station is a key public transport link, with direct rail services to Brighton, Cardiff, London, Portsmouth and Southampton. New bus stops and waiting facilities for the Bus Rapid Transit (BRT) (see chapter 6) service have been provided on The Avenue, which provide an easier interchange with rail services. The land surrounding the station to the east and west side of the railway line comprises a number of uses, some temporary within a mix of open land and buildings.
- 5.96 The land to the west of Fareham station is in single land ownership and is allocated for residential development under Policy DSP40. The site has the potential to deliver 30 dwellings and a care home or 75 dwellings. A site brief, which sets out key planning and design issues, is available in Chapter 7 (H16).
- 5.97 The land to the east of Fareham station is in multiple ownership and made more complex by the various occupiers/users of the site. However, given the sites location and prominence it is considered a vital redevelopment opportunity in terms of delivering the overall vision of the Town Centre. There is considerable scope to

utilise the land more efficiently and provide development that will bring much greater benefits to the vitality and viability of the town centre as a whole, as well as townscape and safety improvements.

Fareham Station East

- 5.98 The site lies on the access side of the Fareham railway station. It comprises station related functions in the form of car and cycle parking and taxi rank together with a number of business uses and associated access and parking. The businesses presently include vehicle workshops, a tool hire operation, Fareham Fire Station and access to an aggregates depot to the north of the site. The Hampshire Minerals and Waste Plan⁶⁰ requires the aggregates depot to remain in the long term. The preferred strategy is to ensure a comprehensive approach, which will allow a phased development programme if necessary.
- 5.99 The principal area of development comprises the various businesses, temporary car park and the fire station. This part of the site lends itself to mixed use blocks up to three-storeys, with the exception of land fronting Gordon Road, where the predominant character is two-storeys. The mixed use blocks will be required to front and flow with the station access road and create a strong townscape with multiple active commercial ground floor uses. Such uses could include retail shops, cafes and restaurants, or offices. Accommodation above ground floor could be a mix of residential and offices. However there is also potential for leisure use, such as a gym and potentially a hotel. Development will be required to provide a wide forecourt and footway to enable outdoor seating and street trees and to accommodate potentially high pedestrian flows to and from the station. Development must also ensure that access to the aggregates depot is maintained.
- 5.100 The 2012 GVA Retail Study concludes that *"uses appropriate in this location would include residential and employment, but the area would also benefit from Class A1 shop units, eating drinking (A3/4) destinations, a hotel and associated health facility, and A2 uses. An A5 Use (retail) take-away might be appropriate in this location, but we recommend policy restricts the number of units to one or two"*. It will be important to ensure any redevelopment is not dominated by a single unit in order to promote vitality through a mix of units. A single large retail unit may also have a detrimental impact in terms of traffic generation.
- 5.101 There is an opportunity to create a new pedestrian and cycle link from Gordon Road and widen the pedestrian access to the west to enable cycle access also. The future use of the station car park to continue to serve the rail station should be explored through the master planning process including multi-storey options. Master planning will need to ensure that development facilitates the operation of bus/rail/cycle/pedestrian/taxi interchange, which will provide for better passenger transfer between different modes of transport.
- 5.102 Initial estimates show that the development could yield up to 90 new dwellings, alongside some ground floor uses. If the upper floors were utilised by a hotel, offices or leisure, the number of residential units achievable would be fewer. The viability study did not show a positive land value for a number of different options, and as

⁶⁰ Hampshire County Council (October 2013) Hampshire Minerals and Waste Local Plan

such the housing numbers predicted on site do not form part of the overall supply. However, given the site's importance in terms of location and prominence it remains an important part of the long term vision for the Town Centre.

- 5.103 The Council will work with the various landowners and users of the land to agree a master plan, which will include specific levels of development, uses and design requirements. This process will also look in detail at specific constraints and opportunities as well as infrastructure requirements. Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal. Mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA. Possible mitigation measures are set out in the HRA accompanying this plan. Southern Water has indicated that sewerage infrastructure does cross the site and that there may be issues with capacity. The master plan, or any proposal that comes forward, will need to fully consider these issues.

Policy DSP30: Fareham Station East

Redevelopment of Fareham Station East will be undertaken in accordance with an agreed master plan to provide for the following mix of uses:

- i. Residential (C3);**
- ii. Offices (B1a);**
- iii. Cafes, restaurants, pubs/bars and takeaways (A3, A4 and A5);**
- iv. Assembly and leisure (D2);**
- v. Professional and financial services (A2);**
- vi. Hotel (C1).**

Any redevelopment should be part of a comprehensive scheme for the whole site. 'Piecemeal' development that would prejudice the delivery of this objective will not be permitted. Redevelopment will be expected to provide appropriate improvements to the access road and decontamination works as deemed necessary. It should also incorporate improvements to transport interchange facilities to provide for passenger transfer between different modes of transport.

The fire station should be able to remain in its present location as part of any possible redevelopment proposals, or at least until funding and a site for relocation have been identified.

Proposals will be required to ensure that:

- i. new buildings are designed to respect the character of the area, with due regard given to the amenity of neighbouring development;**
- ii. ground floor commercial space shall be designed to ensure a mix of smaller scale units are provided;**
- iii. sufficient parking to serve the rail station is retained on site;**
- iv. a direct pedestrian and cycle link from Gordon Road can be delivered; and**
- v. a wide footway, which includes street trees, is provided to**

- accommodate foot traffic and outside seating.**
- vi. A connection to the sewerage system at the nearest point of adequate capacity is provided, as advised by Southern Water**

Russell Place

- 5.104 The site area comprises a number of parcels of land which are accessed from the un-adopted Russell Place. The site is complicated by the multitude of landowners and leaseholders who have an interest in the site, as well as further parties who have access rights across certain sections. The majority of the land on the south side of Russell Place is used for surface car parking within what were originally the gardens to properties fronting West Street. The parking is a mix of private commercial and residential belonging to shop premises and flat units above. To the north of Russell Place the land and buildings are primarily used by a commercial tyre and exhaust centre together with a boiler repairs and service business.
- 5.105 There is scope to utilise the land more efficiently and provide development that will bring much greater benefits to the vitality and viability of the town centre as a whole, as well as townscape and access safety benefits. The preferred strategy is to promote and allow for the development of some of the surface parking and the business premises to enable a new high quality residential street to be created.
- 5.106 Development lends itself to a mixture of houses and flats taking account of the location of land parcels adjacent to existing late Victorian 2 storey terraced houses and flat units above larger scale premises fronting West Street. It will be expected that development will generally be between 2 and 3 stories high to reflect surrounding character. The use of balconies will be encouraged and it will be expected that some form of communal private space will be created for flatted development.
- 5.107 Developers will be required to demonstrate adequate parking for existing and proposed residential units and adequate arrangements to service commercial premises to ensure that the impact on West Street movement by all modes is not unacceptable. Russell Place will be required to be upgraded to adoptable standards. An indicative site layout for the site is shown in Chapter 7.
- 5.108 Development in the form mentioned in the above could yield between 20 and 30 dwellings. The more land parcels that are included in any proposal will result in more units being delivered. However, there is considered to be a high level of uncertainty over the deliverability of this scheme, given the number of landowners and leaseholders who share an interest in the site. For this reason, it is not considered appropriate to include the site in the Council's housing supply.

Policy DSP31: Russell Place

Development on the land at Russell Place will be permitted to allow for dwelling houses (C3), and/or residential institution uses (C2).

Proposals will be required to ensure that:

- i. development fronts onto Russell Place and due regard is given to the**

- ii. **character of the surrounding area;**
- ii. **sufficient parking is provided to serve the existing residential and commercial premises and any new residential units proposed;**
- iii. **adequate access to commercial units along West Street is retained where required; and**
- iv. **Russell Place is upgraded to adoptable standards with sufficient space for high quality landscaping.**
- v. **A connection to the sewerage system at the nearest point of adequate capacity is provided, as advised by Southern Water**

Any proposal should not prejudice the delivery of a comprehensive scheme for the whole site. 'Piecemeal' development that would prejudice the delivery of this objective will not be permitted.

Corner of Trinity Street and Osborn Road

- 5.109 Land at the corner of Trinity Street and Osborn Road comprises three parcels of land. Fronting Osborn Road and to the rear is a long stay public car park owned and operated by Fareham Borough Council of 108 spaces. Fronting Trinity Street to the north is an early 1970s two-storey flat roofed building, which is owned by Fareham Borough Council and used by Hampshire County Council for community project offices and as a youth centre. Further south and including the corner is an 'L' shaped piece of vacant land that has an extant planning permission for a three-storey building to accommodate 23 one-bedroom flats. However, as a result of the current economic situation, the scheme does not appear to be viable.
- 5.110 To the north of the site is a two-storey block of eight flats constructed at the turn of the century. To the east is a group of mature trees, which forms the western boundary of the Osborn Road Conservation Area. Vehicular access to the site is via Osborn Road, which currently serves the public car park, the youth centre and the flatted development.
- 5.111 This is a visually prominent corner site close to town centre services and facilities and adjacent to the Osborn Road Conservation Area. There is considerable scope to utilise the land efficiently and provide development that will bring significant townscape benefits and provide a focus for local Fareham community facilities.
- 5.112 The preferred strategy is to combine the three parcels to provide a new Fareham community centre, residential flats, including young persons' accommodation and revised car parking provision that will create a strong and coherent townscape. The community centre should be located to the south of the site to front both Trinity Street and Osborn Road in a building of two or three storeys, with pedestrian access from the corner. The community centre will be subject to a detailed specification but is likely to be in the region of 1000 sq.m and include flexible, multi-purpose rooms and spaces, kitchen facilities, offices and meeting rooms, storage, a double storey height hall to allow for court sports together with youth space and outdoor space which can enable pre-school/nursery use.
- 5.113 Residential development should be located adjacent to the existing flatted block and, subject to potential amenity impact upon the adjacent residential accommodation, will be 2 or 3 storeys high. A minimum figure of 10 residential units is predicted to be delivered on site, although this could be as high as 20 depending on the proposed

layout and amount of land given over to residential uses.

- 5.114 Both road frontages will require tree planting to continue and strengthen the character of the streets resulting from adjacent development. This approach relies on a partnership with the owner of the residential site with an extant permission. If this is not forthcoming, it will still be possible to develop a new community centre, but with a greater reduction of public parking and without the significant townscape improvement.
- 5.115 If wider redevelopment is not considered viable during the plan period then the existing Community Facility that exists on the site should be retained for community uses unless alternative, suitable facilities can be provided elsewhere within the Town Centre.

Policy DSP32: Corner of Trinity Street and Osborn Road

Development of land at the corner of Trinity Street and Osborn Road will be permitted for the following uses:

- i. A community centre in the region of 1000sq.m;**
- ii. Residential accommodation; and**
- iii. Public car park.**

Proposals will be required to ensure that new buildings are designed to deliver townscape benefits and to front on to Trinity Street and Osborne Road.

In the event that a new community centre is not developed during the plan period, the existing youth centre and associated facilities will be safeguarded for community use, including youth facilities unless adequate replacement space and facilities can be provided elsewhere in the town centre.

FAREHAM COLLEGE

- 5.116 Fareham College currently occupies a 9.4 hectare site to the south of the Avenue (A27) and to the east of Bishopsfield Road. Fareham College is relocating an element of its operations to a purpose-built training facility on part of the Solent Enterprise Zone at Daedalus. This will result in a number of buildings at its Bishopsfield Road Campus becoming redundant. The age and layout of some of the existing buildings on site would benefit from modernisation to meet more effectively the College's contemporary education requirements, and ensure a more efficient and effective utilisation of space. These factors combined provide an opportunity for redevelopment of the wider site.
- 5.117 The site currently consists of various educational buildings in the area close to Bishopsfield Road with associated car parking to the south of these buildings. The buildings are surrounded by areas of landscaping and open space, including playing pitches in the large open area in the south east part of the site.
- 5.118 The College is located within a predominantly residential area, with Wallisdean Avenue and Westley Grove to the south and east, Barnfield Court and Berwyn Walk to the southwest and Romyns Court to the north east. There are also additional educational facilities to the south, in the form of Wallisdean Infant and Junior

Schools, as well as Bishopswood to the north east, which is designated as a historic park and garden.

- 5.119 The redevelopment of the educational facilities is anticipated to take place on the northern part of the College's existing footprint, adjacent to the existing access off of Bishopsfield Road and south of the Avenue (A27). This could involve replacement or additional buildings and/or improvements/enhancements to existing buildings. The consolidation of operations in the improved buildings on this part of the site, together with the transfer of some operations to Daedalus, will result in a number of buildings on the southern part of the current footprint of the facility, including parking, no longer being required for educational purposes. It is therefore anticipated that part of the site could come forward for residential development.
- 5.120 The style of surrounding residential development is generally typified by semi-detached or terraced rows of two storey housing. However, there are some three/four- storey developments in the vicinity of site, most notably some of the existing college buildings and on the opposite side of Bishopsfield Road. The majority of the residential development on the site is expected to be family housing, with a reasonable proportion of detached and semi-detached properties. The most suitable location for more dense forms of development, such as flats, is considered to be adjacent to the retained college buildings, where the built form is generally more urban in nature. It is anticipated that the site could accommodate between 100 and 120 residential units depending on the precise mix of flats and houses.
- 5.121 New residential development should take account of the amenity of neighbouring development. This includes the educational facilities that remain on site, as well as Wallisdean Infant and Junior Schools to the south. Any proposals should also have due regard to the residential amenity of surrounding streets such as Wallisdean Avenue, Westley Grove, Bishopsfield Road, Barnfield Court and Berwyn Walk, with particular care being given to traffic and parking issues.
- 5.122 There are significant planting and tree belts within and surrounding the site, especially around the existing playing field and to the rear of properties fronting Wallisdean Avenue and Westley Grove, which help protect residential amenity. The majority of these trees should be retained where possible, including a section of protected trees which exist to the north east of the site. The frontage along The Avenue should incorporate attractive landscaping including retaining some of the existing trees but removing others to enable views and facilitate new pedestrian linkages into the site. A full tree survey will be required to understand the value of all trees on site. This survey will demonstrate, which trees should be retained and, which can be removed.
- 5.123 Since the risk of likely significant effects on nearby European sites cannot be ruled out, especially when considered in combination with other proposed site allocations, proposals for development will be required to undertake a full ecological survey and assessment; any potential ecological impacts should be highlighted and appropriately mitigated.
- 5.124 The eastern part of the site was previously allocated as 'open space' in the Local Plan. However, access is limited to use by the College, and is not currently publicly accessible. The redevelopment of the College site would be expected to retain the existing open space, including provision of playing pitches, and make it publicly

accessible. This area of open space would be accessible via the residential element of the wider redevelopment but also via new pedestrian access points onto Redlands Lane and, potentially, to the Avenue.

- 5.125 Any future planning application should be accompanied by a Travel Plan that covers both the educational and residential uses and the impact of traffic generated should take into account proposals for upgrades to the A27 within Fareham. The principal vehicular accesses to both the retained educational facility, and the proposed new residential development, will be from Bishopsfield Road. The development is likely to require junction improvements at the point of access onto Bishopsfield Road. Additional pedestrian and cycle access points should be sought from The Avenue and Redlands Lane. Any application will need to demonstrate that the proposed access is suitable for the level of development proposed, and that there will not be a significant adverse impact on traffic along Bishopsfield Road.
- 5.126 Car parking has the potential to be a key issue on site, with the proposed residential development likely to occur on the part of the site currently used as parking for Fareham College. A parking strategy would be required to accompany any application to demonstrate that the educational facility and the proposed residential development has sufficient car and cycle parking facilities.
- 5.127 Independent viability evidence currently indicates that the residential development proposals for the site are of marginal viability. However, it is important to note that the viability study undertaken is a standardised assessment based on commercial assumptions of viability. The College site is not a 'standard' housing scheme and it is envisaged that any development value achieved through the residential development will complement the wider funding package assembled by the College for the overall redevelopment of the educational facilities on the site. Following discussions with the College it is also apparent that some of the funding is time-limited and thus the development is envisaged to come forward within the next few years. Taking this into account the Council is confident that the site is deliverable and should, therefore, be counted towards the overall housing supply.
- 5.128 Proposals for development will be required to be accompanied by a Heritage Statement that addresses archaeology and any potential impact on Bishopswood (historic park and garden). Any proposal will also be required to ensure that there is sufficient sewerage infrastructure in place prior to the accommodation of new residential development. Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal. Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA. Possible mitigation measures are set out in the HRA accompanying this plan.

DSP33: Fareham College

Fareham College will be redeveloped in accordance with an agreed master plan in order to ensure the comprehensive redevelopment of the site includes a retained educational facility that meets its current educational requirements, provision of publicly accessible open space and new high quality residential development for approximately 110 dwellings. Proposals will be required to

ensure that:

- i. **sufficient levels of car and cycle parking are provided on site to serve all of the existing and proposed uses;**
- ii. **the existing open space is opened up for wider community use, together with appropriate changing facilities;**
- iii. **the landscaping surrounding the existing college buildings should be enhanced where practicable, with particular attention to the key frontage along The Avenue (A27);**
- iv. **additional pedestrian and cycle routes are installed to connect the site to the wider area and to enable good access to public transport including Fareham railway station, BRT and other bus routes;**
- v. **due regard is given to the amenity of surrounding residential units and neighbouring educational facilities; and**
- vi. **significant trees that have a positive impact on the site are retained, where possible.**
- vii. **A connection to the sewerage system at the nearest point of adequate capacity is provided, as advised by Southern Water**

DEVELOPMENT IN DISTRICT CENTRES, LOCAL CENTRES AND LOCAL PARADES

5.129 The NPPF states that local planning authorities should identify a "*hierarchy of centres*", which means looking at the scale and function of each of the centres in the Borough and how they serve their catchment area⁶¹. Core Strategy Policy CS3: Vitality and Viability of Centres sets out this hierarchy, which is also shown on the Proposals Map:

- Town Centre - Fareham;
- District Centres - Locks Heath, Portchester, Welborne (location yet to be defined); and
- Local Centres - Stubbington, Broadlaw Walk, Highlands Road, Gull Coppice (Whiteley), Titchfield, Warsash, Park Gate and the 'Village Centre' at Welborne (location yet to be defined).

5.130 In addition to the centres set out in this retail hierarchy, the Development Sites and Policies Plan adds Local Parades to the 'hierarchy of centres'. The Welborne Plan proposes to deliver a new District Centre and a Local Centre. These centres will form part of the wider retail hierarchy set out in Core Strategy Policy CS3: Vitality and Viability of Centres.

5.131 While the Fareham Town Centre is to be the focal point of new retail development in the Borough, the District Centres are also expected to see some expansion (see Policies DSP34 and DSP36). Additional floorspace in the other Centres in the Borough is expected to be limited. However, it is important to protect the retail core of the other centres and parades in the Borough as they play an important role in serving the local day-to-day shopping needs of residents in the Borough.

5.132 Although the predicted level of expansion in each centre varies, the most important consideration is that any expansion or new floorspace is of a suitable scale. The existing hierarchy works with each centre supplementing each other, and over

⁶¹ DCLG (2012) National Planning Policy Framework (Paragraph 23)

development in one centre could impact the vitality and viability of other neighbouring centres.

- 5.133 There are also a number of Local Parades across the Borough that provide local shopping needs for their immediate residential catchment areas. These parades play an important role in the day to day retail provision across the Borough and should be protected from uses that may result in their decline. Parades identified in the Borough are:
- White Hart Lane, Portchester;
 - Arundel Drive, Fareham;
 - Miller Drive, Fareham;
 - Anjou Crescent, Fareham;
 - Gosport Road, Fareham;
 - Fairfield Avenue, Fareham;
 - Greyshott Avenue, Fareham;
 - Westley Grove, Fareham;
 - Crofton Lane, Stubbington/Hill Head;
 - Warsash Road/Dibles Road, Warsash;
 - Hunts Pond Road, Titchfield Common;
 - Barnes Lane, Sarisbury; and
 - Bridge Road, Sarisbury.
- 5.134 In order to ensure that the centres and parades in the Borough remain vibrant, residential development will be encouraged on upper floors. Additional residential development can help bring people into centres at all times of day and night, and can help vitality.
- 5.135 In order to protect centres and parades from inactive frontages, proposals for alternative uses in units that have been vacant for reasonable periods of time will be favourably considered. For the purposes of District Centres a '*reasonable period of time*' is considered to be twelve months, whereas in the more sensitive Local Centres and Parades this period should be six months. If a Centre or Parade is suffering from unusually high vacancy rates or there is a cluster of vacant units in a particular location this '*reasonable period of time*' can be reduced further. This should stop inactive areas from developing and help the long term viability of the Centres even if the market changes. Any proposal put forward on the basis of the length of vacancy should be supported by evidence that demonstrates that reasonable attempts have been made to let it during the vacancy period.
- 5.136 As well as protecting existing Centres and Parades, it is also important that successful areas are allowed to grow with demand. Evidence shows that Locks Heath and Portchester District Centres have demand for growth, and as such have designated Policies to accommodate this. For Local Centres and Parades, not all of them have the potential to expand, but where there is space available immediately adjacent to a Local Centre or Parade suitable extensions will be considered. A key element in any decision regarding the expansion of a Centre or Parade will be respecting the retail hierarchy set out in CS3 of the Core Strategy. Any extension will need to be in keeping with the scale and character of the adjacent Centre or Parade and must not undermine the vitality and viability of other Centres in the Borough.

Policy DSP34: Development in District Centres, Local Centres and Local Parades

Town centre uses will be permitted in the Borough's Centres and Parades (as designated on the Policies Map), where they are of a scale that maintain the current hierarchy of retail centres as set out in Core Strategy Policy CS3. Proposals will need to ensure an adequate provision of car parking within the designated centre.

The conversion of upper floors in Centres and Parades to residential units will be permitted provided there is no negative impact on the amenity of neighbouring development and meets with design requirements in all relevant documents.

Changes of use in Centres and Parades from Use Class A1 retail will only be permitted where:

- i. it would not result in an unacceptable continuous group of non-retail uses on the same side of the street; and
- ii. The unit would retain an active shop window display.

Proposals for the re-use of long-term vacant units will be considered favourably where they have been vacant for a reasonable period of time and it can be demonstrated that attempts have been made to let them.

Proposals that will result in the expansion of existing Local Centres or Parades will be permitted provided that:

- i. it is of an appropriate scale and will not adversely impact upon the hierarchy of Centres as set out in Core Strategy Policy CS3: Vitality and Viability of Centres;
- ii. it provides a suitable use for the proposed location; and
- iii. adequate parking is provided.

Locks Heath District Centre

- 5.137 Locks Heath District Centre is a purpose built centre built in 1983. It is set in a courtyard layout, with shops surrounding a public open space. The Centre benefits from a good number of shops and services, a large area of free surface parking and an adjacent library, community centre, public house and petrol station.
- 5.138 The Centre is located within the heart of the Western Wards, and as such has the potential to serve a wide catchment area and a significant population. The Western Wards has been an area of dramatic residential growth in the last few decades and is set to continue this trend over the early parts of the plan period. With the population of the surrounding area growing and the retail offer in Locks Heath remaining relatively static since its opening, many people living within the Centre's catchment area shop in other locations.
- 5.139 Previous retail studies have identified Locks Heath District Centre as being in need of expansion, which is reflected by the fact that the unit has had very low vacancy

rates in recent years. The 2012 Retail Study⁶² sought to quantify this need, by looking at the proportion of the population of the Western Wards that use the Centre, and by ascertaining where residents are going to do their shopping. The study showed that only 29% of residents within the immediate area surrounding the Centre use it for their weekly food shop, while over 38% actually commute outside of the Borough, most notably to Whiteley, Bursledon and Hedge End, to do their food shopping (the remainder do their food shopping in other Centre or out-of-town stores within the Borough).

- 5.140 To address this, the Study recommended that the Council should plan for additional convenience floorspace to address the current deficiency and meet the needs of the local catchment area. It states that by aiming to achieve an improved market share from the surrounding area there is potential for up to 2,896sq.m⁶³ of convenience floorspace that could be accommodated in, or adjoining, Locks Heath District Centre. The new Waitrose store provides around 850sq.m of additional convenience floorspace by re-organising the internal layout, which reduces the overall potential requirement at the Centre to around 2,000sq.m.
- 5.141 Further to the need for additional convenience floorspace it is considered that the Centre would also benefit from additional comparison floorspace and potentially additional café/restaurant uses. There is an extant permission for further retail units at the Centre as well as a drive through restaurant. The Centre currently has a limited offer in terms of cafes and restaurants and increasing this provision would add variety and increase visitor numbers at different times of day.
- 5.142 The boundary of Locks Heath District Centre has been extended to incorporate the surface car parks and access roads which serve the Centre. Including these additional areas allows flexibility in providing the additional retail and café/restaurant uses the Centre requires. Additional, detailed work will be needed to look at various options of how any expansion of the retail offer can be achieved on the ground. Any proposed redevelopment options will be required to demonstrate that suitable parking levels can be provided and that the amenity of existing properties both in, and adjacent, to the Centre is not harmed.
- 5.143 The extended boundary of the Locks Heath District Centre does not include the areas of open space to the north of the Centre and the importance of this accessible space near to the Centre cannot be underestimated. The woodland areas adjacent to Lockswood Road to the west and adjacent to Locks Road to the east of the Centre are also excluded from the extended boundary of the Borough and should be retained.

Policy DSP35: Locks Heath District Centre

Proposals for the expansion and/or redevelopment of Locks Heath District Centre will be permitted for the following uses:

- i. Additional convenience floorspace of up to 2,000sq.m; and**
- ii. Additional cafes, restaurants and comparison retail units of a scale appropriate to the District Centre.**

⁶² GVA (2012) Fareham Retail Study

⁶³ For reference, the Centre currently has approximately 11,000sq.m of retail floorspace, with an extant permission for an additional 2,884sq.m. The figure stated would be in addition to this.

Proposals will be required to ensure that:

- i. Any new development is well-related and interconnected with the existing Centre, and the surrounding residential footpath network;**
- ii. The Community Centre and Library are either retained or incorporated into new buildings in the Centre;**
- iii. Sufficient levels of parking are provided to accommodate both new and existing uses;**
- iv. The scale of any new development is appropriate to its location and will not have a detrimental impact on the existing businesses within the Centre;**
- v. An acceptable amount of high quality and usable public open space is retained in the vicinity of the Centre; and**
- vi. It has no adverse impact on the amenity of existing development both within, and adjacent to, the Centre.**

Portchester District Centre

- 5.144 Portchester District Centre is focused around a pedestrianised part of West Street. There are areas of free surface car-parking to the south, and services such as the local library and health centre to the west. The A27 runs along the north of the Centre and provides good access for local residents, but also acts as a barrier for any potential expansion to the north. The boundary of the Centre has been expanded as shown on the Policies Map.
- 5.145 The 2012 Retail Study concludes that “Portchester could accommodate a foodstore of around 800-900sq.m net through an increase in market share” (GVA 2012). The Council will ensure that any new proposals are well integrated to the existing District Centre in order to contribute to its vitality and viability.⁶⁴ Given the physical restrictions to the north any future expansion of the Centre, or any new stores, are likely to be either through redevelopment within the West Street frontage, or south of West Street, to the area currently given over to surface car parking. There are two key elements that need to be considered as part of any redevelopment or extension to the Centre. Firstly any new proposals will be required to retain existing parking levels and provide additional parking to meet the requirements of the new development proposed. Secondly, any new retail units will need to be sited in a way that relates, and links to, the existing pedestrianised area to ensure that they become an integrated part of the Centre, as recommended in the 2012 Retail Study. Also, new development will need to take account of flood risk issues in accordance with the Technical Guidance to the National Planning Policy Framework⁶⁵.
- 5.146 The boundary of Portchester District Centre has been extended to include additional uses that currently form functional parts of the Centre, and to allow potential space for expansion. In line with Strategic Objective SO4 of the Core Strategy, proposals that will serve to enhance the district centre through promoting a mix of uses, including public space to enhance its social and economic focus will be supported. The commercial premises to the east of Castle Street and Castle Court have been included alongside the car park and lorry park behind West Street. These buildings

⁶⁴ GVA (2012) Fareham Retail Study

⁶⁵ DCLG (March 2012) Technical Guidance to the National Planning Policy Framework,

and spaces all contribute to the vitality of the Centre and add to the overall offer. This extended boundary is designed to allow for appropriate expansion of the retail offer, and means the Centre is not overly restricted or confined and can accommodate future growth.

Policy DSP36: Portchester District Centre

Proposals for the expansion of the retail offer in Portchester District Centre will be permitted provided that:

- i. There is no overall reduction in car parking levels, and the proposed level of car parking meets the needs of both the existing retail offer and the proposed expansion;**
- ii. the new development relates and responds positively to the existing layout of the Centre and provides good access to West Street;**
- iii. it is of a scale that is appropriate to its location and would not have a detrimental impact on the existing businesses within the Centre; and**
- iv. the new development has no unacceptable adverse impact on the amenity of existing neighbouring residential and other development.**

Out-of-Town Shopping

- 5.147 The Core Strategy, in accordance with the NPPF, advocates that existing centres will be the focal point of new development and should be protected. This means that new out-of-town retail development that would harm existing centres will not generally be supported.
- 5.148 The Borough has three clusters of out-of-town retail units: Broadcut, Fareham; Newgate Lane/Speedfields; and Southampton Road, Titchfield Common. These areas provide stores that are of a scale that is difficult to accommodate in central locations, and particularly with the required surface parking. These units are attractive to DIY and homewear stores, as well as retailers selling bulky goods where shoppers benefit from having vehicles close by to take their goods away.
- 5.149 The existing retail sheds in the Borough provide a useful function and contribute towards economic development. However, in order to ensure that the centres in the Borough's retail hierarchy retain their vitality and viability, and that the planned extensions to the centres remain viable, further out-of-town retail development will be controlled in line with the NPPF⁶⁶. A sequential test will be required for all proposals, whether it be for new stores, extensions or changes of use (where an application is required) to show that all centres within the vicinity of the proposal have been considered in the first instance, and sites within them are not available. The 2012 Retail Study recommends that the Council requires an impact assessment for larger developments (over 500sq.m) to demonstrate that the proposal will not have a negative impact on any relevant centre.

Policy DSP37 Out-of-Town Shopping

Proposals for main town centre uses outside of the Borough's centres or

⁶⁶ DCLG (2012) National Planning Policy Framework (Paragraph 23)

parades will only be permitted where:

- i. a full sequential test has been carried out demonstrating that there are no more centrally located sites that are available, suitable or viable;
- ii. appropriate levels of parking are provided;
- iii. the site is not located outside the defined urban settlement boundaries and is accessible, particularly by public transport;
- iv. the scale and design of the buildings are appropriate to their surroundings; and
- v. the proposal would not have any unacceptable environmental, amenity or traffic implications.

Where a development for main town centre uses is proposed over 500sq.m, an impact assessment must be carried out to demonstrate that the proposal will not have an adverse effect on the vitality or viability of nearby centres, nor on any planned centre expansions.

Conditions may be attached to permissions for new out-of-town shopping units to restrict the range of goods sold, and to control the size of units.

Local Shops

- 5.150 Local shops provide an invaluable service to their immediate surrounding area, and their protection is fundamental to ensuring the day-to-day shopping needs of residents are met, especially the elderly and less mobile. The Council will therefore need to look to retain all local shops where possible. It will only be appropriate for a local shop to change from retail to an alternative use where the local population is served by an alternative local shop, or the unit has been vacant for a reasonable period and is no longer viable. In terms of local shops '*a reasonable period of time*' is usually considered to be twelve months.
- 5.151 The Council encourages the provision of new local shops, especially in areas of new development, but only where they are of an appropriate scale so as not to compete with or undermine the vitality or viability of nearby retail centres.

Policy DSP38: Local Shops

Outside centres and parades, the change of use of local shops from retail to non-retail uses will not be permitted unless:

- i. there is an alternative local shop that can conveniently serve the area; and
- ii. the unit has been vacant for a reasonable period of time and reasonable attempts have been made to let it.

The provision of new local shops within the urban area, and in areas of new development to meet the day-to-day shopping needs of the immediate locality, will be permitted provided that they are of appropriate scale.

Hot Food Shops

- 5.152 Units that sell food and drink (use classes A3 and A4), including takeaways (use

class A5) when added to retail centres can contribute to their vitality and viability. Such uses are most appropriately located in the town, district and local centres, or in parades, provided that the primary retail function of the surrounding area is not undermined.

- 5.153 However, such uses can also cause problems due to unreasonable noise, odour and litter disturbances, due in part to opening times and the type of service provided. For these reasons the location of such units will be carefully controlled, and they will only be permitted where they do not damage the character of the area, or in centres, will not undermine the primary retail function.

Policy DSP39: Hot Food Shops

Proposals for shops for the sale of hot food (Class A5) will be permitted provided that they would not:

- i. damage the vitality and viability of the centre or area contrary to Policies DSP20, DSP21, DSP22, DSP23 and/or DSP34;**
- ii. adversely affect the character of the area, particularly within Conservation Areas; and**
- iii. have unacceptable environmental, amenity or traffic implications, particularly in residential areas.**

Where proposals involve the cooking of food, applicants will be required to provide details of odour neutraliser equipment, and other details to include the design, location, size and position of the outlet, materials to be used for trunking and pipework and the method of installation.

MEETING THE BOROUGH'S HOUSING REQUIREMENTS

Policy Context

- 5.154 The NPPF requires local planning authorities to *"use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as consistent with the policies set out in [the] Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period"*⁶⁷.
- 5.155 Core Strategy Policy CS2: Housing Provision sets out the housing requirements for the Borough, outside Welborne. This was based on evidence set out in the PUSH South Hampshire Strategy⁶⁸, which required the Borough to deliver 3,729 dwellings between 2006 and 2026. A total of 2,857 dwellings have been delivered between 1 April 2006 and 31 March 2014; this leaves a residual balance of 872 dwellings to be delivered during the remaining part of the plan period (1 April 2014 - 31 March 2026).
- 5.156 Since the adoption of the Core Strategy, the Partnership for Urban South Hampshire (PUSH) has updated the South Hampshire Strategy⁶⁹ to take account of revised

⁶⁷ DCLG (2012) National Planning Policy Framework (Paragraph 47)

⁶⁸ Partnership for Urban South Hampshire (December 2005), South Hampshire Sub-regional Strategy – Final Advice to SEERA,

⁶⁹ Partnership for Urban South Hampshire (October 2012) South Hampshire Strategy: A Framework to Guide Sustainable Development to 2026,

economic forecasts, including the effect of recent economic downturn on rates of economic growth and house building. The review, formally known as the South Hampshire Strategy: A Framework to Guide Sustainable Development and Change to 31 March 2026, revised individual local planning authorities' housing targets up to 2026. Taking account of completions in the period 1 April 2006 to 31 March 2014, Fareham is now required to deliver 1,344 dwellings across the remainder of the plan period between 1 April 2014 and 31 March 2026 (excluding Welborne) - see Table 4.

5.157 Core Strategy Policy CS2: Housing Provision, identifies the following sources through which the remaining dwellings will be delivered within the Borough (excluding Welborne):

- Housing completions since 1 April 2006;
- Sites that already have planning permission (see Appendix C, Table 9 and Appendix E, Table 11);
- 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 re-designations to be identified in the Fareham Borough Local Plan - Part 2: Development Sites and Policies.

5.158 In addition to the sources identified above, a windfall allowance has been incorporated into the Borough's housing supply. This is in accordance with the provisions set out in paragraph 48 of the NPPF. Appendix F sets out the methodology used to calculate the windfall allowance over the plan period to 2026. The latest national guidance, from the recently published Planning Practice Guidance⁷⁰, states that "Local planning authorities should count housing provided for older people, including residential institutions in Use Class C2, against their housing requirement". To that end, the Council has also counted C2 completions made since 2011 towards overall housing supply.

5.159 Appendix C, Tables 8 and 9, set out the indicative housing capacities of sites that will be allocated through this plan. The selection of these sites for inclusion in this Plan has been informed by the Strategic Housing Land Availability Assessment (SHLAA) (2013)⁷¹ and Viability Assessment of Site Allocations (2013)⁷². Residential sites with planning consent but no material start (i.e. those listed in Appendix C, Table 9), have not been fully assessed for viability. However, the agents and/or developers of these sites were contacted to provide a degree of certainty that sites would be implemented before their lapse date or renewed for development at a later date. In addition to the sites referred to above, Fareham's housing supply will be supplemented by sites that have an extant planning consent where development is currently in progress (see Appendix E, Table 11).

5.160 These sources of housing land enable Fareham to demonstrate a supply of deliverable sites sufficient to provide five years' worth of housing against its housing requirements with an additional buffer of 5%, to ensure choice and competition in the

⁷⁰ National Planning Practice Guidance Housing and Economic Land Availability Assessment Paragraph 36: Reference ID 3-037-20140306

⁷¹ Fareham Borough Council (January 2014) Strategic Housing Land Availability Assessment

⁷² Knight Frank (August 2013) Viability Assessment of Site Allocations

market for land⁷³. The significant over-delivery in the early stages of the plan compensates for a projected undersupply in the later periods and ensures that Fareham will be capable of meeting its overall housing requirements across the whole plan period⁷⁴. The housing trajectory for the Borough, based on the most up-to-date information available to the Council, is set out in Appendix G.

Flexibility in Housing Supply

- 5.161 To provide for flexibility in the housing supply it is important to identify additional housing land above that that is required to meet the housing requirement for the Borough over the five year period. This flexibility is partially provided through the inclusion of a windfall allowance in the first five years of the plan period in line with the provision contained in paragraph 48 NPPF. Information on how the windfall allowance has been calculated is provide in Appendix F.
- 5.162 Flexibility in the supply will also be provided through, the delivery of 'small sites' (see Appendix D). This additional supply will account for any potential shortfall in the delivery of identified sites if some of the identified residential sites do not come forward as planned. Small sites (fewer than five units) are an important source of Fareham's housing supply. Hampshire County Council's housing monitoring data reveals that, as at 31 March 2014, the Borough has a commitment of 139 net dwellings on small sites with extant planning permission (see Appendix D). However, agents and/or developers of these sites have not been contacted to understand the likelihood of the development coming forward, and so the deliverability of these sites is not certain. To this end, the 139 dwellings permitted on small sites do not form part of the housing land supply calculation but their contribution toward Fareham's housing requirement has been highlighted as an aspect of flexibility in the housing land supply position.
- 5.163 The Council is committed to delivering the housing targets in the Core Strategy, and so it is important to provide a contingency position in the Plan to deal with unforeseen problems with delivery of both allocations and/or commitments. Therefore, further flexibility in the Council's approach is provided in the final section of Policy DSP40: Housing Allocations. This potentially allows for additional sites to come forward, over and above the allocations in the Plan, where it can be proven that the Council cannot demonstrate a five year land supply against the Core Strategy housing targets.
- 5.164 In order to accord with Policy CS6 and CS14 of the Core Strategy, proposals for additional sites outside the urban area boundaries will be strictly controlled. Such proposals will only be considered if it is demonstrated through the Council's monitoring, or other evidence, that the Council cannot meet its five year land supply target against the housing requirements set out in the Core Strategy.
- 5.165 To ensure that such additional housing schemes contribute towards any five year supply shortage the Council will expect detailed information to be submitted to demonstrate the deliverability of the scheme. This should include a detailed programme of delivery specifically setting out when the proposal will be delivered. If deemed necessary the Council will include a planning condition to limit the

⁷³ DCLG (2012) National Planning Policy Framework (Paragraph 47, bullet point 2)

⁷⁴ For a definition of deliverable and developable sites, see footnote 11 and 12 and the National Planning Policy Framework.

commencement time to a year from the date of permission to ensure delivery in the short term. In order to protect areas outside of the existing settlements from unnecessary levels of development, only proposals that are of a scale relative to any identified shortfall will be considered.

- 5.166 Protecting the character and beauty of the countryside is an important objective and so the careful design of any proposal will be a key consideration. Any proposal must be adjacent to an existing urban area boundary and sensitively designed to ensure it is as well related, and integrated, to the neighbouring settlement as possible. Proposals that minimise the impacts on the countryside and, where relevant, Strategic Gaps will be preferred. Any proposal will also need to demonstrate that there will be no unacceptable environmental, amenity or traffic implications and that all other relevant Policies in the Local Plan have been duly considered.

Self Build Housing

- 5.167 The NPPF states that: *"To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should plan for a mix of housing based on current and future demographic trends, and the needs of different groups in the community such as...people wishing to build their own home"*⁷⁵. The Council is very supportive of this policy and will encourage those wishing to build their own houses to do so where the opportunity arises.
- 5.168 Opportunities for self-build within the Borough are provided through support in the Development Site Briefs for Housing Allocations H12 and H13, whilst the residential frontage infill component of Policy DSP7 will also offer support to the delivery of small scale self-build schemes (for one or two dwellings). Lastly, the Council will continue to review the demand for self-build in the Borough, and will explore making further land available for self-build through the Local Plan Review, should future demand exceed the land made available for self-build in the Borough, by both the DSP Plan and the Welborne Plan.

Housing Allocations

- 5.169 The Core Strategy sets out the overall level of housing and broad locations for development and provides the context for the consideration of sites for new housing development. The housing options within the policy area of Welborne will be considered in Local Plan 3: The Welborne Plan. This document therefore only provides for the housing requirements for the remaining part of the Borough (excluding Welborne).
- 5.170 The housing supply that is needed to ensure that the Borough meets its overall housing requirement is set out in Table 4. The total from the various sources shows a supply surplus of 929 dwellings in meeting the housing requirement, as set out in the Core Strategy, for Fareham Borough (excluding Welborne). The information set out below is correct as at 31 March 2014. The information will be updated through the Strategic Housing Land Availability Assessment (SHLAA) and the Monitoring Report.

⁷⁵ DCLG (2012) National Planning Policy Framework (Paragraph 50)

5.171 The Policies Map identifies the sites being allocated to help meet the Borough's housing requirements as set out in the Core Strategy and the update to the South Hampshire Strategy published in October 2012. These allocations have been identified as a result of extensive public consultation, stakeholder engagement, detailed research (including the SHLAA⁷⁶) and using extant residential planning permissions where a material start on the site has not been made (see Appendix C).

Table 4: Housing Delivery Overview (2006 - 2026)

Source	Number of Dwellings (net)	
Housing requirements		
	Core Strategy (2006-2026)	South Hampshire Strategy (2011-2026)
Strategy Requirements	3,729	2,202
Housing completions		
1 April 2006 - 31 March 2014	2, 857	
1 April 2011 - 31 March 2014		858
Outstanding requirement for plan period at 1 April 2014	872	1,344
Projected housing supply 1 April 2014 - 31 March 2026		
Core Strategy Allocation at Coldeast	30	
Planning permissions (in progress)	544	
Planning permissions (not started)	582	
Allocations rolled forward from existing Local Plan	130	
New Allocations (including Town Centre Development Opportunity Area and Older Persons Accommodation)	415	
Projected Windfall	100	
Total projected housing supply	1,801	
Projected surplus (1 April 2014 - 31 March 2026)	Core Strategy	South Hampshire Strategy

⁷⁶ Fareham Borough Council (January 2014) Strategic Housing Land Availability Assessment

	929	457
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- 5.172 In order to guide development of the proposed housing allocations in the DSP Plan, individual site briefs have been prepared. Prospective developers of the sites should have regard to the development principles and planning requirements set out in the briefs.
- 5.173 The SHLAA (January 2014)⁷⁷ identifies housing sites that have a capacity of five or more dwellings. It does not include housing supply associated with the Welborne Plan area. Sites below this threshold have not been assessed in terms of their deliverability/developability as part of the SHLAA or Viability Assessment of Site Allocations and have therefore not been considered as potential housing allocations in this Plan. Currently unidentified sites, below the 5 dwelling threshold, may come forward for housing development in the future (as windfall sites) through the planning application process.
- 5.174 The sites included in this document have also been assessed as part of the SHLAA, Viability Assessment of Site Allocations, Sustainability Appraisal (SA) and Habitat Regulations Assessment (HRA). The Council will require sites to be developed in accordance with the policies contained in the relevant parts of the Local Plan and any other applicable planning and design guidance.

Policy DSP40: Housing Allocations

The sites set out in Appendix C, Table 8 and shown on the Policies Map are allocated for residential development and should be developed in line with the principles set out in their respective Development Site Briefs.

Sites listed in Appendix C, Table 9 and shown on the Policies Map have extant planning permission for residential development and are allocated for residential development. In instances where the planning permission for a site listed in Appendix C, Table 9 lapses, the Council will consider similar proposals and/or the preparation of an additional development site brief to set out the parameters for an alternative form of residential development.

All sites listed in Appendix C will be safeguarded from any other form of permanent development that would prejudice their future uses as housing sites to ensure that they are available for implementation during the plan period.

Where it can be demonstrated that the Council does not have a five year supply of land for housing against the requirements of the Core Strategy (excluding Welborne) additional housing sites, outside the urban area boundary, may be permitted where they meet all of the following criteria:

- i. The proposal is relative in scale to the demonstrated 5 year housing land supply shortfall;**
- ii. The proposal is sustainably located adjacent to, and well related to, the existing urban settlement boundaries, and can be well integrated with**

⁷⁷ [Fareham Borough Council \(January 2014\) Strategic Housing Land Availability Assessment](#)

- the neighbouring settlement;**
- iii. The proposal is sensitively designed to reflect the character of the neighbouring settlement and to minimise any adverse impact on the Countryside and, if relevant, the Strategic Gaps**
 - iv. It can be demonstrated that the proposal is deliverable in the short term; and**
 - v. The proposal would not have any unacceptable environmental, amenity or traffic implications.**

Sub-Division of Residential Units

- 5.175 The sub-division of existing dwellings within the urban area to two or more self-contained units will help to provide a supply of smaller units. This may play a part in eliminating the need to release greenfield sites for residential development. However, the intensification of residential areas through subdivision may not necessarily meet the anticipated market demands of households and may have detrimental impact on the character of the area or the amenity of local residents.
- 5.176 A converted or sub-divided dwelling should meet adequate space standards and have particular regard to Core Strategy Policy CS17: High Quality Design and the Design Supplementary Planning Document.

Policy DSP41: Sub-Division of Residential Dwellings

Sub-division of residential dwellings to smaller self-contained units of accommodation will be permitted provided that:

- i. the proposal, or the cumulative impact of the proposal with other similar proposals, would not adversely affect the character of the area or have unacceptable environmental, amenity or traffic implications, particularly in Conservation Areas;**
- ii. the resultant sub-divided units conform to the space standards and design requirements set out in Core Strategy Policy CS17: High Quality Design and the Design Supplementary Planning Document; and**
- iii. appropriate outdoor amenity space, bin storage and parking provision are provided.**

Older Persons' Housing

- 5.177 The projected increase in older persons (aged over 65) in Hampshire between 2006 and 2026 is 114,000 (53%). This is higher than any other county in the South East, this issue is particularly acute within the PUSH sub-region which includes Fareham⁷⁸. In line with the general increase in the population of older people, it will be important for the Council, through the Local Plan process, to set out policies that will encourage an increase in specialised older person's accommodation to meet current and future demand.
- 5.178 Population data from the 2011 Census estimates the total resident population of Fareham to be 111,600. Of this total, 30,600 (27%) are aged 60 or over and 3,100

⁷⁸ Hampshire County Council (November 2009.) [Housing Provision for Older People in Hampshire: Older Persons Housing Study.](#)

(2.7%) are aged 85 or over⁷⁹. According to the Hampshire Long Term Population Projections⁸⁰, between the period 2011 and 2026, population growth in the older age cohorts, 65-74, 75-84 and 85+ will see the greatest percentage of all age groups with increases of 23%, 46% and 78%, respectively. The 75-84 and 85+ age groups are predicted to see the greatest population increase, reflecting improved health care and healthier lifestyles. However, it is also these groups that are likely to require the greatest degree of care due to age-related illnesses. This underlines the importance of planning positively to meet the changing housing needs of those requiring assistance in older age, either as part of a new development, or facilitating adaptations to existing housing.

- 5.179 A significant and increasing proportion of older persons living in Fareham are private owner-occupiers living in conventional housing. In 2011, 75% of the population aged 60+ years resided in owner-occupied housing; only the wards of Fareham South and Fareham North West fall below this percentage⁸¹. The evidence suggests that most people will choose to remain in their homes provided they are able to cope. The Council recognises these aspirations and will encourage more new homes that are adaptable and, in line with Core Strategy Policy CS17: High Quality Design, built to Lifetime Homes standard (or equivalent) to enable people to remain in their homes as long as possible.
- 5.180 Older people have a range of income levels, aspirations and differing levels of health. For those who do want to move, their diverse needs must be recognised through the encouragement of a variety of housing types, tenures and specialist accommodation. In recognition of demographic trends and older people's accommodation needs and aspiration, the Council will encourage a broad range of housing choices in order to maximise the opportunities of older people to live independent lives and retain control over their accommodation and services.
- 5.181 To facilitate the delivery of older person's accommodation the Council has identified the following sites as being suitable for older person's accommodation:
- Fareham Station West (southern section)
 - Genesis Centre, Locks Heath
 - Corner of Station Road and A27, Portchester
- 5.182 In order to guide development of these sites individual Development Site Briefs have been prepared (H16, H17 and H20). Prospective developers of these sites should have regard to the development principles and planning requirements set out in the briefs. These sites are also included in Appendix C of the Plan, and remain relevant to the housing allocations through DSP40 as they provide an important contribution towards the overall supply of accommodation in the Borough. However, they will be safeguarded from other forms of development, including standard market housing, to ensure they are delivered for older person's accommodation. In circumstances where it can be demonstrated that older persons' accommodation is not viable on a certain site, alternative uses may be considered. The Council will continue to review

⁷⁹ Census 2011, Population Estimates Summary Tables (http://www3.hants.gov.uk/factsandfigures/population-statistics/census_pages.htm)

⁸⁰ The Hampshire Long-Term Population Projections do not account for 2011 census data the projections but provide a robust indication of the of projected population growth by age group (<http://www3.hants.gov.uk/factsandfigures/population-statistics/pop-estimates/long-term-proj.htm>).

⁸¹ Hampshire County Council Older Peoples Services, (not published), Pensioner Tenure Mapping

the delivery of older persons' accommodation through the monitoring of the Development Sites and Policies Plan.

- 5.183 The majority of older people own their property. According to the Wanless Review, 'Securing Good Care for Older People'⁸², a significant proportion of this group aspire to remain in their current home with care being provided by either a family member or trained professional. However, the Council also recognises the importance of planning for those who wish to move to specialist types of older people's accommodation. The Hampshire Older Persons Housing Strategy (2009) helps define the various types of specialist older people's accommodation; an overview of these definitions is provided below.

Sheltered Accommodation

- 5.184 Sheltered Accommodation is specifically designed for older people with access to the assistance of a warden, alarm systems in times of emergency and the advantages of social activities and companionship. Each unit has its own front door and can be part of a large complex with communal facilities such as a lounge, laundry, guest room and gardens, while others are groups of flats or bungalows sometimes with small individual gardens. Accommodation can be for couples or single people, and can be privately owned or affordable.

Retirement Communities

- 5.185 The Department of Health has described retirement communities as large-scale extra care housing (see below), comprising "*an all-embracing, comprehensive alternative to both sheltered housing and residential care providing for a whole range of needs and individual circumstances*". Retirement communities are large-scale purpose built developments usually providing luxury accommodation for sale or rent with a wide range of facilities available on site.
- 5.186 Accommodation includes spacious apartments for those who are physically able and want independence and 'Serviced Apartments' where residents have care provided. These are similar to extra care housing and are an alternative to a room in a care home. Retirement communities may also provide a care home with nursing and residential support and some include specially designed apartments for couples where a person has dementia.

Extra Care Housing

- 5.187 'Extra care' housing is often utilised by people whose disabilities, frailty or health needs make ordinary housing unsuitable, but who do not need, or want, to move to long-term care (residential or nursing homes). It is used to describe a range of developments that comprise self-contained homes that have been designed, built or adapted to facilitate the care and support needs that its owners/tenants may have now or in the future, with access to care and support twenty four hours a day either on site or by call'.⁸³ It is also known as 'very sheltered housing', 'housing with care', 'assisted living', and 'close care'.⁸⁴

⁸² Wanless, D., 2006, Securing Good Care for Older People: Taking a long-term view. King's Fund.

⁸³ Housing Learning and Improvement Partnership (December 2011) Strategic Housing for Older People Resource Pack: Planning, Designing and Delivering Housing that Older People Want: A Resource Pack

⁸⁴ Royal Town Planning Institute (2007) Good Practice Note 8: Extra Care Housing. RTPi

- 5.188 Continuing Care Retirement Communities (CCRC), sometimes referred to as 'Retirement Villages', are described by the Department of Health as large-scale extra care housing, comprising 'an all-embracing, comprehensive alternative to both sheltered housing and residential care providing for a whole range of needs and individual circumstances'⁸⁵. CCRCs have all the usual features of extra care housing together with a commitment to supporting the vast majority of people in that community irrespective of needs. They comprise groups of self-contained properties designed for older people all on one site. Care and support are available at a sufficiently high level to allow people to remain at home despite frailty, periods of ill health or some disabilities, and often without the need to move to residential care⁸⁶.

Developer Contributions and Community Infrastructure Levy

- 5.189 Applicants will be required to clearly set out, the number of units within each use class and whether each unit will remain in that use class in perpetuity or whether a flexible use will be proposed. This information will also be used in the calculation of developer contributions, where applicable, including the provision of affordable housing.

Policy DSP42: New Housing for Older Persons

Older Persons Accommodation will be permitted on the following sites:

- **Fareham Station West**
- **Genesis Centre, Locks Heath**
- **Corner of Station Road and A27, Portchester**

These sites should be developed in line with the principles set out in their respective Development Site Briefs. To ensure their availability they will be safeguarded from any other form of permanent development, including standard market housing, unless it can be demonstrated that older persons' accommodation is unviable.

The development of new accommodation designed specifically for older people should:

- i. **offer easy access to community facilities, services and frequent public transport or, where a site is not within easy access to community facilities, services and frequent public transport, on-site services should be provided;**
- ii. **be well-integrated with the wider neighbourhood;**
- iii. **provide sufficient car parking for visitors and residents;**
- iv. **where appropriate, provide choice of tenures; and**
- v. **Should be designed to be accessible and adaptable with particular regard given to the principles of Lifetime Homes.**

⁸⁵ Department of Health (2004) Models of Extra Care and Retirement Communities, London: Department of Health.

⁸⁶ R. Tetlow (2006) Continuing Care Retirement Communities: A Guide to Planning; Joseph Rowntree Foundation

Policy DSP43: Improvements to Existing Older Persons' Housing

Permission will be granted for improvements to existing older persons' housing where:

- i. the measures proposed assist people in staying in their existing homes, for example, through physical adaptations and energy efficiency enhancements; and
- ii. alterations to the external appearance do not harm the character of the surrounding area.

Policy DSP44: Change of Use or Redevelopment of Older Persons' Housing

Change of use or redevelopment of older persons' housing will be permitted provided that:

- i. it is demonstrated that the use is no longer commercially viable; or
- ii. it is unable to meet the current care standards and cannot be converted or extended in an appropriate manner in order to meet them.

Houses in Multiple Occupation (HMOs)

5.190 A House in Multiple Occupation (HMO) is defined as a building or part of a building, which:

- is occupied by more than one household and in which more than one household shares an amenity (or the building lacks an amenity) such as a bathroom, toilet or cooking facilities; or
- is occupied by more than one household and which is a converted building that does not entirely comprise self-contained flats (whether or not there is also a sharing or lack of amenities); or
- comprises entirely of converted self-contained flats and the standard of conversion does not meet, at a minimum, that required by the 1991 Building Regulations and more than one third of the flats are occupied under short tenancies⁸⁷.

5.191 The definition of an HMO is described by standard tests detailed in S.254 Housing Act 2004⁸⁸. The use of properties for multiple occupations can provide small units of accommodation and typically include shared houses, bedsits and hostels.

5.192 The Private Sector Housing Condition Survey (2009)⁸⁹ estimated that fifty buildings are being used to house multiple households within the Borough. This equates to approximately 0.1% of the total housing stock; the national average for HMOs is around 2%. HMOs form a very small proportion of the private sector stock in the Borough. It is, however, considered appropriate to have a HMO policy in place that considers HMOs proposals that may come forward in the future.

⁸⁷ Definition provided on the Fareham Borough Council website:

<http://www.fareham.gov.uk/council/departments/healthcommunity/hmos.aspx>

⁸⁸ Housing Act, 2004: <http://www.legislation.gov.uk/ukpga/2004/34>

⁸⁹ Private Sector House Condition Survey 2009, April 2010, CPC

- 5.193 Some HMOs, particularly where an existing building is being proposed for conversion, may require external features to meet the local policy and legislative requirements. These alterations have the potential to impact on the character of an area, particularly in sensitive locations such as Conservation Areas. Proposals for development of an HMO will be assessed on the balance between the contribution the development could make to meeting housing demand, against the harm to the character and amenity of the area that might occur. Where an HMO is proposed, the impact of the development should be considered, together with any cumulative impacts that may arise as a result of similar proposal in the vicinity.

Policy DSP45: Houses in Multiple Occupation (HMOs)

The sub-division of an existing dwelling or dwellings to create a HMO or the development of a new HMO accommodation will be permitted provided that:

- i. the proposal, or cumulative impact of the proposal with other similar proposals, would not adversely affect the character of the area, particularly in conservation areas;**
- ii. the accommodation units conform to the space standards and design requirements as set out in Core Strategy Policy CS17: High Quality Design and the Design Supplementary Planning Document; and**
- iii. appropriate outdoor amenity space, bin storage and parking provision are provided.**

Self-Contained Annexes and Extensions

- 5.194 Relatives can often be best accommodated in self-contained extensions or annexes to existing properties. However, it is important that this accommodation is of an appropriate design and is capable of being incorporated into the main dwelling once the annexe is no longer required. A clear functional link should be maintained with the principal dwelling (i.e. the occupants should be a dependant relative).

Policy DSP46: Self- Contained Annexes and Extensions

The provision of self-contained annexes to accommodate dependent relatives will be permitted, provided that:

- i. a functional link between the principal dwelling and the annex or extension can be demonstrated such as a relationship of the occupants of the principal dwelling and the annex;**
- ii. the annex or extension is within the curtilage of the principal dwelling;**
- iii. adequate car parking spaces are provided for both the residents of the annex or extension and the principal dwelling;**
- iv. there is no boundary demarcation or sub-division of garden areas between the principal dwelling and the annexe or extension; and**
- v. the annex or extension conforms to the space standards and design requirements as set out in Local Plan Part 1: Core Strategy Policy CS17: High Quality Design and the Design Supplementary Planning Document.**

Where the annexe is detached from the original dwelling, a planning condition will be applied to any planning permission to prevent the use of the annexe as a separate dwelling.

GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

5.194 Planning Policy for Traveller Sites⁹⁰ requires local planning authorities to proactively plan for gypsies, travellers and travelling showpeople. Policy B: Planning for Traveller Sites states that *"Local planning authorities should set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in their area, working collaboratively with neighbouring local planning authorities"*⁹¹.

Permanent Pitches for Gypsies/Travellers

5.195 The Travellers Accommodation Assessment for Hampshire 2013⁹² sets out a requirement for Fareham Borough Council to identify 8 additional permanent pitches, in addition to the 5 pitches that have planning permission, for the period to 2027. Of these 5 pitches, 1 pitch has a permanent permission (as of April 2013) but 4 pitches only have temporary permissions, which end on 31 December 2016. This means that the Council needs to identify a total of 12 permanent pitches for gypsies and travellers for the period up to 2027.

5.196 The Travellers Accommodation Assessment breaks down this requirement of 12 permanent pitches cumulatively (as at April 2013), so that:

- by 2017, 10 pitches⁹³ are required;
- by 2022, an additional 1 pitch is required; and
- by 2027, a further 1 pitch is required.

5.197 Since publication of the Traveller Accommodation Assessment, 1 pitch has been granted planning permission. This has reduced the overall requirement for permanent pitches by 1 pitch, to 11 pitches over the remaining Plan period.

5.198 Two sites are proposed to be allocated for permanent gypsy and traveller accommodation to meet the needs identified in the Travellers Accommodation Assessment. These are at The Retreat, Newgate Lane and 302A Southampton Road respectively. Both sites are already used for gypsy and traveller accommodation but do not have permanent planning permission. Analysis of the sites' potential demonstrates both have extra capacity, are deliverable, and could be used more efficiently to provide additional pitches to help meet the need identified in the Assessment. Development proposals for at 302A Southampton Road will be expected to have due regard the emerging A27 highway improvement plans of the Highway Authority, Hampshire County Council.

5.199 Planning Policy for Traveller Sites states that in producing the Local Plan the local planning authority should, *"relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population's size and*

⁹⁰ DCLG (March 2012) Planning Policy for Traveller Sites

⁹¹ DCLG (March 2012) Planning Policy for Traveller Sites (Paragraph 8)

⁹² Forest Bus Limited (April 2013) Travellers Accommodation Assessment for Hampshire

⁹³ The 10 pitches are inclusive of existing 4 pitches with either temporary and permanent planning permissions.

*density.*⁹⁴ Designing Gypsy and Traveller Sites: Good Practice Guide⁹⁵ states that while "There is no one ideal size of site or number of pitches although experience of site managers and residents alike suggests that a maximum of 15 pitches is conducive to providing a comfortable environment which is easy to manage. However, smaller sites of 3-4 pitches can also be successful, particularly where designed for one extended family"⁹⁶.

- 5.200 While there is no universally agreed definition of what constitutes a gypsy and traveller pitch, it should "...as a general guide...be capable of accommodating an amenity building, a large trailer [static caravan] and touring caravan...., drying space for clothes, a lockable shed (for bicycles, wheelchair storage etc), parking space for two vehicles and a small garden area"⁹⁷. The guidance also states that an amenity building "must include, as a minimum: hot and cold water supply; electricity supply; a separate toilet and hand wash basin; a bath/shower room; a kitchen and dining area". Amenity buildings do not include sleeping facilities, and are ancillary to the static caravan.
- 5.201 In order to guide development of the gypsy and traveller allocations, individual development site briefs have been prepared for each, taking into account the advice contained in Government guidance. Prospective developers of these allocated gypsy and traveller sites should have regard to the development principles and planning requirements set out in these briefs.

Transit Pitches for Gypsies/Travellers

- 5.202 The Travellers Accommodation Assessment recommends that local planning authorities within the study area should work collaboratively to provide additional transit pitches. While recognising that there were significant levels of unauthorised encampments across the study area, the Assessment does not recommend pitch numbers for individual authorities but for a grouping based on distinct highway corridors and broad geographical catchment areas.
- 5.203 The Assessment identifies a notional target of approximately 29 pitches across an 'Eastern' grouping of authorities: East Hampshire, Fareham, Gosport, Havant and Winchester. Having considered the recommendations in the Assessment, a site is not allocated in this Plan. However the Council will continue to work collaboratively with other local planning authorities to identify an appropriate site or sites within the Eastern grouping, to address the identified transit provision requirements.

Plots for Travelling Showpeople

- 5.204 The Travellers Accommodation Assessment, in common with the recommendation for addressing transit provision, does not specifically require any site provision for Travelling Showpeople in Fareham. It does, however, recommend that local planning authorities in the 'Eastern' grouping work collaboratively to deliver a total of seven plots across the five local planning authorities. The Council will continue to work with these other local planning authorities to identify an appropriate site(s) within the Eastern grouping, to address the identified provision for travelling

⁹⁴ DCLG (March 2012) Planning Policy for Traveller Sites (Paragraph 9d)

⁹⁵ DCLG (May 2008) Designing Gypsy and Traveller Sites: Good Practice Guide

⁹⁶ DCLG (May 2008) Designing Gypsy and Traveller Sites: Good Practice Guide (Paragraph 4.7)

⁹⁷ DCLG (2008) Designing Gypsy and Traveller Sites: Good Practice Guide

showpeople.

Policy DSP47: Gypsies, Travellers and Travelling Showpeople

The sites listed below and shown on the Policies Map, are allocated for permanent gypsy and traveller sites, and should be developed in accordance with the principles set out in their respective development briefs:

- The Retreat, Newgate Lane; and
- 302A Southampton Road.

Where an unallocated site is proposed for a permanent pitch or pitches, the Council will ensure that it:

- i. has regard to the Borough-wide objectively assessed need;
- ii. is accessible to shops, schools, community and health facilities by public transport, on foot or by cycle;
- iii. offers safe and convenient pedestrian, vehicular access and parking without unacceptable impact on highway safety;
- iv. is capable of being provided with on-site services for water supply, power, drainage, sewage disposal and waste disposal facilities;
- v. is well laid out and carefully designed;
- vi. does not unacceptably harm visual amenity and includes adequate planting and landscaping, where necessary;
- vii. does not cause harm to natural and/or heritage assets that cannot be satisfactorily mitigated and/or compensated; and
- viii. is not located in areas at high risk of flooding or unstable land.

Where a transit site is proposed, the Council will ensure that it meets the criteria set out above and has good access to the strategic road network.

Where a site is proposed for travelling showpeople, the Council will ensure that it meets the criteria for permanent and transit pitches set out above. In addition, it will also be required to incorporate sufficient space to allow for the storage of equipment.

All sites allocated or granted planning permission for permanent and transit gypsy/traveller provision, and travelling showpeople's provision will be retained for such uses. Outside the defined urban settlement boundaries, any planning permission granted will restrict the construction of permanent built structures to small amenity buildings associated with each pitch; planning permission will not be granted for the replacement of gypsy/traveller accommodation with permanent dwelling houses outside the defined urban settlement boundaries.

Chapter 6

Facilities and Infrastructure

LIST OF POLICIES

DSP48: Bus Rapid Transit (BRT)
DSP49: Improvements to the Strategic Road Network
DSP50: Access to Whiteley
DSP51: Parking
DSP52: Community Facilities
DSP53: Sports Provision
DSP54: New Moorings
DSP55: Telecommunications
DSP56: Renewable Energy

INTRODUCTION

- 6.1 The Council is committed to planning for growth over the plan period up to 2026. However, in order to achieve this in a sustainable way, it is vital that supporting infrastructure and facilities are provided for the existing and future residents. This chapter focuses on meeting the demands that arise from growth, identifying existing gaps in provision, and gaining a full understanding of where, and what type of new facilities are required.
- 6.2 Issues covered in this chapter include:
- Transport and Access;
 - Community Facilities;
 - Sports Provision;
 - New Moorings;
 - Telecommunications; and
 - Renewable Energy.

TRANSPORT and ACCESS

- 6.3 Good access into and within the Borough and Fareham Town Centre is essential if a vibrant economy supporting growth is to be successfully achieved. The transport networks should support the development of the Borough by providing fast, safe and easy access to all areas, including the Borough's employment and retail centres, the cultural offer, night life and residential areas. The Council will seek to ensure that the Borough and town centre are accessible by a choice of all modes of travel. The Council will also seek to promote the use of public transport and other sustainable modes including the retention of existing bus services that serve the Borough
- 6.4 The majority of visitors to Fareham Town Centre access the area by car and it is likely that these visitors also account for the most spend in the retail centre. It would therefore not be of benefit to the Town Centre to restrict access by car.
- 6.5 Hampshire County Council is currently developing proposals to enhance access between the A27, and the western access to Gosport.

- 6.6 There are currently two Air Quality Management Areas (AQMAs) within the Borough: at Portland Street, Fareham; and at Gosport Road, Fareham. These were required because of the severe congestion they both experience during the morning and evening peaks, and the relatively high traffic flows throughout the day. The reconfigured A27 Quay Street roundabout has improved this situation, but there is scope for the air quality within these areas to be further improved if traffic flows on these and adjacent roads could be reduced. The Council will work with the Highway Authority (Hampshire County Council) and other stakeholders to improve traffic flows and introduce other measures to improve air quality within the AQMA areas and elsewhere in the Borough.

Bus Rapid Transit

- 6.7 The Bus Rapid Transit (BRT) network is an important element of future transport into and out of Fareham, providing a viable alternative to the private car, with reliable journey times between key destinations. BRT will provide access to and from Gosport, Portsmouth and Welborne, as well as providing direct links to the national rail network at Fareham railway station. Phase 1 of the BRT network opened in April 2012 and has been very successful, with a 64% increase in passengers using the Eclipse E1 and E2, compared to the previous bus services. The number of people using all bus services to travel between Gosport and Fareham has risen by 12%.
- 6.8 A BRT Future Phases⁹⁸ study, recently carried out on behalf of Hampshire County Council, sets out the proposed future phases of the BRT network. The study was adopted as a policy framework for scheme progression with indicative timescales for delivery to remain flexible subject to funding availability and opportunity. BRT will provide direct links to Fareham Town Centre by extending the route north along the disused railway corridor to the A27, just to the west of the Station Roundabout. This will be accompanied by improvements to the roundabout. The proposals provide a link to Welborne, via the High Street and the A32 and improve access to the east and Portsmouth via the A27, with improvements on the Cams Hill approach to Delme Roundabout for all traffic.

Policy DSP48: Bus Rapid Transit (BRT)

The alignment of the proposed Bus Rapid Transit (BRT) system, as shown on the Policies Map, will be safeguarded from development that would prejudice its use for this purpose. This will include land along the disused railway line linking the current busway installed under Phase 1, with the A27 to the west of Station Roundabout.

Improved Access to Fareham from the East

A32 Gosport Road

- 6.9 The A32 Gosport Road is one of the most congested roads in the Borough, with high levels of traffic flows throughout the day but particularly during the morning and evening weekday travel peaks. The road is currently at full capacity and further increases in traffic flows cannot physically be accommodated during peak periods

⁹⁸ South East Hampshire BRT Future Phases Study, Hampshire County Council, May 2012

resulting in a lengthening of peak hour congestion or diversion onto alternative, less suitable routes. This has an adverse impact on air quality and the two AQMAs are both close to this road. Opportunities for improving journey time or reliability along this corridor are limited, so while Hampshire County Council has provided the Eclipse BRT as an alternative to car travel along the A32 Gosport Road, the wider strategy is to improve traffic flow on other corridors that link to the Gosport peninsula, thereby relieving pressure on the A32.

B3385 Newgate Lane (Northern Section)

- 6.10 Work has commenced on a scheme to improve the northern section of B3385 Newgate Lane between its junctions with Tanners Lane and Palmerston Drive. The improvements aim to provide additional capacity and better manage traffic flow along that section of Newgate Lane and have the potential to reduce travel on other alternative traffic routes in the Borough. The scheme will help to accommodate predicted traffic from development in the Stubbington area, including employment land at Daedalus Airfield. The improvements comprise revised junction arrangements at Longfield Avenue, Speedfields Park and HMS Collingwood, together with a new section of dual carriageway between the Longfield Avenue and Speedfields Park junctions. In addition, the proposals will provide improved facilities for pedestrians, cyclists and bus passengers.
- 6.11 Public consultation in summer 2014 identified support for improvements to the southern section of Newgate Lane along a new eastern alignment. The eastern alignment was approved for progression by Hampshire County Council's Executive Member for Economy Transport and Environment on 4 November 2014.

Peel Common Roundabout Scheme

- 6.12 An improvement scheme is being progressed for Peel Common Roundabout that proposes signal control for some approach arms aimed at better balancing the flow of traffic into the junction together with improved pedestrian and cyclist crossing facilities to the south of the junction, aimed at reducing demand at the critical Newgate Lane crossing immediately to the north. The proposal also includes improved facilities for bus passengers boarding and alighting at this location. Future improvements at the junction will be required to enable connection to an improved southern section of Newgate Lane and a Stubbington bypass.

Delme Roundabout, Fareham

- 6.13 Delme Roundabout is identified in Hampshire County Council District Statement and Town Access Plan as requiring improvement. Improvements will help facilitate the movement of the BRT Eclipse services to and from Portsmouth, and will include priority measures, which do not compromise the running space for other vehicles, on the westbound approach to the roundabout, along with improvements for pedestrians and cyclists. There may be a requirement for some third party land to help deliver this proposal beyond the current carriageway, however design work is not sufficiently advanced to specifically identify land on the Policies Map for safeguarding at this time. It should be noted that improvements to this junction are identified and required.

Improved Access to Fareham from the West

A27 Corridor Segensworth to Fareham Town Centre

- 6.14 The A27 is heavily used, performing as both a strategic route, providing an alternative east to west route to the M27, as well as a local distributor road. It is often subject to peak hour congestion and delay. The sections of dual carriageway reducing to single carriageway restrict traffic capacity, resulting in queues and congestion. These bottlenecks, in addition to the limited capacity available at the various junctions located along the A27, result in an underperforming local network. Peak hour congestion points impact heavily upon the effectiveness of the route as a viable alternative to the motorway. Delays on the A27 also result in additional traffic using the Town Centre and West Street to seek advantage at the A27 Station Roundabout.
- 6.15 In order to help address the issues outlined above improvements are planned for the A27 corridor between Segensworth roundabout (and Junction 9 of the M27) and Fareham Town Centre. These improvements have been divided into 3 phases as follows:
- **Phase 1** Station roundabout and Gudge Heath Lane junction improvements in central Fareham
 - **Phase 2** Titchfield Gyratory to Segensworth roundabout improvements. This section will be linked to the development of Stubbington Bypass, although some works may be progressed in advance subject to funding. Works are proposed to upgrade the single carriageway sections to dual two lanes along with improvements to St Margaret's roundabout to partially signalise the junction and plans to upgrade the traffic signals at Mill Lane junction and Titchfield Gyratory. It is likely that only one property will be directly affected by proposals along this section, however work is progressing to ensure there is a more precise understanding of the impacts and requirements before land can be formally safeguarded. Consultation will be undertaken by Hampshire County Council before design work is progressed further on this scheme.
 - **Phase 3** Titchfield Gyratory to Gudge Heath Lane junction. Improvements to this section involve improvements to the following junctions: Highlands Road; Catisfield Road / Peak Lane; and Bishopsfield Road. Consultation will be undertaken by Hampshire County Council before design work is progressed further on this scheme

A27 Gudge Heath Lane / Redlands Lane junction and the A27 Station Roundabout

- 6.16 Improvements are being developed for both the Station Roundabout and the Gudge Heath Lane junction, in order to help increase capacity for all road users, improve connectivity between different transport modes including BRT and rail services, and provide opportunities for public realm improvements. Capacity enhancements at these key Town Centre junctions will help reduce significant congestion and delays, and will be combined with measures to assist BRT, cycles, and pedestrians to form an early phase of improvements for the A27 corridor between Fareham and Segensworth. The scheme will provide the opportunity to better manage traffic through the junctions and will enable the prioritisation of the more strategic east to west movements through the town and in turn reduce inappropriate traffic on West

Street.

- 6.17 Ensuring efficient connectivity between different modes of transport is an important component of the Council's transport strategy. Fareham railway and bus stations are key connectors but additional improvements could be made to enhance their operation and connectivity. The Council will continue to work with the highway authority (Hampshire County Council) and transport operators to facilitate the provision of an enhanced transport interchange in the railway station area to enable buses, cars, pedestrians, cyclists and rail services to operate safely and efficiently together. The Council will also work with bus companies to enhance the operation of the bus station and services. The scheme will include works within the existing highway and on private land associated with several properties. Work is progressing to provide a clearer understanding of the impacts upon third party land to enable land requirements to be identified and formally safeguarded. Consultation will be undertaken by Hampshire County Council prior to further design work being undertaken. .

Stubbington Bypass

- 6.18 Stubbington Bypass has been a longer term aspiration of Hampshire County Council for many years, the scheme is now being afforded an immediate priority in order to help deliver the Solent Local Enterprise Partnership objectives in relation to local economic growth and the need to help facilitate new investment and development in Gosport and Fareham Boroughs.
- 6.19 The bypass is a major transport scheme, which will be very challenging to implement. After assessment of a series of potential route options a preferred route has been identified which connects the B3334 Gosport Road, south of Stubbington to the B334 Titchfield Road north of Stubbington. Following consultation in summer 2014, the County Council has identified an indicative corridor for the bypass, which is 100m wide to allow design adjustments as work progresses. The actual corridor width will be approximately 20-25m.
- 6.20 The scheme will require careful consideration to ensure that the route does not undermine the purpose of the Strategic Gap and does not result in any significant adverse effect on the physical or visual separation of Stubbington/Lee on the Solent and Fareham/Gosport. All stages of design, as the scheme progresses, will need to take account of the principles and criteria set out in Policy CS22 of the Core Strategy.

Newgate Lane (Southern Section)

- 6.21 Following assessment of a number of options for improving capacity on the southern section of Newgate Lane, it is proposed to construct a new road to the east of the existing southern section of Newgate Lane. The new road would commence at Peel Common Roundabout with a new arm at the roundabout. The route heads northwards between Brookers Field and the River Alver to tie in with the northern section of Newgate Lane.
- 6.22 The scheme will require careful consideration to ensure that the route does not undermine the purpose of the Strategic Gap and does not result in any significant adverse effect on the physical or visual separation of Stubbington/Lee on the Solent

and Fareham/Gosport. All stages of design, as the scheme progresses, will need to take account of the principles and criteria set out in Policy CS22 of the Core Strategy.

Policy DSP49: Improvements to the Strategic Road Network

The alignments shown on the Policies Map are safeguarded for the following proposals, which will improve and maintain the effectiveness of the Strategic Road Network:

- a. B3385 Newgate Lane, Palmerston Drive – Tanners Lane ;
- b. B3334 Gosport Road– B3334 Titchfield Road (Stubbington Bypass)

The parcels of land shown on the Policies Map, are safeguarded for the following proposals, which will improve and maintain the effectiveness of the junctions on the Strategic Road Network:

- i. Segensworth Roundabout;
- ii. A27/West Street/Station roundabout and Gudge Heath Lane Junction; and
- iii. Delme Roundabout and A27 approaches.

Access to Whiteley

- 6.23 Rookery Avenue has been identified as the means of providing a southern access and distributor link between Whiteley Way and Botley Road. This is part of the overall transport and access strategy for Whiteley (which falls within both Fareham Borough and Winchester City Councils' areas). However, depending on the progression of the North Whiteley development proposals, both in terms of transport strategy and implementation, this policy position may need to be reviewed.

Policy DSP50: Access to Whiteley

The parcels of land as shown on the Policies Map will be safeguarded for the following improvements to serve development:

- i. The remaining section of Rookery Avenue linking the Whiteley Area Distributor Road to Botley Road.

Parking

- 6.24 The Council has adopted a new parking strategy for Fareham Town Centre⁹⁹. It has been designed to support the Town Centre in terms of parking offer. It aims to ensure that parking is provided efficiently in terms of designation, tariff and location.
- 6.25 There is considerable pressure on existing residential parking provision and increased levels of parking have the potential to be detrimental to both local road safety and to the quality of life of local residents. It is therefore not appropriate for future development within Fareham Town Centre to rely on existing supplies of on-street parking, within or outside the Residents Parking Scheme areas.

⁹⁹ Fareham Borough Council (December 2012) Fareham Town Centre Parking Strategy 2012-2017

Policy DSP51: Parking

The required parcels of land within the Development Opportunity Area in Fareham Town Centre, as shown on the Policies Map, will be safeguarded for replacement provision of parking.

- a. Osborn Road multi-storey car park replacement provision; and
- b. Market Quay replacement provision.

COMMUNITY FACILITIES

- 6.26 The NPPF¹⁰⁰ states that local planning authorities planning policies and decisions *"should plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments"* and *"should guard against the unnecessary loss of valued facilities and services"*.
- 6.27 Strategic Objective SO9 of the: Core Strategy is *"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 "*.
- 6.28 For the purposes of this section of the chapter, community and education uses include health centres, dentists, schools and further education, space for the arts, museums, libraries, community halls and other public meeting venues, theatres, cinemas, public houses, places of worship, cemetery and some policing facilities. Sports facilities are dealt with in the following section.
- 6.29 Community and educational uses should be easily accessible to users. The Council will encourage new uses to locate in the Town Centre and District and Local Centres. Particular care will be required in locating facilities such as schools and religious buildings that generate a large demand for travel and parking at particular times.
- 6.30 Community and educational uses may be appropriate in residential areas where they do not have a demonstrably harmful impact on the amenities of nearby residential properties and other uses in terms of noise and traffic generation, or on the character of the surrounding area. In Fareham Town Centre, retail frontages and local centres, community uses (other than educational uses) should comply with the relevant policies in this Plan.
- 6.31 Protecting all community and education uses could reduce the possibilities of developers or community use promoters coming forward with proposals to mix and/or intensify community uses or relocate them to more accessible locations.
- 6.32 The following factors should be considered and underpinned by evidence when assessing the loss of any community or educational use:
- Does the facility meet the needs of a specific section of the community e.g.

¹⁰⁰ DCLG (2012) National Planning Policy Framework (Paragraph 70)

religious/faith community?

- Can these needs be met by another local community facility or proposed facility or replacement?
- Could improving the facility strengthen the demand for its use?
- Could it be used for another community use?
- How accessible is the building and/or facility to public transport, walking and cycling and other local services such as shops and could this access be improved?
- Is there an overriding community need for another use?
- Has effective marketing been carried out? Effective marketing is continuous active marketing for a period of 6 months at an appropriate level both for rent and sale which can be agreed in advance with the Council (at pre-application if appropriate) with no interest expressed in its existing use or other community facility uses.

6.33 Redevelopment of a community or educational facility will be permitted where the above factors are appropriately addressed and the criteria set out in the policy are met. It needs to be clear that the existing community's needs would still be met.

6.34 Adapting a building or land for another community use would be preferable to its loss to another use. This could also be part of a mixed use redevelopment which re-provides adequate facilities on site. Alternatively improvements can be provided at another location and secured through a legal agreement.

6.35 The Council has commenced a Community Facilities Needs Assessment for each of the Community Action Teams (CAT) areas in the Borough. A 'master plan' (implementation plan) will be based on the outcome of each needs assessment.

6.36 Phase 1 resulted in the provision of a new community centre in Portchester, which opened in January 2013. Phase 2 (Crofton) assessment identified that the overall provision of community facilities in the area is excellent, that the vast majority of needs are already being achieved in this area and there are no further significant needs. The 'master plan' for Crofton in respect of community facilities in 2008 has been delivered as follows:

- Crofton Community Association - provision of additional ground floor meeting space;
- Multi use 600 sq.m sports hall suitable to ; and
- New Community Facility - additional activities which could be met by construction of a 250 sq.m purpose built facility near Stubbington Village centre.

6.37 Phase 3: Fareham Town assessment was completed in early 2013. The feedback indicated that while there is a diverse range of community facilities within the Fareham area and that the local need is generally being met, there is an overarching need to provide a larger community facility in Fareham Town Centre. The "master plan" for Fareham sets out the following recommendations:

- Fareham and Crofton Cricket Club: Extend and refurbish changing rooms to incorporate a club house and to demolish the existing club house;
- Fareham Bowls Club: Match fund project to provide an additional club house and changing facilities;
- St Anne's Grove Community Centre: Business plan to convert existing classroom

into a community space has been prepared and further work is being undertaken to identify grant funding opportunities;

- Fareham Heathens Rugby Club: The club are developing plans, in association with the Rugby Football Union to redevelop the existing changing rooms and club house;
- Fareham North West Community Centre: The need for additional community space in the Fareham Park area could be met on the site of the existing Fareham North West Community Centre. There is potential to extend the building; and
- Central Fareham Area: Further work is needed to evaluate potential sites within the Town Centre to meet the strategic need for a community facility in this area. One option is to provide a replacement community facility at the site on the corner of Trinity Street and Osborn Road.

6.38 It is anticipated that the Phase 4: Titchfield and Phase 5: Western Wards and Whiteley assessments are unlikely to be completed before 2015. However, some refurbishment projects have already been completed in the Western Wards at changing accommodation where upgrades were needed. Refurbishments at the facilities on Osborn Road, Warsash and Allotment Road, Sarisbury Green have been completed.

6.39 The Community facilities within Locks Heath District Centre, including the library, are considered to be a key part of the Centre. Any redevelopment proposals at the Centre must ensure that these facilities are retained or that suitable replacement facilities are provided. The open space to the north of the Centre could be considered as an alternative location for replacement facilities.

6.40 Although there is an allocation for residential development on the site of the current Genesis Youth Centre at Locks Heath District Centre (see H17, chapter 7) this is on the basis that suitable arrangements for alternative youth facilities have been arranged in the local area.

6.41 Any proposals for new or extended community facilities will be considered against the policy in this plan.

Education Facilities

6.42 Hampshire County Council (the Education Authority) has indicated that its strategy for providing additional school places in the Western Wards is through local school expansion, and at Whiteley to provide two new primary schools and a secondary school in North Whiteley as part of the strategic allocation within Winchester District. As a result, the two education sites allocated in the Fareham Borough Local Plan Review (June 2000) are now surplus to requirements.

6.43 In light of the above, the school site at Heath Road is no longer designated for education use but is allocated for residential, open space and possible district centre uses depending on the outcome of the master planning exercise for the Locks Heath District Centre. The Hunts Pond Road, Titchfield Common education allocation is removed but the community and open space allocation retained.

- 6.44 As all the planned new school development¹⁰¹ is located outside of the Development Sites and Policies Plan area, there are no new education allocations in the Development Sites and Policies Plan and proposals will be considered against Policy DSP52: Community Facilities.

Healthcare Facilities

- 6.45 Hampshire NHS has no new facilities currently planned for the Borough outside of Welborne. Fareham Health Centre in Fareham Town Centre is currently undergoing refurbishment and the NHS is aiming to use the health centre's underutilised space more effectively. Following consultation by the NHS, it was decided that the Locks Road Surgery will close and a GPs' surgery will be provided at Fareham Community Hospital to serve the Western Wards.
- 6.46 Given that the NHS has no plans identified for additional healthcare facilities over the plan period, there are no new healthcare facilities allocations in the Development Sites and Policies Plan and proposals will be considered against Policy DSP52: Community Facilities.

Policy DSP52: Community Facilities

The loss of community facilities will only be permitted where:

- ii. **New or extended facilities of suitable quality are provided on the site or at a suitable alternative location; or**
- iii. **There is no demand for continued community facilities at the proposed location and that it can be satisfactorily shown that the site has been marketed effectively for such use for at least one year.**

Proposals for new or extended community facilities, will be permitted on sites within the settlement boundaries provided they meet the following criteria:

- i. **The proposal would be compatible with the character of the site and its surroundings;**
- ii. **The proposal would be well-related to the built form of the settlement and close to existing development;**
- iii. **The site is accessible by a variety of modes of transport, including walking and cycling, and the amount of traffic generated by the proposal could be accommodated on the local highway network without harming road safety;**
- iv. **The proposal would not be detrimental to the amenity of neighbouring residents by reason of undue noise or traffic; and**
- v. **A need for the facility has been established.**

SPORTS PROVISION

- 6.47 Part of Strategic Objective SO9 of the Core Strategy is to "*encourage healthy active lifestyles*". A major part of this is ensuring that people have easy access to suitable indoor and outdoor sports facilities. To assess the current provision and to identify

¹⁰¹ Welborne is anticipated to deliver three primary schools and one secondary school. The mechanism for their delivery is set out within the Welborne Plan.

any gaps, in 2012 the Council undertook an Indoor Sports Assessment, and a Playing Pitch Study.

- 6.48 The Indoor Sports Assessment (2012) concluded that the Borough currently has sufficient sports halls and community halls to cover the required needs of the population, and that there are no significant gaps in provision across the Borough. However, the majority of existing sports halls are located on education sites, and since the Assessment was published, previous agreements for the public use of these facilities has ended. The Council will therefore continue to look for opportunities to provide a publicly accessible sports hall which will be supported in the Western Wards.
- 6.49 The Assessment identifies a need for a new swimming pool in the Borough. It stated that *"the swimming needs of significant proportions of the population are not being satisfied"*, and that *"there is a current undersupply of 690m² of swimming pool space in the Borough and that additional provision is required"*. This supports the Council's Corporate objective to deliver a swimming pool in the Western Wards, as even though there are swimming pools in the western part of the Borough, these are within schools (Locks Heath Junior School) or within private health clubs (Abshot Country Club and Spirit Health Club).
- 6.50 There is an extant outline planning permission for a new swimming pool at Coldeast which would help meet this identified shortfall. The wider Coldeast site was allocated for a range of uses in the Core Strategy (Policy CS10), but included specific reference to "the provision of a public swimming pool facility".
- 6.51 The Assessment also looks at indoor bowls and indoor tennis provision and concludes that there are no significant unmet demands for this type of facility in the Borough.
- 6.52 Welborne will create significant additional need for swimming facilities. However, it will not justify a new swimming pool at Welborne. The approach within Welborne will be to seek developer contributions (effectively through CIL) to upgrade and extend the swimming facilities at Fareham Leisure Centre.
- 6.53 The Playing Pitch Study looked at the provision of outdoor spaces for sport, including football, cricket and rugby pitches, as well as artificial grass pitches and multi-use games areas (MUGAs). The Study recommends that all existing pitches should be safeguarded in the first instance. It also recommended that new playing pitches should be provided on some sites across the Borough. The Council will provide new football pitches and a cricket pitch on the land near Coldeast. Further opportunities for additional pitches will be explored.
- 6.54 The Study recommends reconfiguring pitches across the Borough to re-address the balance between adult pitches, youth pitches and mini-soccer pitches. This is important in light of the Football Association's new 9-a-side initiative, which uses smaller sized pitches. The Study recommends those pitches in the Borough that are suitable for reconfiguration and a program to implement these recommendations has been put in place.
- 6.55 Further recommendations from the Study include providing an additional artificial grass pitch in the Borough and providing one multi-use games area (MUGA) in each

Community Action Team (CAT) area. There are currently two artificial grass pitches in the Borough and opportunities to provide a third are being considered, with one potential location being adjacent to Fareham Leisure Centre. MUGAs have recently been provided in Titchfield and Fareham and an additional one is currently being proposed in Portchester. Opportunities to provide additional MUGAs in the Western Wards and Crofton are also being considered, with land near Coldeast identified as a potential option.

Land at Hunts Pond Road, Titchfield Common

- 6.56 Land at Hunts Pond Road was allocated in the Local Plan Review (June 2000) for "Community uses, as part of a larger scheme to include education uses and open space". The site was allocated in the Local Plan Review as it was considered to be required principally for a secondary school. The Education Authority, Hampshire County Council, has indicated that this is no longer the intention. The site is located outside the defined urban settlement boundary, as defined on the Policies Map. The site is owned by Hampshire County Council and Fareham Borough Council leases the playing pitches on the southern portion of the site from the County Council on a short-term basis.
- 6.57 Evidence studies have identified the site as having potential for outdoor sports and playing pitches. Key action points from the Playing Pitch Study (2012)¹⁰² relate to pitch provision shortfalls in provision of junior and mini soccer pitches and the need for pitch improvement, re-configuration and new provision particularly in the Western Wards.
- 6.58 The site remains an allocation in the Development Sites and Policies Plan. However the designated uses are changed to the following: 'Community facilities, open space and recreation (and uses ancillary to community and recreation uses)'.

Policy DSP53: Sports Provision

The loss of sports facilities and pitches will only be permitted where replacement facilities of suitable quality are provided on the site, or at a suitable alternative location.

Proposals for new or extended sports facilities and pitches, will be permitted on sites within or adjoining the settlement boundaries provided they meet the following criteria:

- i. The proposal would be compatible with the character of the site and its surroundings;**
- ii. The site is accessible by a variety of modes of transport, including walking and cycling, and the amount of traffic generated by the proposal could be accommodated on the local highway network without harming road safety;**
- iii. The proposal would not be detrimental to the amenity of neighbouring residents by reason of undue noise or traffic; and**
- iv. A need for the facility has been established.**
- v. If the proposal is outside the urban area it accords with Policy DSP7:**

¹⁰² Ashley Godfrey Associates (2012) Playing Pitch Study

New Leisure and Recreation Development Outside of the defined Urban Settlement Boundaries.

Land at Hunts Pond Road, Titchfield Common is allocated for community facilities, open space and recreation (and uses ancillary to community and recreation uses).

NEW MOORINGS

- 6.59 Fareham's coastline is home to a wide variety of moorings due to its proximity to the Solent, one of the best sailing areas in the country. The River Hamble is a very popular and successful yacht harbour, and the upper parts of Fareham Lake include areas for moorings as well as pontoon berths. The area's proximity to the Solent means that pressure for additional moorings is likely to increase in the future. However, this has to be balanced with the sensitive character of the Solent Special Protection Areas (SPAs). In addition, the River Hamble contains the Grace Dieu, which is a protected wreck site of archaeological and historical importance. This site will need to be taken into consideration, and any impacts assessed, when proposing to replace, relocate and/or create new mooring sites.
- 6.60 To protect the visual amenity in and around both the Hamble River and Fareham Lake, the following six Mooring Restriction Areas (MRAs) have been created. These are:
1. Fareham Lake;
 2. South of Warsash Sailing Club Jetty;
 3. Between Warsash Ferry and Hamble Village;
 4. South of Crableck;
 5. South of Swanwick Public Hard; and
 6. The Upper Hamble and Curbridge Creek.
- 6.61 New moorings, as well as replacement and relocation of moorings, in these areas are guided by Core Strategy Policy CS4: Green Infrastructure, Biodiversity and Geological Conservation. Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal. Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA. Possible mitigation measures are set out in the HRA accompanying this plan. However, the Council will welcome proposals which result in improvements to navigation and the appearance of the River Hamble and Fareham Lake by relocating piled and buoyed moorings from these areas to more appropriate locations.
- 6.62 For clarification purposes, the term 'mooring' includes all facilities for securing yachts and other vessels, including berths at marinas.

Policy DSP54: New Moorings

New moorings will be permitted provided that they are located outside of the Mooring Restriction Areas, and where it can be demonstrated that they would not have an adverse impact on the Solent International Designated Sites or

sites of archaeological and historical importance, in particular, the Grace Dieu. Within the Mooring Restriction Areas the replacement or relocation of existing moorings will only be permitted where there are no alternative locations outside these areas and the proposal will improve navigation and the overall appearance of the area.

TELECOMMUNICATIONS

- 6.63 The NPPF states that *“In preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband. They should aim to keep the numbers of radio and telecommunications masts and the sites for such installations to a minimum consistent with the efficient operation of the network. Existing masts, buildings and other structures should be used, unless the need for a new site has been justified. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate.”*¹⁰³
- 6.64 Core Strategy Policy CS17: High Quality Design requires development and buildings in the Borough to be of a high quality. Development should 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.
- 6.65 The development of telecommunications equipment should be sympathetic to the Borough's built and natural environments. Telecommunications equipment should be kept to a minimum by encouraging the sharing of existing facilities and/or proposed facilities where this is technically possible. The visual impact of telecommunications equipment should be minimised through careful design, placement, colouring and landscaping. In addition, technologies to miniaturise and camouflage apparatus should be deployed where practicable to reduce visual intrusion. This will help to protect the character of an area, including heritage assets, landscape, scale, form, and the appearance of the building.
- 6.66 Policy DSP55: Telecommunications applies to planning applications or prior notification applications for the installation of satellite dishes, microwave antennae, radio masts, cabinet boxes and other types of telecommunications apparatus which require planning permission. When considering such applications, the Council will also have regard to the legal requirements placed upon telecommunications operators to provide an adequate service, and any technical and operational constraints that may be faced.

Policy DSP55: Telecommunications

Proposals for the installation of telecommunications equipment will be permitted where it can be demonstrated that:

- i. There is no significant adverse effect on the external appearance of the building/structure on which, or space in which, equipment is located;**
- ii. There is no significant adverse impact on the visual amenity of one or more neighbouring occupiers;**
- iii. The special character and appearance of all heritage assets are**

¹⁰³ DCLG (2012) National Planning Policy Framework (Paragraph 43)

- preserved, and where possible, enhanced;
- iv. The possibility of sharing facilities, such as masts, cabinet boxes and satellite dishes, and erecting antennae on existing buildings or other structures has been fully explored and where practicable, the proposal becomes the preferred location;
- v. Technologies to reduce the scale and camouflage any telecommunications apparatus have been fully explored and implemented; and
- vi. Equipment is appropriately designed, coloured and landscaped taking account of its setting.

Renewable Energy

- 6.67 The NPPF states that “to help increase the use and supply of renewable and low carbon energy, local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable and low carbon sources. They should:
- have a positive strategy to promote energy from renewable and low carbon sources;
 - design their policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts;
 - consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources;
 - support community-led initiatives for renewable and low carbon energy, including development outside such areas being taken forward through neighbourhood planning; and
 - identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.”
- 6.68 The focus on local planning authorities to recognise the responsibility on “all communities to contribute towards energy generation...” means that consideration should be given to wider than local benefits on renewable energy schemes. The Council will, therefore, need to carefully balance the planning merits of schemes at a local level with the wider need to contribute towards energy generation.
- 6.69 The Council has undertaken a Renewable Energy Capacity Study¹⁰⁴ in order to ensure it has a positive strategy, and to also look at the possibility of identifying suitable areas for different technologies. The Study shows that there is significant capacity for solar energy in the Borough, as well as more limited capacity for wind energy, hydro-energy, combined heat and power (CHP), biomass and district heating. However, there is considered to be no capacity for geothermal or marine renewables.
- 6.70 The Borough’s location, in the South of the UK, means that it offers a good location for Solar Energy. Although solar photovoltaic (PV) structures are generally relatively low-lying, they can occupy substantial areas of ground which may be visible from

¹⁰⁴ Parsons Brinckerhoff (August 2013) Renewable Energy Capacity Study

some distance away, especially if located on slopes. Land use in and around solar energy development will be altered (even if the area under the panels is kept as pasture and grazed), leading to a change in the appearance and character of the local area. Therefore careful consideration will be needed to ascertain their suitability in any given landscape.

- 6.71 Parts of the Borough offer reasonable locations for wind energy, although this technology tends to have far more constraints, and raises potentially more issues, than solar energy. Shadow flicker from blades and noise implications are elements that need particular consideration. The effects of turbines on the skyline may increase their prominence in the landscape and compete with local landmark features characteristic of the area. The height of schemes, and the visual impact these have, will be key considerations in the determination of planning applications.
- 6.72 The Borough is constrained by its proximity to Southampton Airport and is within a 30km consultation buffer zone implemented for safeguarding reasons. The Civil Aviation Authority, Ministry of Defence and National Air Traffic Services should therefore be consulted on any proposal for wind energy development in the Borough where wind turbines are greater than 11m tall, or with a rotary diameter of more than 2m.
- 6.73 Maps have been produced (Appendix H: Areas of Least Constraint for Solar and Wind Energy) based on the evidence from the Renewable Energy Capacity Study, which identifies areas of Fareham Borough that are defined as ‘least constrained’ for solar PV and wind generation developments. Major inhibitors to such development, including ecological designations and proximity to residential properties, have been taken into account and ‘removed’ to clearly identify those areas of the Borough that are less constrained. Welborne has been excluded from these maps. Any provision of renewable energy in Welborne will be considered in the Welborne Plan.
- 6.74 The maps in Appendix H should be used as a high level guide when considering which areas are more constrained than others. However, not all areas defined as “least constrained” will necessarily be suitable for the defined energy generation. A number of studies should be completed by any potential developer and submitted alongside the planning application in order to show the suitability study of the proposed site. This should include a detailed assessment of the visual and landscape impact of the proposal.
- 6.75 For wind energy, all properties within Fareham Borough were buffered by three distances: 300m, 400m and 500m (as shown in Appendix H). These buffer distances represent noise ranges for the different scales of wind energy developments. Proposals for wind energy within the 300m or 400m buffer zones will need to demonstrate that they are of a suitable scale to warrant being within such proximity. Detailed evidence setting out potential impact on the amenity of nearby properties will be required on all renewable energy proposals.
- 6.76 Areas not identified as ‘least constrained’ on the maps in Appendix H are unlikely to be considered suitable for renewable energy proposals. Any proposals for solar or PV energy in such areas will need to justify the proposed location in supporting evidence, having specific regard to the constraints that led to the area of land being excluded from the maps in Appendix H.

- 6.77 The Renewable Energy Capacity Study identifies some potential for hydro energy on some of the Borough's watercourses; these are likely to be of a relatively small scale and constrained by surrounding development and conservation areas. Hydro power projects may have an effect on landscape character and local visual amenity, although this is dependent on location and scale.
- 6.78 There is potential in the Borough for district heat and combined heat and power (CHP), with potential locations identified as Fareham Town Centre, North Wallington, Segensworth, Newgate Lane and Welborne with a possible link to Fareham Leisure Centre (this option is considered in more detail in the Welborne Plan). Should these areas be considered for CHP, further feasibility studies will be required. These types of development have the potential to adversely impact upon the character of the area dependent on design.
- 6.79 Biomass energy could be utilised on a small scale across the Borough, however there are limitations in terms of the available fuel resource. Installed biomass technology also raises issues in terms of the transportation and storage of fuel. Biomass power plants and Energy from Waste plants are likely to have a significant impact upon landscape and character and their location and impacts will need to be carefully considered.
- 6.80 For all renewable energy projects the following issues are considered important, and proposals will need to demonstrate that they have been taken into account:
- **Landscape and visual impacts:** the scale of the proposal and its visual impact in relation to the character and sensitivity of the surrounding landscape and designated landscape features;
 - **Cultural or heritage impacts:** effect of development on national and local heritage buildings, sites, and archaeological features or their setting.
 - **Open space and green infrastructure impacts:** effect of the development on access to locally designated green infrastructure or open space assets, including outdoor sports facilities; children's play areas; amenity open space; parks and gardens; natural and semi natural green spaces; and cemeteries;
 - **Strategic Gaps:** development should not prejudice the purpose of the Strategic Gap, as set out in Core Strategy Policy CS22.
 - **Air quality, waste, noise, hydrological impacts:** anticipated effects resulting from construction and operation such as air quality, atmospheric emissions, noise, odour, water pollution and the disposal of waste;
 - **Ecological impacts:** effect on designated and non-designated ecological conservation sites and features, biodiversity and geo-diversity, water supply and hydrology;
 - **Traffic and transport impacts:** accessibility by road and public transport for construction (and installation of specialist equipment) and maintenance, and proximity to fuel sources;
 - **Public Rights of Way and access:** The proximity of footpaths, bridleways and highways should be considered, both for potential implications for future access, but also due to landscape and visual impacts affecting the experience of users;
 - **Agricultural impacts:** effect on agriculture or farming in terms of land take and existing and future use for farming;
 - **Grid connection:** The proximity to existing connections to the national grid should be considered. If a new connection to the grid is required the environmental impact of this should be considered as part of the proposed

- development;
- **Lighting:** any necessary lighting should be designed to limit the impact on nearby residential areas; and
- **Cumulative impacts with other renewable energy schemes:** cumulative impact of the development in relation to other similar developments.

6.81 Some of the issues identified above are adequately covered by other Policies in the Local Plan. Those that are not are set out in Policy DSP56: Renewable Energy.

DSP56: Renewable Energy

When considering proposals for renewable and low carbon energy development, any negative impacts at the local level will be carefully balanced with the wider benefits of providing renewable energy. This will include consideration of the cumulative impact of proposals.

Proposals for renewable and low carbon energy development should ensure that there are no significant negative impacts upon:

- i. **The character and sensitivity of the surrounding landscape and designated landscape features;**
- ii. **Designated and undesignated heritage assets;**
- iii. **Ecology, including the habitats or flight paths of birds and bats and designated biodiversity sites, species and ancient woodland (where appropriate);**
- iv. **The amenity (including air quality, waste and noise) of local residents and businesses; and**
- v. **Traffic arising from the maintenance of the development and/or, where appropriate, the transportation of fuel.**

Proposals for solar or wind energy development should have due regard to the areas identified as being least constrained, as shown on the maps in Appendix H. Proposals outside of these areas should be accompanied by suitable justification in order to demonstrate their suitability.

Solar energy developments that enable the continued agricultural use of the land during operation will be preferred.

Proposals for wind energy will be required to demonstrate that there will be no significant adverse impact arising from either shadow flicker or noise.

Biomass/anaerobic digestion development and combined heat and power development should ensure that the long term viability of the scheme and access to fuel have been addressed. Proposals must demonstrate that the proposed fuel source is secure and accessible for users in the long term.

Anaerobic digestion plant proposals should ensure the use of the end/ waste product has been considered. The plant should be located as close as possible to the end user to reduce traffic movements.

Proposals which are led by, or meet the needs of local communities, or create opportunities for co-location of energy producers with energy users, in

particular heat, and facilitate renewable and low carbon energy innovation will be supported.

Chapter 7

Development Site Briefs

LIST OF DEVELOPMENT SITES

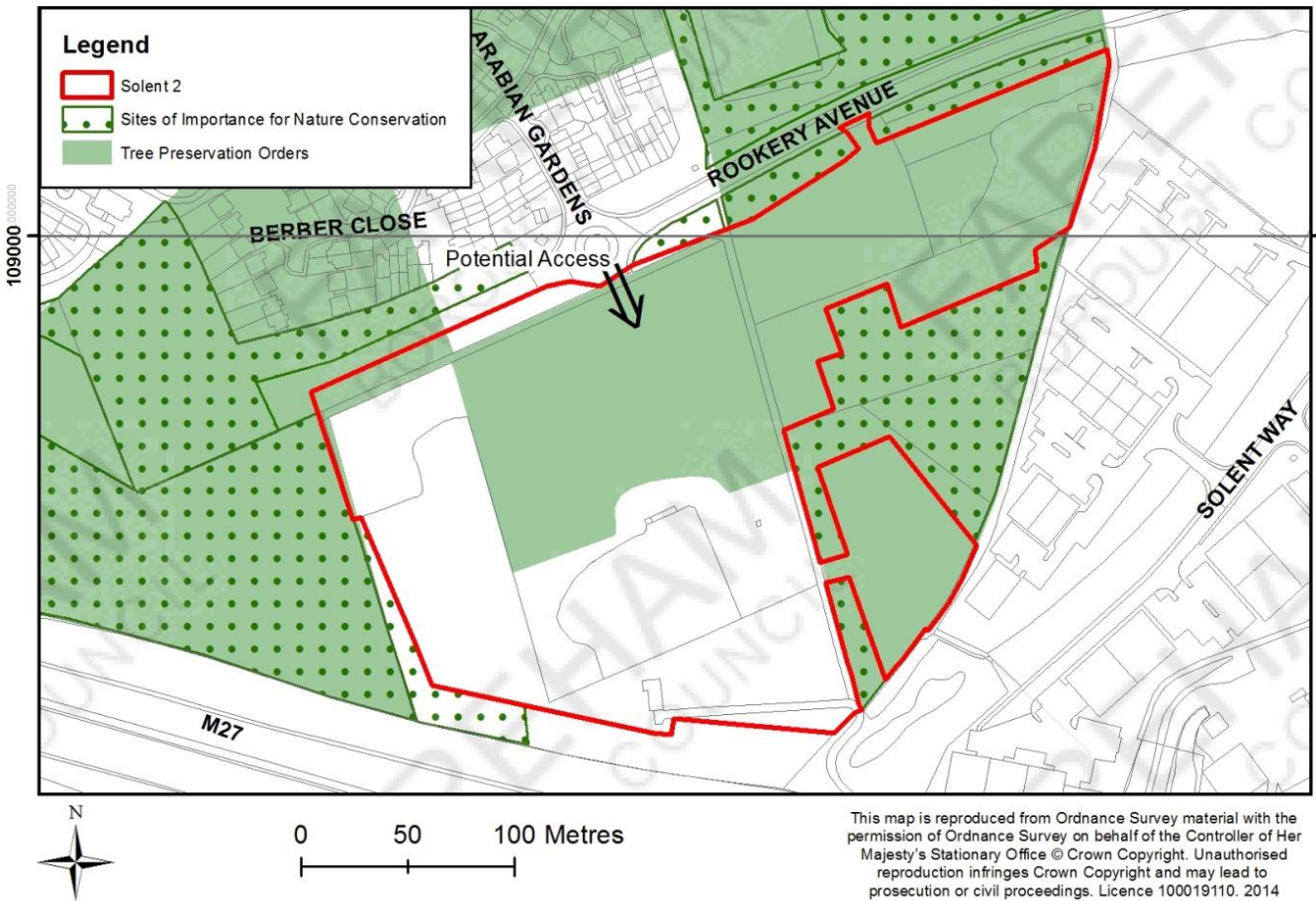
- Employment Site E1: Solent 2
- Employment Site E2: Little Park Farm
- Employment Site E3: Kites Croft
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- Employment Site E5: The Walled Garden, Cams Hall
- Housing Site H1: Croft House, Redlands Lane
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- Housing Site H6: East of Raley Road, Locks Heath
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- Housing Site H8: Land off Church Road, Warsash
- Housing Site H9: Land to the rear of 399-417 Hunts Pond Road
- Housing Site H10: 33 Lodge Road, Locks Heath
- Housing Site H11: Land at Heath Road, Locks Heath
- Housing Site H12: Land at Stubbington Lane, Stubbington
- Housing Site H13: Land at Sea Lane, Stubbington
- Housing Site H14: Maytree Road
- Housing Site H15: Land to the rear of Red Lion Hotel, East Street and Bath Lane
- Housing Site H16: Fareham Station West
- Housing Site H17: Genesis Centre
- Housing Site H18: Rear of Coldeast Close
- Housing Site H19: Land to rear of 123 Bridge Road
- Housing Site H20: Corner of Station Road and A27, Portchester
- Gypsy and Traveller Site GT1: The Retreat, Newgate Lane
- Gypsy and Traveller Site GT2: 302A Southampton Road
- Town Centre Development Opportunity Area TC1: Civic Area
- Town Centre Development Opportunity Area TC2: Fareham Shopping Centre
- Town Centre Development Opportunity Area TC3: Market Quay
- Town Centre Development Opportunity Area TC4: Fareham Station East
- Town Centre Development Opportunity Area TC5: Russell Place
- Town Centre Development Opportunity Area TC6: Corner of Trinity Street & Osborn Road
- Mixed Use Development Opportunity Area MU1: Fareham College

INTRODUCTION

- 7.1 This section sets out the development site briefs for housing, employment, gypsies/travellers, Town Centre development opportunity areas, and mixed use development opportunity areas in the Borough.
- 7.2 The development site briefs set out development constraints, indicative uses (and net capacities for the residential and mixed use allocations), key design issues and other relevant information that may be required as part of a planning application. They are intended as a guide to help inform the development approach to the individual sites; they should not be viewed as a replacement for pre-consultation engagement with the Council and/or consultation with other relevant bodies.
- 7.3 The development site briefs contained in this plan will supersede some of the historic briefs for past allocation sites. Some historic briefs will also be deleted. The superseded and deleted briefs are listed below:
- Segensworth Employment Area (August 1979);
 - Segensworth South Employment Area (January 1983);
 - Kites Croft Employment Area (November 1995);
 - North of Whiteley and East of Botley Road (October 2000);
 - Segensworth Employment Area (August 1979);
 - Segensworth South Employment Area (January 1983);
 - Western Wards Area 3 (January 1986);
 - Western Wards Area 4 (August 1986);
 - Whiteley Area 9 (September 1988);
 - Whiteley Area 11 (September 1988);
 - Whiteley Business Park (Phase 2) Area 12 (April 1991);
 - Western Wards Area 14 (May 1990);
 - Western Wards Area 23 (September 1979);
 - Western Wards Area 31 (November 1988); and
 - Western Wards Area 32 (June 1980).
- 7.4 The following development site briefs remain extant and should be read alongside the information contained in this Plan, where applicable:
- Coldeast Development Brief (October 2011);
 - Peters Road Development Brief (November 2007);
 - Hunts Pond Road Development Brief (January 2007);
 - Planning and Design Brief - Hinton Hotel, Catisfield Lane; and
 - Catisfield, Fareham (February 2004).

EMPLOYMENT ALLOCATIONS: DEVELOPMENT BRIEFS

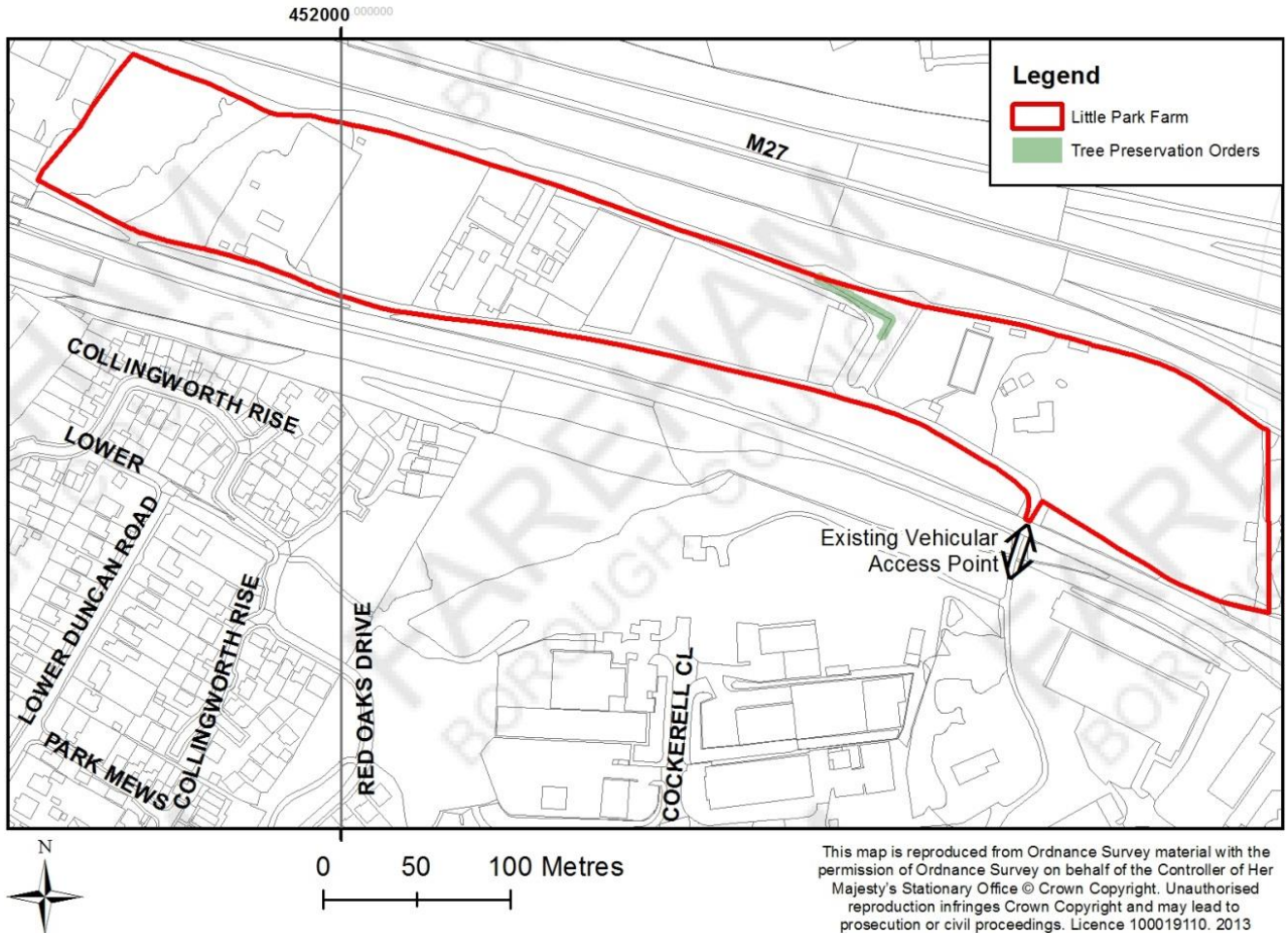
Employment Site E1: Solent 2



Site Address	Solent Business Park - Phase 2, Rookery Lane
Location	South of Rookery Lane
Ward	Sarisbury
Site Area	5.92 ha
Planning Status	Full planning permission for employment uses granted in 2006, with a material start in 2010.
Potential Use & Indicate Floorspace Capacity	Employment floorspace (B1, B2 or B8) of approximately 23,500sq.m
Relevant Local Plan Policies	CS1, CS4, CS6, CS9, CS15, CS16, CS17, CS20 This list is not exhaustive. Consideration should be given to relevant planning policies contained in this Plan, other parts of the Local Plan, Supplementary Planning Documents, and national planning guidance.

Key Planning & Design Issues	<p>If a revised application is submitted, the following issues should be taken into consideration:</p> <p>Parts of the site are dense woodland and should be retained as such. The east and west edges of the site are particularly important areas of trees and therefore development in these areas should be avoided.</p> <p>The site also has nature conservation value with much of the site designated as Sites of Importance for Nature Conservation (for their woodland, ancient woodland and grassland interests). Development in these areas should be avoided, where possible, or otherwise mitigated or compensated. There are various known protected species issues at the site, including reptiles and dormice.</p> <p>Proximity to the M27 motorway, and resultant noise and air pollution should also be considered.</p>
Information Required	<p>Any alternative proposal should include:</p> <p>A comprehensive ecological survey and assessment of the site, informing the nature and extent of the proposal, including a detailed mitigation and enhancement strategy.</p> <p>An Environmental Statement should be submitted with any proposal and an Environmental Screening Opinion should be undertaken.</p> <p>A full tree assessment should be undertaken, with significant and important trees retained showing sufficient surrounding space to enable trees to thrive in the future and ensuring adequate foraging for known species. Due care will also need to be given to demonstrate that proposed ground levels of built development do not impact on retained trees and their setting, or create un-useable or difficult to maintain space. Severance of tree belts and habitat should be avoided where possible.</p> <p>All proposals should include information showing that the noise and air pollution impact from the motorway has been considered and mitigated, where appropriate.</p> <p>Given that the site currently has a small watercourse running through it, information on site drainage should be included.</p> <p>Sufficient parking will need to be provided on site to support the additional floorspace proposed.</p> <p>A Transport Assessment will be required including an assessment of the multi-modal trip rate.</p>

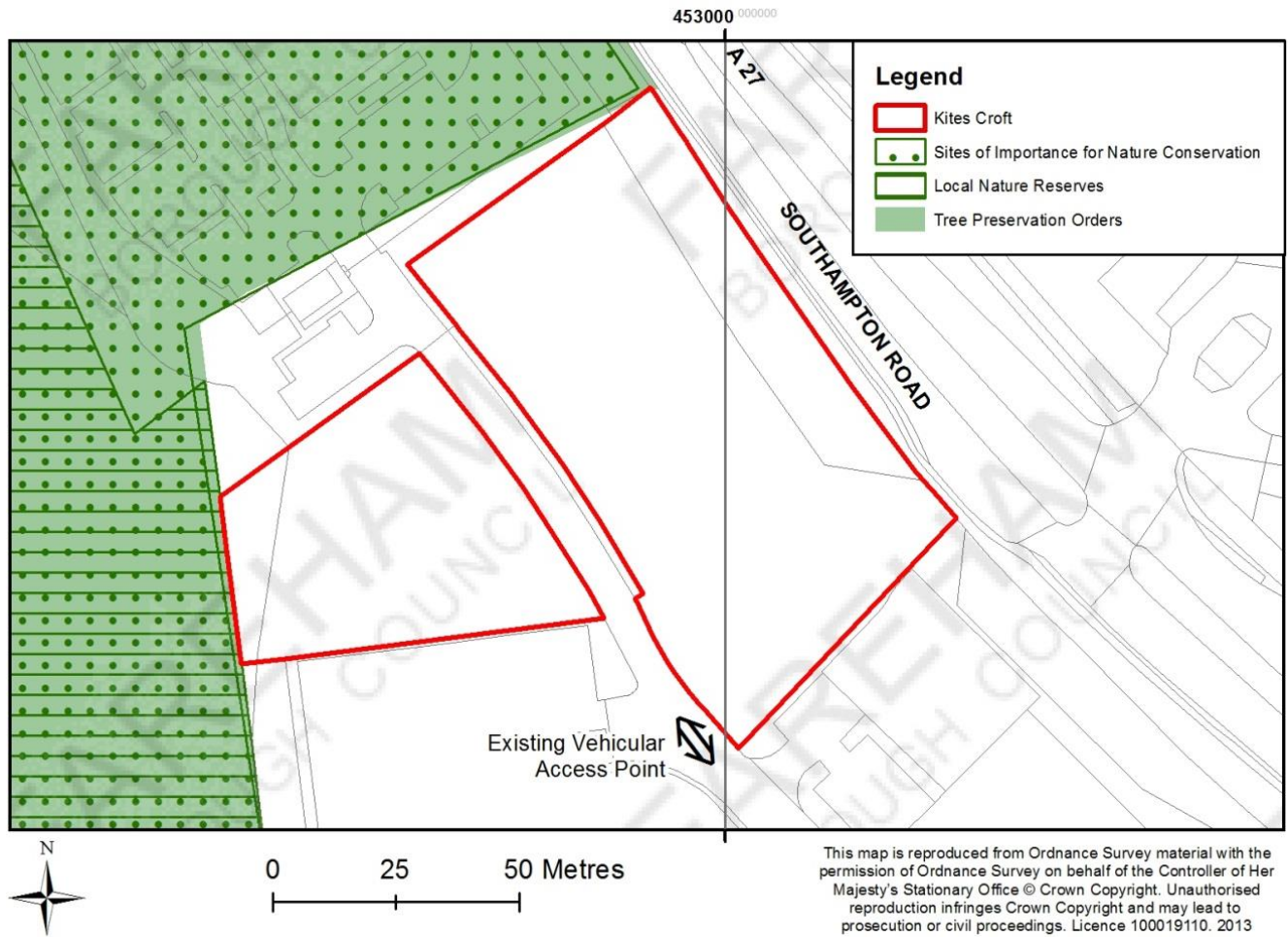
Employment Site E2: Little Park Farm



Site Address	Little Park Farm, Little Park Farm Road
Location	Northern end of Little Park Farm Road, between M27 and railway line
Ward	Park Gate
Site Area	5.3ha
Planning Status	None
Potential Use & Indicative Floorspace Capacity	Employment floorspace (B1, B2 or B8) of approximately 11,200sq.m
Relevant Local Plan Policies	CS1, CS4, CS6, CS9, CS15, CS16, CS17, CS20 This list is not exhaustive. Consideration should be given to relevant planning policies contained in this Plan, other parts of the Local Plan, Supplementary Planning Documents, and national planning guidance.

Key Planning & Design Issues	<p>Vehicular access will need to be carefully considered. Current access is from the south via a narrow bridge under the railway line at Little Park Farm Road. This will need to be improved in order for a more intense use of the site to be considered acceptable.</p> <p>There are some isolated residential properties on the site. All proposals should have due regard to the amenity of these, if retained.</p> <p>There are a number of significant oaks in the central part of the site and these should be incorporated into the public space design of any redevelopment.</p> <p>The site contains various habitats and may support protected species. The ecological value of the site is unknown.</p> <p>Proximity to the M27 motorway, and resultant noise and air pollution must also be considered.</p> <p>Due to land ownership issues it is possible that the site may not come forward as a comprehensive development. Any proposal that is not for the whole site must not prejudice further development potential of any part of the site that remains.</p>
Information Required	<p>An access statement will need to be submitted showing how the access has been improved, and how this is suitable for the level of development proposed.</p> <p>Any proposal should also include information showing that the noise and air pollution impact from the motorway has been considered and mitigated, where appropriate.</p> <p>An assessment of all significant trees on site.</p> <p>A comprehensive ecological survey and assessment of the site, informing the nature and extent of the proposal, including a detailed mitigation and enhancement strategy.</p> <p>Sufficient parking will need to be provided on site to support the floorspace proposed in any proposal.</p> <p>A Transport Assessment will be required including an assessment of the multi-modal trip rate.</p>

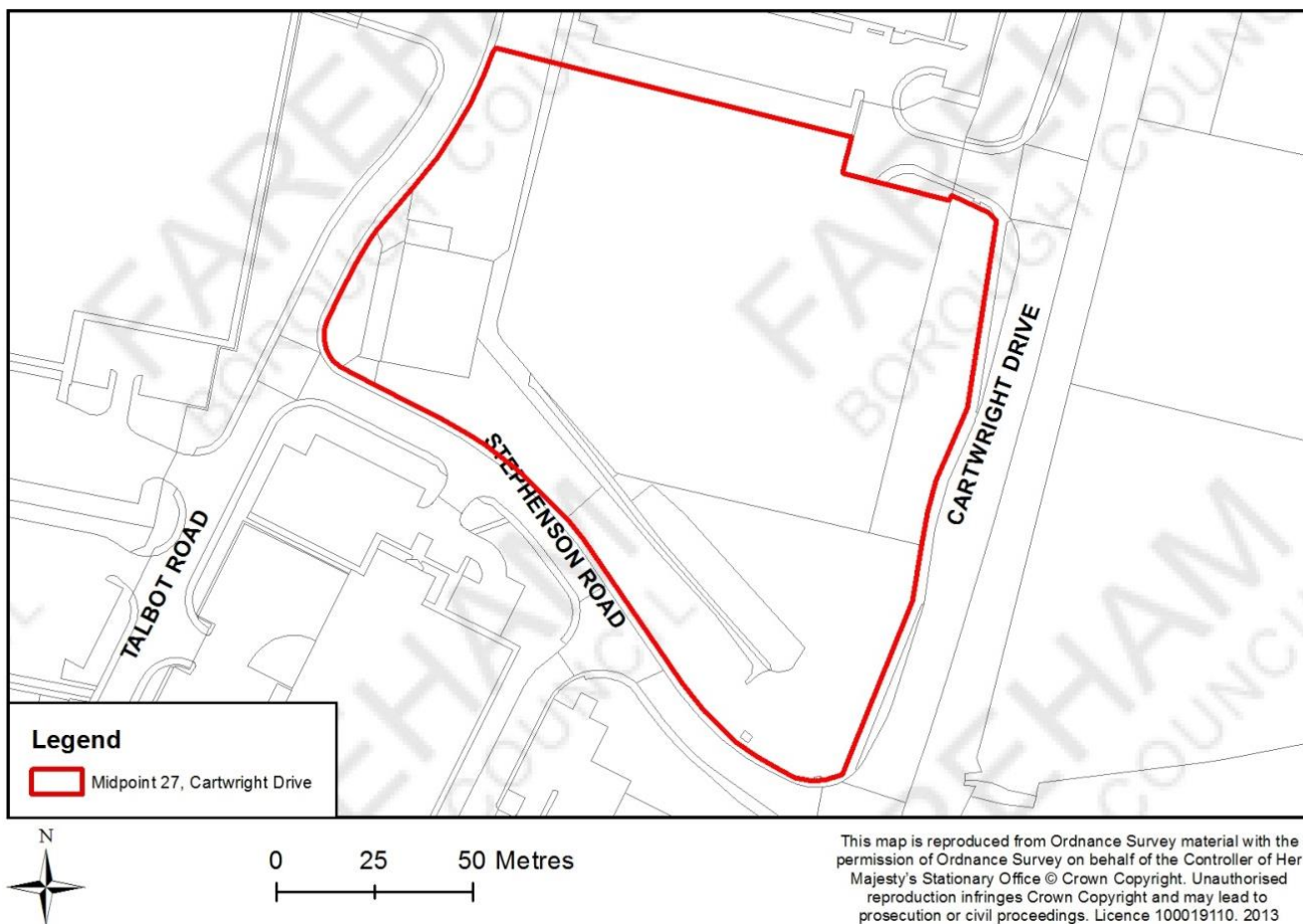
Employment Site E3: Kites Croft



Site Address	Kites Croft (remaining parcels)
Location	Southwest of Southampton Road
Ward	Titchfield Common
Site Area	0.971
Planning Status	Previous permission for two industrial buildings (2008) now lapsed.
Potential Use & Indicative Floorspace Capacity	Employment floorspace (B1, B2 or B8) of approximately 3,000sq.m
Relevant Local Plan Policies	CS1, CS4, CS6, CS9, CS15, CS16, CS17, CS20 This list is not exhaustive. Consideration should be given to relevant planning policies contained in this Plan, other parts of the Local Plan, Supplementary Planning Documents, and national planning guidance.
Key Planning & Design Issues	The design should be in general conformity with the existing format of the surrounding business park.

	<p>Screening from Southampton Road should be retained.</p> <p>The site should be accessed via the internal access road. No new access to Southampton Road will be permitted.</p> <p>The site is immediately adjacent to the Kites Croft Local Nature Reserve and Bowling Green and Kites Croft Site of Importance for Nature Conservation, designated for its ancient woodland and populations of Dormice supported. Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal.</p>
Information Required	<p>Sufficient parking will need to be provided on site to support the floorspace proposed in any proposal.</p> <p>A Transport Assessment will be required including an assessment of the multi-modal trip rate.</p> <p>A comprehensive ecological survey and assessment of the site, informing the nature and extent of the proposal, including a detailed mitigation and enhancement strategy. This should include avoidance of impacts to the adjacent designated sites.</p> <p>Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA.</p>

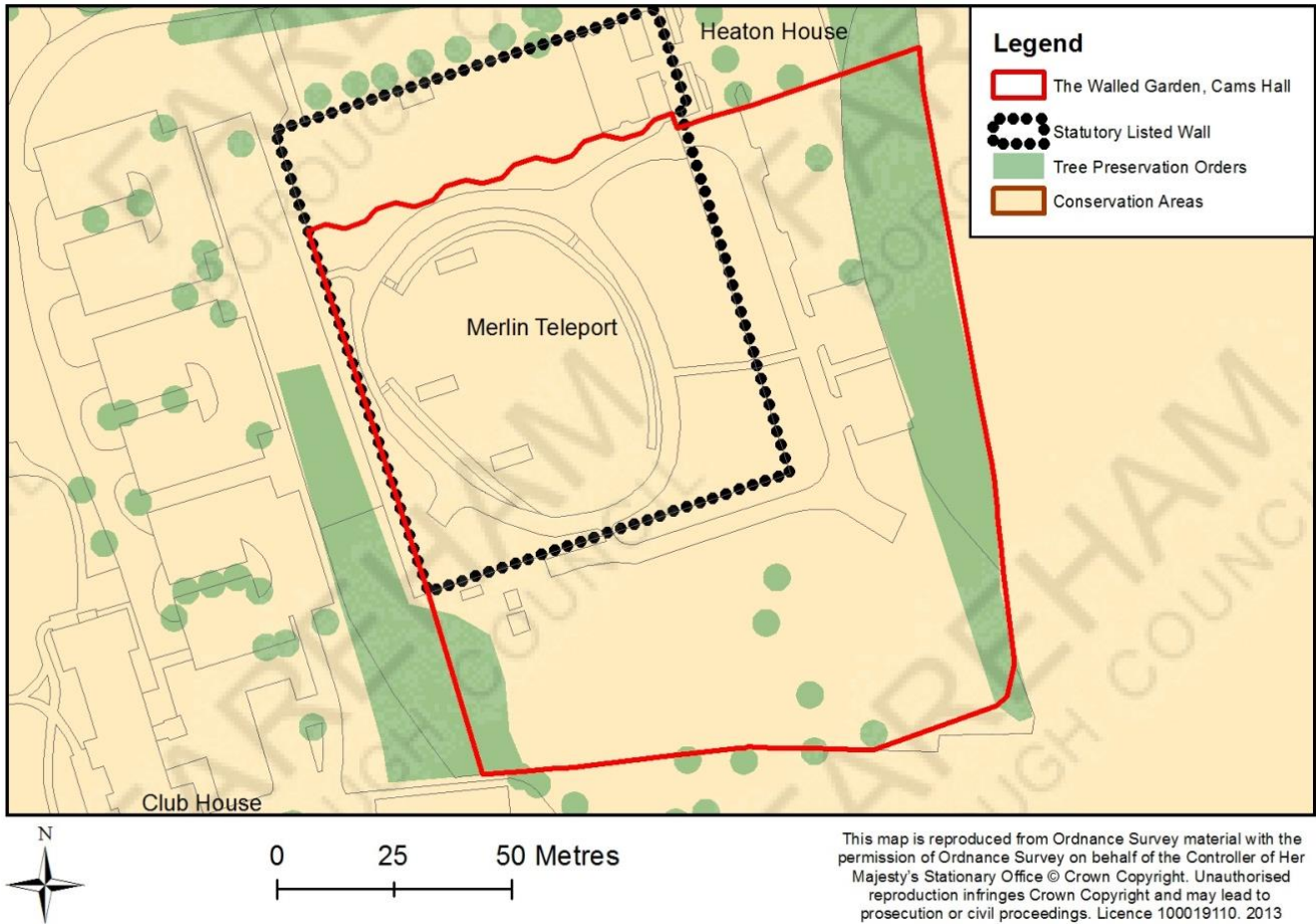
Employment Site E4: Midpoint 27, Cartwright Drive



Site Address	Midpoint 27, Cartwright Drive
Location	West of Cartwright Drive, north of Stephenson Road
Ward	Titchfield
Site Area	1.843ha
Planning Status	Extant permission for B1-B8 floorspace
Potential Use & Indicative Floorspace Capacity	Employment floorspace (B1, B2 or B8) of approximately 3,000sq.m
Relevant Local Plan Policies	CS1, CS4, CS6, CS9, CS15, CS16, CS17, CS20 This list is not exhaustive. Consideration should be given to relevant planning policies contained in this Plan, other parts of the Local Plan, Supplementary Planning Documents, and national planning guidance.
Key Planning & Design Issues	The design should be in general conformity with the existing format of the surrounding business park.

	<p>Any new units should be accessed via Stephenson Road or Talbot Road. New accesses off of Cartwright Drive should be avoided.</p> <p>The site is of unknown ecological (including botanical) value, and has potential for use by protected species. There are watercourses within the site, feeding into a tributary of the River Meon.</p>
Information Required	<p>Sufficient parking should be provided on site to support the floorspace proposed.</p> <p>A Transport Assessment will be required including an assessment of the multi-modal trip rate.</p> <p>A comprehensive ecological survey and assessment of the site will need to be undertaken, informing the nature and extent of the proposal, including a detailed mitigation and enhancement strategy.</p>

Employment Site E5: The Walled Garden, Cams Hall

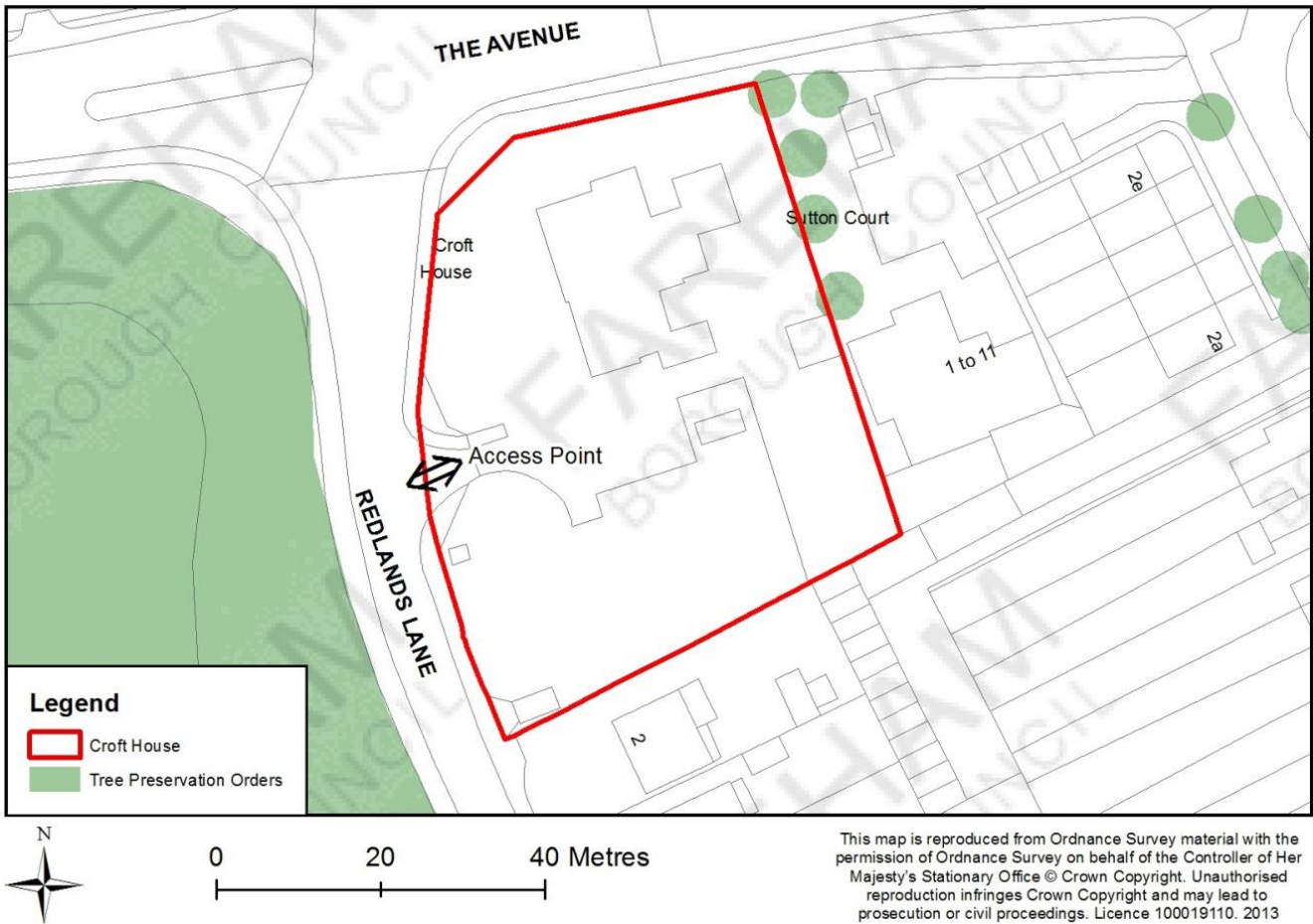


Site Address	The Walled Garden, Cams Hall
Location	Walled area of land at the end of access road into Cams Estate
Ward	Portchester West
Site Area	1.66ha
Planning Status	Extant permission for B1 floorspace
Potential Use & Indicative Floorspace Capacity	Employment floorspace (B1, B2 or B8) of approximately 2,000sq.m
Relevant Local Plan Policies	CS1, CS4, CS6, CS9, CS15, CS16, CS17, CS20 This list is not exhaustive. Consideration should be given to relevant planning policies contained in this Plan, other parts of the Local Plan, Supplementary Planning Documents, and national planning guidance.
Key Planning & Design Issues	The site should be developed in line with the current approved application. If a revised application is submitted, the following issues should be taken into consideration:

	<p>The site is set within the grounds of a conservation area and a listed wall surrounds the developable area. All proposals will be required to have due regard to the listed wall and the context of the wider conservation area.</p> <p>Given the sensitive nature of the site, all proposals should carefully consider all detailing and proposed materials.</p> <p>The Walled Garden was historically an open garden set within the wall, it is important that the sense of openness is retained within any new proposal. Therefore a comprehensive development that covers the majority of the current garden area will not be accepted.</p> <p>The site contains various habitats and may support protected species. The ecological value of the site is unknown. The site is adjacent to areas identified within the Solent Waders and Brent Geese Strategy as being used by birds associated with the surrounding European designated sites. Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal.</p>
Information Required	<p>Any alternative proposal should include:</p> <p>Information on the levels of parking to be provided on site to support the floorspace proposed.</p> <p>A Transport Assessment will be required including an assessment of the multi-modal trip rate.</p> <p>Details of materials to be used, alongside information as to how and why these have been chosen in the context of the existing wall and buildings.</p> <p>A comprehensive ecological survey and assessment of the site, informing the nature and extent of the proposal, including a detailed mitigation and enhancement strategy. This should include avoidance of impacts to birds associated with designated sites.</p> <p>Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA. Possible mitigation measures are set out in the HRA accompanying this plan.</p>

HOUSING ALLOCATIONS: DEVELOPMENT BRIEFS

Housing Site H1: Croft House, Redlands Lane

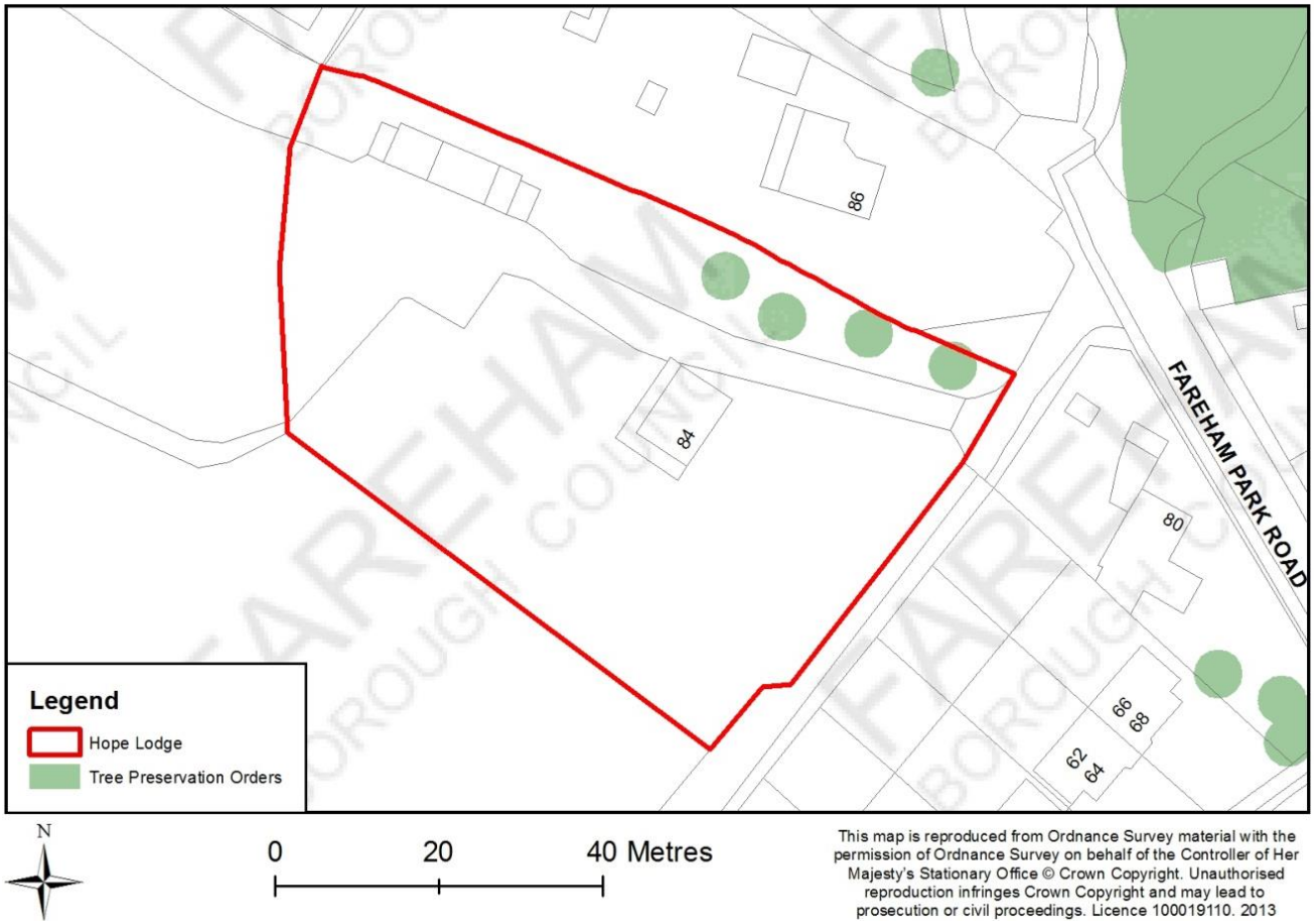


Site ID (referenced in SHLAA)	1381
Site Address	Croft House, Redlands Lane
Location	South of the Avenue (A27) on the corner of Redlands Lane
Ward	Fareham South
Settlement Area	Fareham
Site Area	0.32 ha
Planning Status	None. Site deemed surplus to requirements by Hampshire County Council.
Potential Use & Indicative Capacity	Residential (15 dwellings)
Key Planning & Design Issues	The site in use as a respite centre for young service users with learning disabilities. It is currently operated by Hampshire County

	<p>Council, but has been deemed surplus to requirements.</p> <p>The site benefits from significant hedgerow and tree planting along both The Avenue and Redlands Lane frontages. A number of trees with Tree Preservation Orders (TPOs) border the site to northeast. These assets should be retained or protected, where possible.</p> <p>The neighbouring residential development along Redlands Lane comprises predominantly low density semi-detached or terraced two storey dwellings. The site also has fronts on to The Avenue where flatted development, comprising 2½ storey flatted blocks, has been recently developed on the opposite side of the street. To the rear of the site a 3-storey block of flats has been developed. The transition between 2-storey and higher will be an important consideration in any new development. Proposals should provide a design solution that provides a transition between its surrounding 2 and 3 storey context.</p> <p>The site is located within 500m of 3 'uncertain' wading bird sites. Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal.</p>
Capacity & Rationale	<p>Given the proximity of the site to Fareham Town Centre and its associated services and accessibility, a higher density would be appropriate in order to make the most efficient use of land. A density of 40 dwellings per hectare (dph) would yield approximately 13 houses, subject to tree retention, but a flatted scheme, which would typically be over 100dph, will yield a higher number (circa 32 dwellings).</p> <p>Any development proposal would need to take account of the amenity of existing residential properties and should incorporate the retention of existing trees. Development is likely to have a single access point off Redlands Lane, and should not seek to provide a new access onto the Avenue.</p>
Information Required	<p>Prospective developers of the site should consult the Council's Tree Officer to determine whether a Tree Survey and impact assessment will be required. An assessment of the trees on site will be needed to ensure all high quality trees are retained, where possible.</p> <p>Residential development on the south and east parts of the site will need to show that there is no detrimental impact on the amenity of neighbouring residential development.</p> <p>Historic land-use records indicate that the adjacent land may be in use as a garage/car repair, electric sub-station. A small part of the site adjacent to a former development called 'The Nissan Huts' may have been in industrial use. A contaminated land site investigation may be required.</p> <p>Potential for previously unknown heritage assets but site history may</p>

	<p>have removed some archaeological potential. Any planning application should include a Heritage Statement that fully addresses archaeology issues.</p> <p>Bat records exist in the locality, and prospective developers should therefore demonstrate that there will be no adverse impacts to bat roosts.</p> <p>Development proposals will require a Tree Survey and Impact Assessment to be completed in consultation with the Council's Tree Officer.</p> <p>Study required to demonstrate whether or not the nearby 'uncertain' wading bird sites are 'important'. If any of these sites are shown to be important for wading birds, further evidence and/or mitigation proposals may be required (see DSP 14: Supporting Sites for Brent Geese and Waders). Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA. Possible mitigation measures are set out in the HRA accompanying this plan.</p>
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Housing Site H2: Hope Lodge, Fareham Park Road



Site ID (referenced in SHLAA)	1259
Site Address	Hope Lodge, Fareham Park Road
Location	Located to the west of the northern terminus of Fareham Park Road. The site includes the property and curtilage of Hope Lodge, which are located within the urban area boundary.
Ward	Fareham North West
Site Area	0.41ha
Settlement Area	Fareham
Planning Status	None
Potential Use & Indicative Capacity	Residential (5 dwellings)
Key Planning & Design Issues	The surrounding residential properties to the south of Hope Lodge are mainly semi-detached and either bungalows or two-storey.

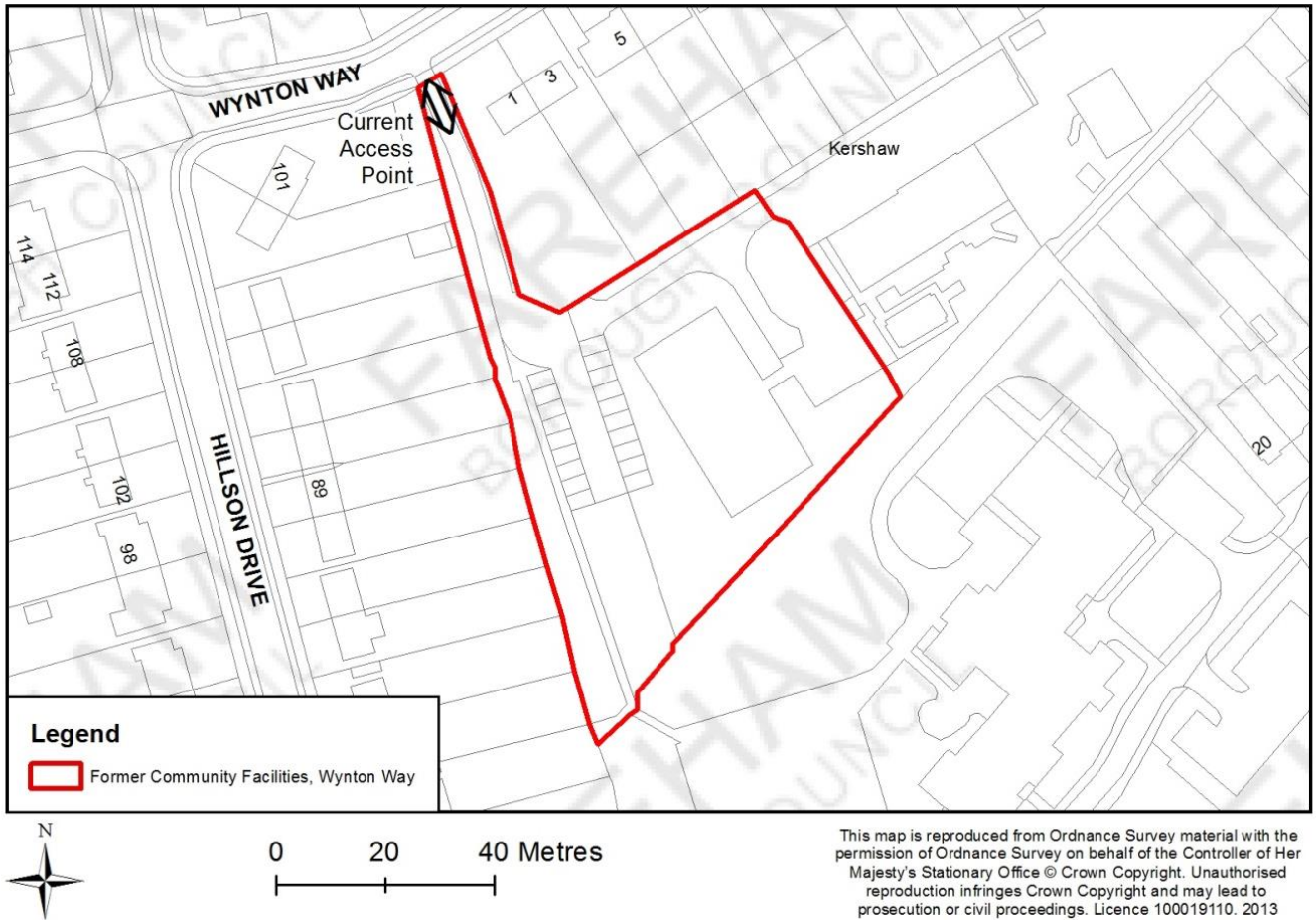
	<p>Directly adjacent to the north and east are a number of very large, detached dwellings with sizeable gardens. The urban area boundary runs through a large field that sits adjacent to the existing residential unit.</p> <p>Hope Lodge building found to support low-level non-breeding seasonal roosts of Common Pipistrelle and Brown Long-eared bats (Ecosa, August 2012¹⁰⁵). Bats receive strict legal protection under UK law by the Wildlife and Countryside Act 1981 (as amended) and under EU law by the Conservation of Habitats and Species Regulation 2010 as amended (Habitats Regulations).</p> <p>Several trees with Tree Preservation Orders are located to the northeast boundary of the site. These assets should be retained or protected, where possible.</p> <p>A public bridleway extends along the treeline adjacent to the southern boundary of the site.</p> <p>The site is in close proximity to the M27.</p>
Capacity & Rationale	<p>The development is likely to be a small cul-de-sac of family dwellings, potentially larger units, radiating from a single access point.</p> <p>To ensure the retention of the prevailing semi-rural character a high density scheme will not be considered acceptable. A 5 unit scheme, representing a development density of 12 dwellings per hectare, would be somewhere between the low density, executive houses to the north east, and the more standard development to the south and would be considered appropriate. This would allow for the retention of all trees with TPOs on site and the majority of other significant trees.</p>
Information Required	<p>To ensure high quality trees are retained, where possible. Proposals will require a Tree Survey and impact assessment to be completed in consultation with the Council's Tree Officer.</p> <p>A noise assessment should be carried out to ascertain the likely impact on future residents.</p> <p>Obstruction of the bridleway from built development should be avoided. Diversion of the route or suitable mitigation measures should be proposed to ensure that the safety and experience of users of the bridleway is not compromised.</p> <p>Historical land-use records indicate that the site contamination could potentially be present. Prospective developers should consult the Council's Environmental Health team to discuss proposals and determine whether or not a contaminated land desk study and limited investigation is required.</p>

¹⁰⁵ Supporting information for planning application: P/13/0059/OA

	<p>The site is located on the edge of the urban area. Development may give rise to adverse impact on the landscape. Development proposals should therefore consider potential landscape impacts and have regard to the Landscape Checklist for New Development in Hampshire and the Isle of Wight¹⁰⁶ (2009).</p> <p>Potential for previously unknown heritage assets but development site history may have removed some archaeological potential. Any planning application must include a Heritage Statement that addresses archaeology.</p> <p>Any development proposal resulting in disturbance of the bat habitat is an offence under the Habitats Regulations. Applicants will need to provide evidence to demonstrate that the three derogation tests of those Regulations can be met, with any necessary measures secured by the proposal.</p>
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¹⁰⁶ Landscape Checklist for New Development in Hampshire and the Isle of Wight (2009) Hampshire Local Government Landscape Group

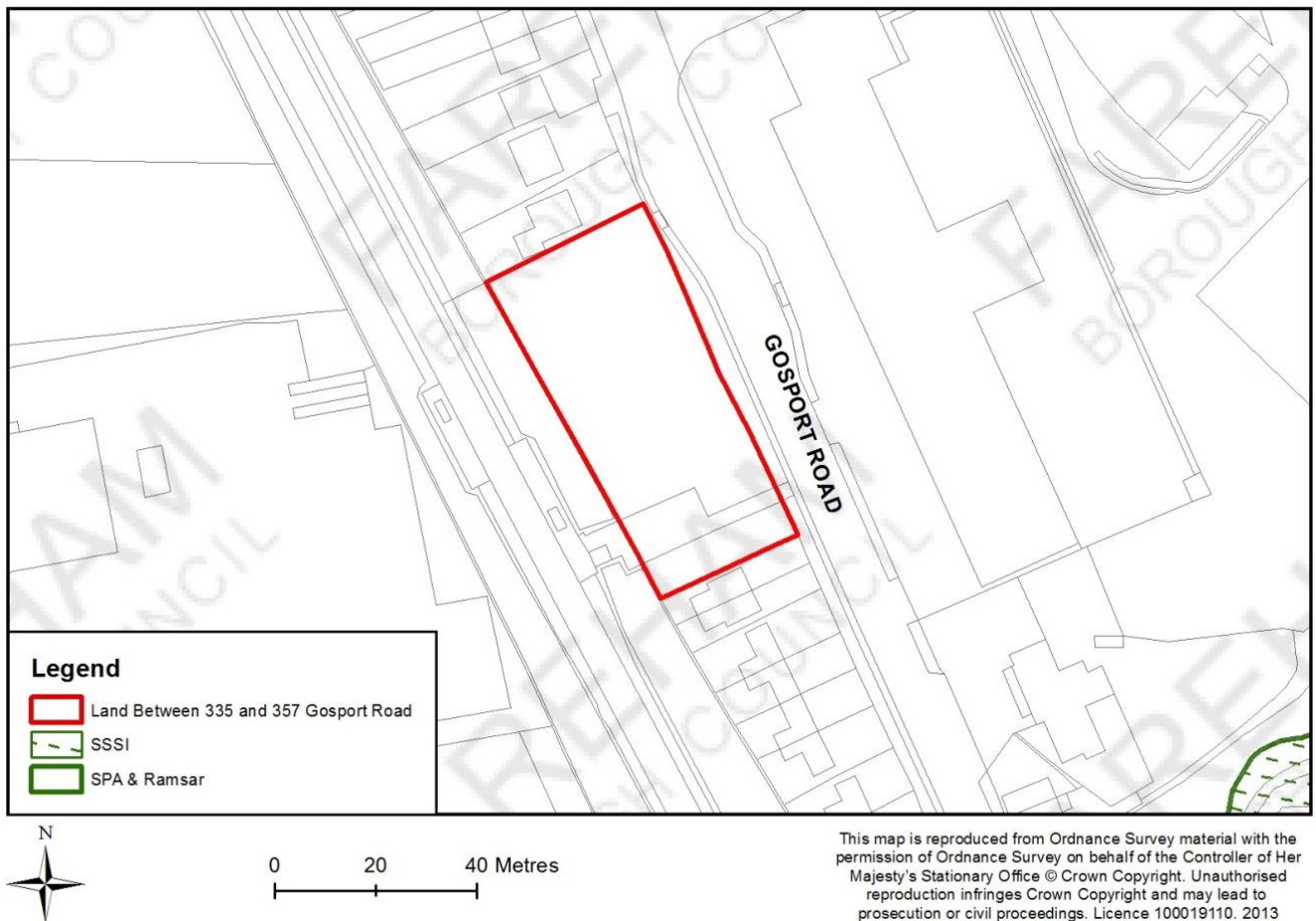
Housing Site H3: Former Community Facilities, Wynton Way



Site ID (referenced in SHLAA)	1058
Site Address	Former Community Facilities, Wynton Way
Location	Located behind the properties fronting onto Hillson Drive and Wynton Way.
Ward	Fareham North West
Settlement Area	Fareham
Site Area	0.43 ha
Planning Status	None
Potential Use & Indicative Capacity	Residential (10 dwellings)
Key Planning & Design Issues	Current use deemed surplus to requirements by Hampshire County Council. The surrounding area is almost entirely semi-detached properties at a

	<p>relatively low density. The site itself is located between the houses of Wynton Way and Hillson Drive, with Oak Meadow and the Primary School to the south. The proximity to existing residential properties and school will need to be taken into account in any proposal to avoid loss of privacy/overlooking.</p> <p>The access road would be suitable to serve up to ten additional dwellings although improvements will be required to bring the access up to adoptable standard. Dependent upon the scale of development, the access may also need to be widened. The layout of the site would need to accommodate access to the Day Centre and may need to provide rear access to the eight further adjoining properties that front onto Hillson Drive. Given the location of the site in relation to the primary school to the south, the opportunity to introduce a pedestrian/cyclist route from Wynton Way through the site, to the school should be explored.</p> <p>Historical land-use records indicate that site contamination could be present.</p> <p>Site development may result in loss of general local biodiversity interests, and may have impact on protected species. Further investigative measures will be required to determine the ecological value at the site.</p> <p>There are no protected trees although there are significant Fareham Borough Council & Hampshire County Council owned trees, mostly oak, with the site. These assets should be retained or protected, where possible.</p> <p>Garages may need to be relocated or re-provided within the development.</p>
Capacity & Rationale	<p>The most likely form of development is probably a two storey block of flats, although two small terraced rows may also be suitable. Either solution is likely to yield 8-10 dwellings, but this would need to take account of the amenity of neighbouring residential properties as well as security of the school.</p>
Information Required	<p>A suitable access solution will need to be demonstrated before the site can be developed.</p> <p>A desktop survey will be required to determine the risk of and, if necessary, the extent of contamination.</p> <p>Prospective developers should consult Environmental Health to discuss proposals and determine whether a contaminated land investigation might be required.</p> <p>Proposals for development would be required to provide an ecological survey and assessment. Bat populations recorded in the locality. Prospective developers must demonstrate that there will be no</p>

	<p>impacts to bat roosts. Any ecological impacts highlighted will need to be appropriately mitigated.</p> <p>Potential for previously unknown heritage assets but site history may have removed some archaeological potential. Any planning application must include a Heritage Statement that addresses archaeology.</p> <p>To ensure high quality trees are retained, where possible, proposals will require a Tree Survey and impact assessment to be completed in consultation with the Council's Tree Officer.</p>
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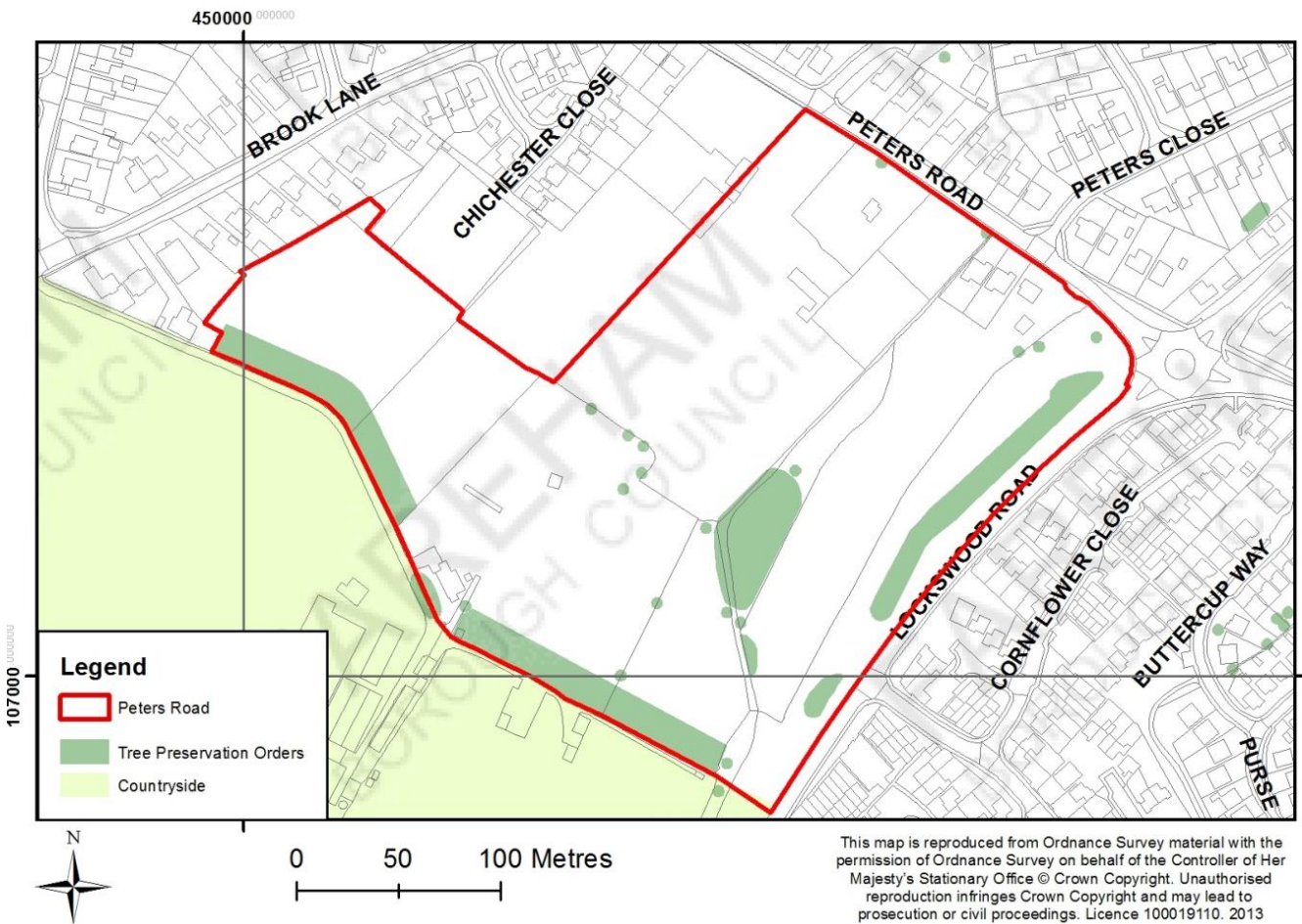
Housing Site H4: Land between 335 and 357 Gosport Road

Site ID (referenced in SHLAA)	1076
Site Address	Land between 335-357 Gosport Road
Location	Between Gosport Road and the new Bus Rapid Transit (BRT) route along the former railway line.
Ward	Fareham East
Settlement Area	Fareham
Site Area	0.23ha
Planning Status	None
Potential Use & Indicative Capacity	Residential (10 dwellings).
Key Planning & Design Issues	Hampshire County Council has indicated that part of this site may be required as a temporary construction works compound associated with the BRT. The site is therefore considered to be a medium to long term development ambition depending on the timescale for the construction

	<p>of the final phases of the BRT route. The recently constructed access ramp up to the BRT platforms should be retained.</p> <p>An intermediate pressure gas main crosses the site.</p> <p>The prevailing residential character of this part of Gosport Road is semi-detached properties set back from the highway. A similar form of development will be expected.</p> <p>Historic and current land uses may give rise to contamination and amenity issues, respectively: Newgate Lane industrial area, railway factories, former tramway power station, bus depot, former garage and/ or filling station and possible infill/ land raising.</p> <p>The land lies within 200m of the Portsmouth Harbour SPA/Ramsar/SSSI. The site is located within 500m of 1 'uncertain' wading bird site and 1 Brent Geese site. Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal.</p>
Capacity & Rationale	Reflecting the prevailing surrounding residential character across the whole site area could yield between 8-10 semi-detached houses.
Information Required	<p>Any proposal for the site will be required to demonstrate that it will not have any significant adverse impacts on the Portsmouth Harbour SPA, Ramsar and SSSI. Proposals for development would be required to provide an ecological survey and assessment and impacts appropriately mitigated.</p> <p>An assessment of the trees on site will be needed to ensure all high quality trees are retained, where possible.</p> <p>Land use records identify potential for contamination at the site. Depending on the nature and extent of contamination a contaminated land site investigation will be required. Given the proximity and surface water pathway to Portsmouth Harbour, a Construction Environmental Management Plan (CEMP) would be required to prevent contamination during development. Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA. Possible mitigation measures are set out in the HRA accompanying this plan.</p> <p>Any rerouting of the gas main will need to be provided at the expense of the developer. Alternatively, an easement could be created with dimensions to be agreed with the Council and the service provider.</p> <p>Study required to demonstrate whether the nearby 'uncertain' wading bird and Brent Geese sites are 'important'. If any of these sites are shown to be important for wading birds and/or Brent Geese, further evidence and/or mitigation proposals may be required (see DSP 14:</p>

	<p>Supporting Sites for Brent Geese and Waders).</p> <p>Given that the site is around 100m from the Portsmouth Harbour SPA/Ramsar/SSSI it will need to demonstrate that there will be no adverse impact on this area due to construction noise. Mitigation measures may be required.</p>
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Housing Site H5: Peters Road, Sarisbury



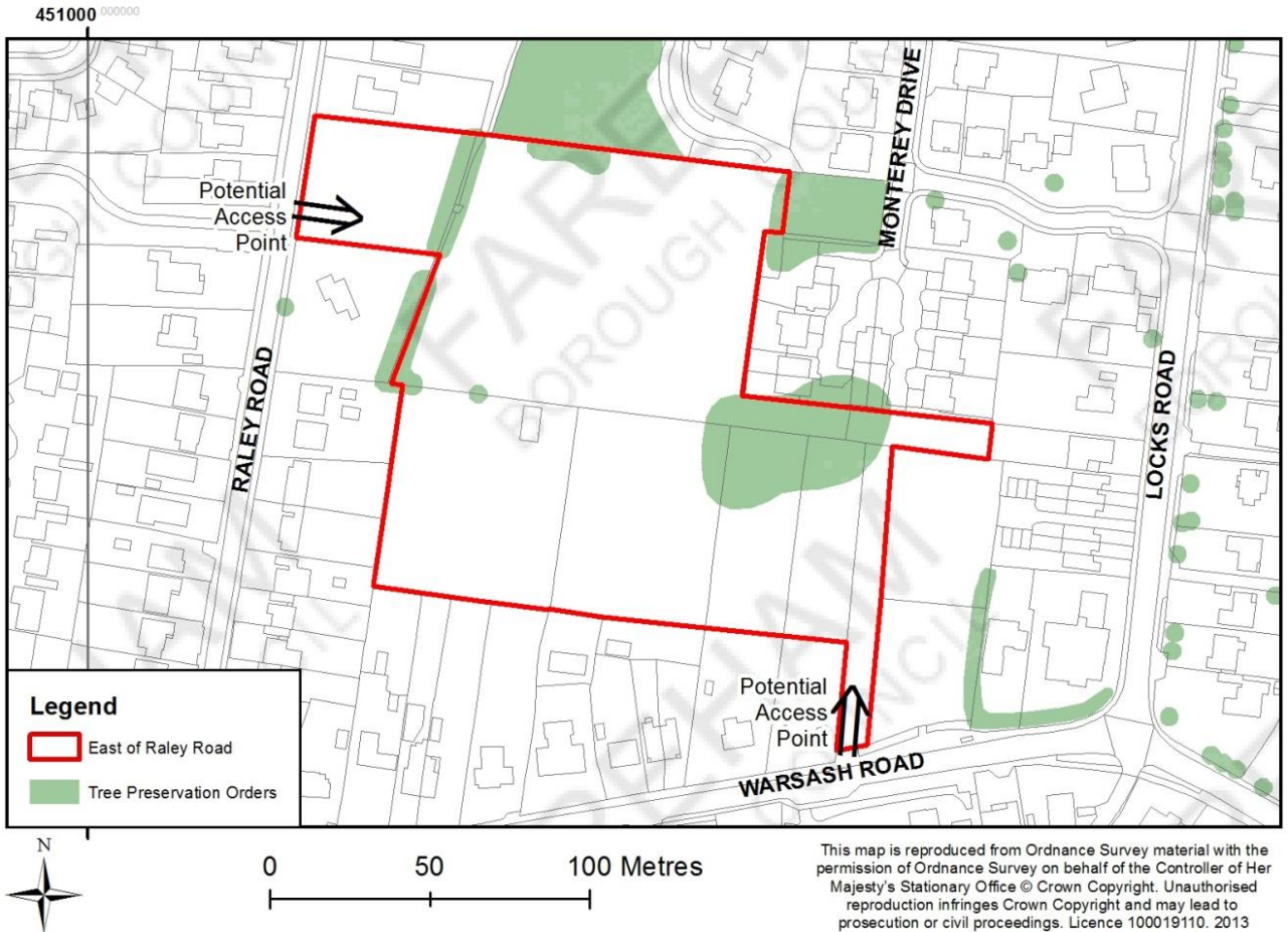
Site ID (referenced in SHLAA)	41
Site Address	Peters Road, Sarisbury
Location	South of Peters Road, between Lockswood Road and Brook Lane.
Ward	Sarisbury
Settlement Area	Western Wards and Whiteley
Site Area	7.586 ha
Planning Status	<p>Hybrid planning application for 307 dwellings. Renewal of hybrid application sought but not yet determined.</p> <p>A development brief for residential development at Peters Road was adopted by Fareham Borough Council on 15 November 2007. This Brief should be read alongside the 2007 Peters Road Development Brief.</p> <p>Detailed planning consent was granted for 49 units on part of the site</p>

	<p>in 2013.</p> <p>A subsequent appeal for an alternative scheme comprising of 206 dwellings on part of the site was allowed in 2014.</p>
Potential Use & Indicative Capacity	Residential (230 dwellings) ¹⁰⁷
Key Planning & Design Issues	<p>The surrounding area is predominantly residential, with countryside to the south. The residential development is a mix of styles and ages, but the prevailing character is family housing with a density of between 25-35 dwellings per hectare (dph).</p> <p>There are substantial areas of tree coverage on the site, especially along the eastern boundary with Lockwood Road and along old field boundaries. An area TPO covers the site. These assets should be retained or protected, where possible. A water course runs parallel to the Lockwood Road tree belt and there are also drainage ditches all of which need to be considered as part of a sustainable urban drainage system. All trees, watercourses and ditches will need to be carefully assessed and positively incorporated into the development design.</p> <p>Development will be required to provide a 15m planting belt to the southern boundary.</p> <p>Ecological mitigation (based on ecological assessment) must be designed into the proposal.</p> <p>Southern Water sewerage infrastructure crosses this site. Diversion required or buildings and substantial tree planting should provide a sufficient easement to enable access for future maintenance and upsizing.</p>
Capacity & Rationale	<p>The predicted capacity is dependent on the development mix in terms of the number and size of dwellings. The level of flats is anticipated to be lower than the hybrid approval totalling 307 dwellings; as this capacity has an extant consent and therefore represents the upper end of the capacity range for this site.</p> <p>Planning consent has been granted for 49 dwellings on 1.35 ha to the northwest corner of the site; this included a proportion of flats and public open space. This part of the site, including the public open space, had a density of 36 dwellings per hectare. Excluding the open space (approximately 0.2ha), the built form density is approximately 42 dph.</p> <p>A scheme for 206 dwellings was refused in 2013 (appeal pending), which represents an average density across the site of 32 dph. The</p>

¹⁰⁷ This indicative capacity estimate differs slightly from that set out in the 'capacity rationale' section due to rounding.

	<p>application boundary excluded the land consented for 49 dwellings and a number of smaller parcels along the site's periphery which, together represent a total area of approximately 1.27ha.</p> <p>Using the scheme for 49 dwellings as a template (taking account of the need to protect large areas of woodland and introducing the 15m landscape belt reduces the developable area), the remainder of the site has a net developable area in the region of 5.11 ha. Applying a density of 39 dph as a template, (an assumption which accounts for on-site open space) the predicted capacity, assuming the same development mix and general scale of development, would give a capacity in the region of 200 dwellings on the remaining part of the site. The estimate excludes the site of 22 Peters Road which has not yet come forward for development. If this site does come forward at a later date, the total site area would increase by 0.2 ha. These frontage areas are less dense and a predicted capacity of approximately 8 dwellings is reasonable. The total capacity for this part of the site (excluding the 49 consented dwellings) is 208 dwellings. Including the consented 49 dwellings, the total site could yield 257 dwellings, which represents the lower end of the capacity range for this site.</p> <p>Using the information presented above, the lower end of the capacity range is calculated as 255 dwellings (rounded to nearest 5 from 257) and the upper end 305 dwellings (rounded to nearest 5 from 307).</p>
Information Required	<p>To ensure high quality trees are retained, where possible, proposals will require a Tree Survey and impact assessment to be completed in consultation with the Council's Tree Officer.</p> <p>The site has local ecological value for protected species and general biodiversity, and bats are recorded in the general area. Proposals for development would be required to provide an ecological survey and assessment, and potential ecological impacts highlighted appropriately mitigated and designed into the proposal.</p>

Housing Site H6: East of Raley Road, Locks Heath



Site ID (referenced in SHLAA)	58
Site Address	East of Raley Road, Locks Heath
Location	Situated in Locks Heath to the north of Warsash Road, East of Raley Road and to the West of Locks Road.
Ward	Locks Heath
Settlement Area	Western Wards and Whiteley
Site Area	2.12 ha
Planning Status	None
Potential Use & Indicative Capacity	Residential (50 dwellings).
Key Planning & Design Issues	Low density housing will be expected to front on to Raley Road and provide a continuation of the existing frontage. There is a row of TPO trees to the rear of 24 Raley Road and TPO

group of trees to the east of the site (which could be used positively, possibly as an extension to the open space/play area to the south east corner). These assets should be retained as far as possible. Opportunities should also be explored to provide north/south and east/west greenway links through the development site linking with the wider greenway network and nearby key cycling and pedestrian routes that traverse the area. Particular attention should be given to continuation and/or connection to the adjacent/nearby Woodpecker Copse / St. Johns Greenway, Upper Brook Road/Raley Road Green Corridor, the Monterey Drive Greenway and Sustrans cycle network.

The scheme is expected to consist predominantly of two-storey family housing of a mix of detached, semi-detached and small groups of 3 or 4 terraced units. A small number of well-designed low key flats amongst housing are also considered appropriate. Proposals should take into account the TPO trees and ensure connection to the wider greenway network beyond the site through developing the east/west Upper Brook/Raley Road Greenway (pedestrian and cycle link) and providing links to the greenway, which extends north of the site.

Due to land ownership fragmentation, the site may not come forward as a single proposal. If the site is developed in a piecemeal manner, it is essential that the separate proposals for the site relate to each other to ensure that connectivity, legibility and permeability between them are not lost. Developer contributions should be considered across the whole site.

Access to the development via Warsash Road is considered acceptable but only appropriate to serve a limited number of dwellings and not the entire site. Any loss of the George V Recreation Ground/Amenity Greenspace would need to be re-provided within the site in line with Policy CS21: Protection and Provision of Open Space. Access to the site from Raley Road is capable of serving the whole site. If the northern section is developed in advance of the southern section, access to the southern section should be gained through the development to the north and not from Warsash Road. If access is to be provided to both Warsash Road and Raley Road, vehicular movements between these roads, through the site should be restricted. Any proposal should allow for non-vehicular connections between the two sites.

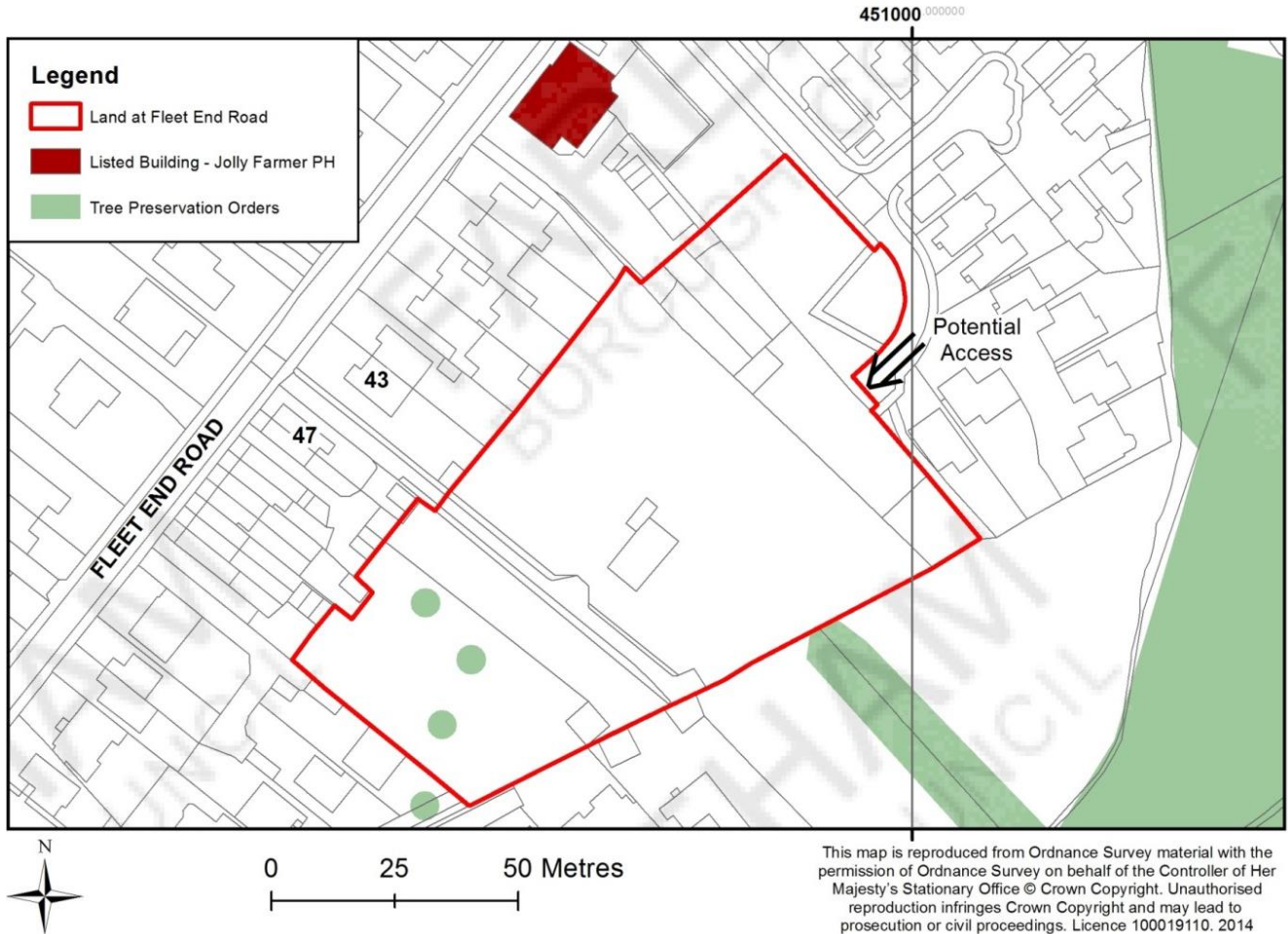
Proposals for development would be required to provide an ecological survey and assessment. Any potential ecological impacts highlighted will need to be appropriately mitigated.

A watercourse runs north to south toward the eastern boundary of the site. Where possible, this asset should be incorporated into the development and options should be explored to use the stream to provide sustainable urban drainage.

Southern Water sewerage infrastructure crosses this site. Diversion required or buildings and substantial tree planting should provide a

	sufficient easement to enable access for future maintenance and upsizing.
Capacity & Rationale	<p>The developable area of the site should consider the trees with TPOs, greenway, new open space and, if necessary, land for replacement play space. Assuming an average density of 30dph, a capacity of around 50 dwellings could be achieved. This would necessitate a local area of play which should be consolidated with the existing provision to the southeast corner of the site, where possible. It may be appropriate for the northern section and southern section to be delivered separately. The northern section and southern section could yield around 30 dwellings and 20 dwellings, respectively.</p> <p>The surrounding residential development is varied in form and scale, but is mostly two-storey family housing. More recent infill at Grovebury, Stillmeadows and Danehurst Place are all larger detached properties, built to relatively modest densities. In 2011 a scheme for 10 dwellings at the end of Monterey Drive was granted on appeal. This was for detached family housing at a density of 25 dwellings per hectare. The varied character of the surrounding residential development should be reflected in the site design.</p>
Information Required	<p>It is also important that developer contributions (including but not limited to affordable housing and open space provision) are considered for the site as a whole and not for each individual land parcel. This should be addressed by the applicant(s)/developer(s) through the preparation of an indicative master plan for the whole site.</p> <p>To ensure high quality trees are retained, where possible, proposals will require a Tree Survey and impact assessment to be completed in consultation with the Council's Tree Officer.</p> <p>Archaeological data in the wider area, including archaeological evidence encountered during development, suggests that there is some potential for prehistoric evidence. There is potential for previously unknown heritage assets but site history may have removed any archaeological potential. Any planning application must include a Heritage Statement that addresses archaeology.</p> <p>The site has suspected botanical value/local ecological value for protected species (reptiles and badgers recorded on site) and general biodiversity. Proposals for development would be required to provide an ecological survey and assessment. Any adverse impact on biodiversity should be appropriately mitigated, if possible.</p>

Housing Site H7: Land at Fleet End Road, Warsash

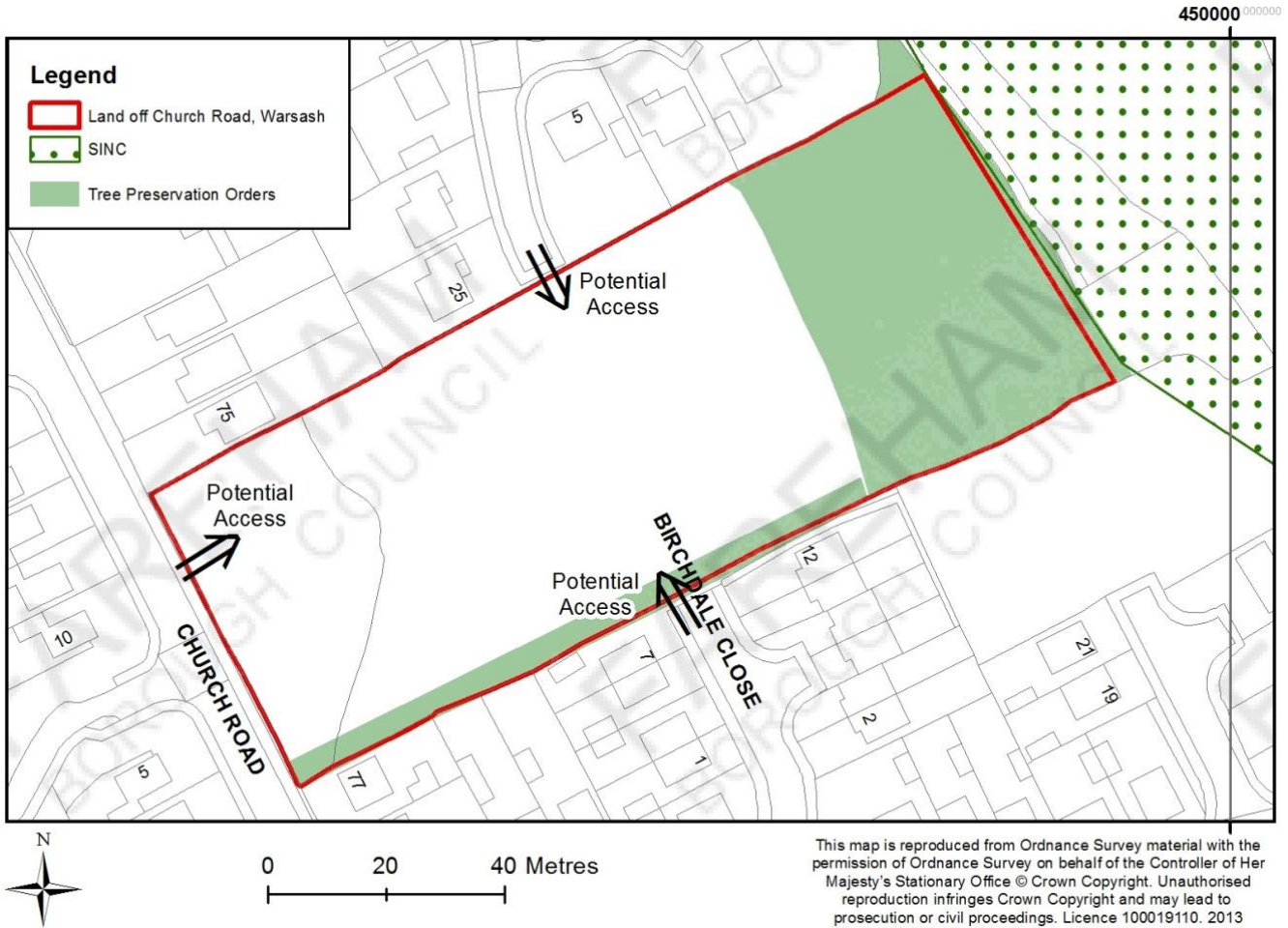


Site ID (referenced in SHLAA)	1068
Site Address	Land at Fleet End Road, Warsash
Location	The site consists of a number of land parcels: part of the Jolly Farmer pub garden, the property and garden of 45 Fleet End Road, part of the front garden of 32 Green Lane and a strip of land to the rear of 47 Fleet End Road. The site is located to the east of Fleet End Road and Green Lane and to the South of Shorewood Close.
Ward	Warsash
Settlement Area	Western Wards and Whiteley
Site Area	0.79 ha
Planning Status	None
Potential Use & Indicative Capacity	Residential (10 dwellings). The capacity of the site is dependent on access arrangements and the availability of land for development.

Key Planning & Design Issues	<p>Due to land ownership, the site may not come forward as a single proposal. If the site is split, It is essential that the separate proposals for the site relate to each other to ensure that connectivity, legibility and permeability between them are not lost.</p> <p>The area that is available for development will impact on development form, as consideration will need to be given to existing residential properties, the trees on site, and the setting of the listed Jolly Farmer pub.</p> <p>Access to the site via Shorewood Close, using land owned by the Jolly Farmer, would be suitable to serve redevelopment of the site of up to approximately 25 dwellings.</p> <p>Ecological considerations: general biodiversity interest, the land is varied in terms of the quality of habitat and species richness. The site is over 1 km to Solent Maritime Special Area of Conservation (SAC) and Solent and Southampton Water Ramsar and within 10 km of several European sites. Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal. Development may potentially impact on protected species within and adjacent to the site.</p> <p>Three protected oaks are located to the southwest of the site and should be considered as part of the scheme and retained, where possible, in consultation with the Council's Tree Officer.</p> <p>Where possible the open space as part of the Shorewood Close development should be properly integrated with any on-site open space provision that may be required at this allocation to ensure a more usable space is created. Opportunities should also be explored to continue the greenway (between 30 and 36 Fleet End Road) to enable non-vehicular linkages through the site to the adjacent wooded and countryside areas to the south and to Warsash Common and Sovereign Crescent Green Corridor further beyond.</p> <p>Southern Water sewerage infrastructure crosses this site. Diversion required or buildings and substantial tree planting should provide a sufficient easement to enable access for future maintenance and upsizing.</p>
Capacity & Rationale	<p>Shorewood Close development to the north of the site, which was part of the original allocation, has been built at a density of approximately 33dph. The surrounding development is varied in scale and form, with some terraced two storey properties on Fleet End Road as well as detached bungalows. The more recent Shorewood Close development consists of mainly detached two storey dwellings. Green Lane, to the south, is a semi-rural lane made up of relatively large detached properties which vary in age.</p> <p>The amount of land available for development, the choice of access(es) and degree to which the access(es) can be upgraded, if</p>

	<p>required, will inevitably influence the overall capacity of the site. However, a density of between 10 and 25dph could be considered appropriate.</p>
<p>Information Required</p>	<p>Historic land-use records indicate that there is the possibility of contamination at the site. The car park of the pub may not be suitable for turning into soft landscaping/garden without new topsoil. There is a pit approximately 78m to the south that may have been subject to infilling. A desk study is required in the first instance, a site investigation may be required depending upon results of the desk study and site layout.</p> <p>Archaeological data in the wider area, including archaeological evidence encountered during development, suggests that there is some potential for prehistoric evidence. There is potential for previously unknown heritage assets but site history may have removed any archaeological potential. Development of the site would be required to demonstrate that it would not adversely affect the setting of the listed Jolly Farmer Public House (Grade II listed). Any planning application must include a Heritage Statement that addresses archaeology and the impact on the listed building.</p> <p>The site is likely to have local ecological value for protected species (reptiles and badgers recorded on site) and general biodiversity interest. Proposals would be required to provide an ecological survey and assessment. Any adverse impact on biodiversity should be appropriately mitigated, if possible. Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA. Possible mitigation measures are set out in the HRA accompanying this plan.</p> <p>To ensure high quality trees are retained, where possible, proposals will require a Tree Survey and impact assessment to be completed in consultation with the Council's Tree Officer.</p> <p>It is also important that developer contributions (including but not limited to affordable housing and open space provision) are considered for the site as a whole and not for each individual land parcel. This should be addressed by the applicant(s)/developer(s) through the preparation of an indicative master plan for the whole site.</p>

Housing Site H8: Land off Church Road, Warsash

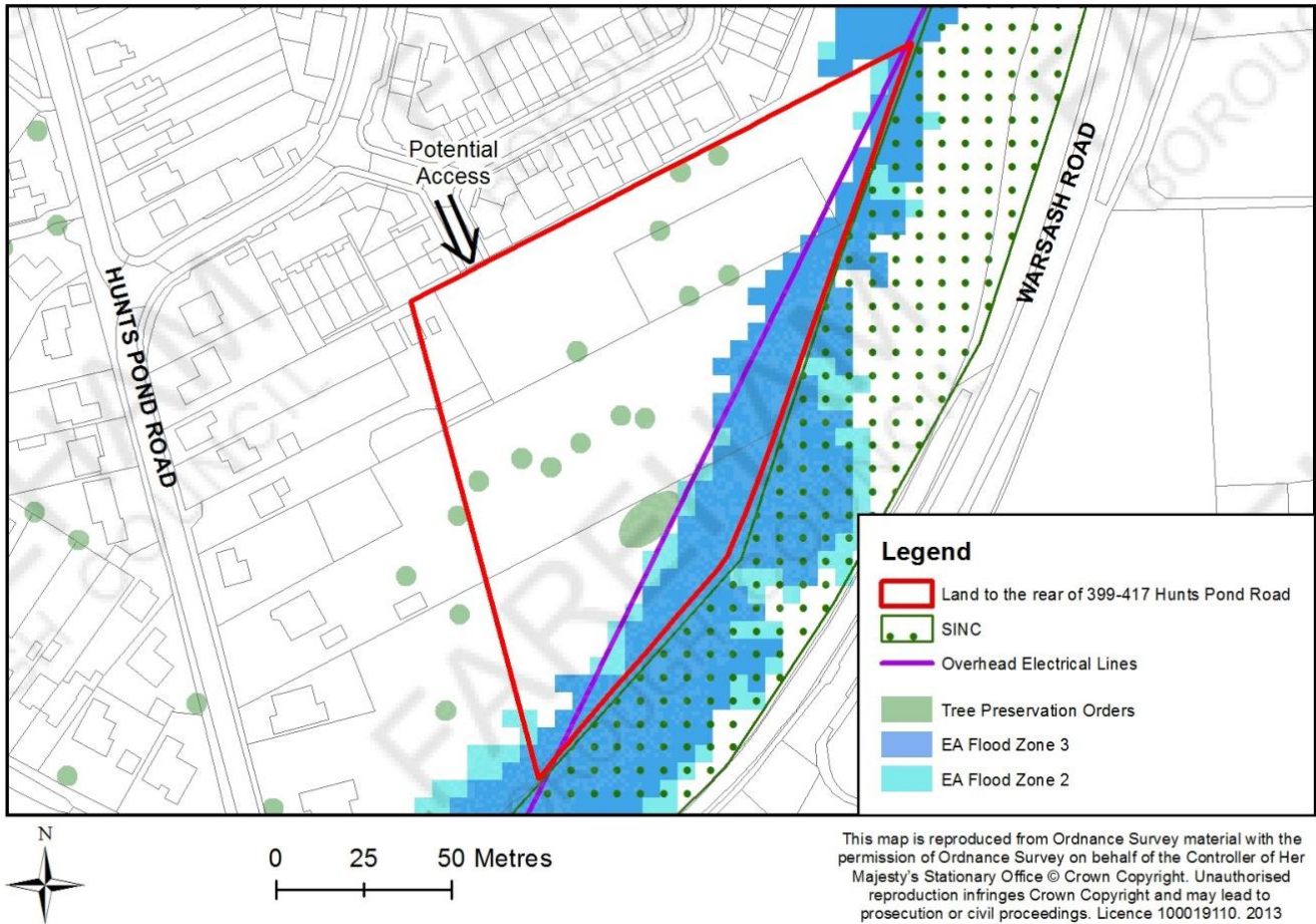


Site ID (referenced in SHLAA)	1070
Site Address	Land off Church Road, Warsash
Location	The site is located to the east of Church Road, north of Birchdale Close and south of Elmdale Close. Warsash Common is located to the west of the site.
Ward	Warsash
Settlement Area	Western Wards and Whiteley
Site Area	0.90 ha (gross) 0.5 ha (net)
Planning Status	None
Potential Use & Indicative Capacity	Residential (20 dwellings)
Key Planning & Design Issues	Woodland tree preservation order to the east boundary of the site. These assets should be protected, where possible.

	<p>Archaeological data in the wider area, including archaeological evidence encountered during development, suggests that there is some potential for prehistoric evidence.</p> <p>Various access options are available. Access directly to Church Road should incorporate a staggered traffic calmed junction adjacent to the Cheviot Green junction. The layout of the development will be dependent on the chosen access solution.</p> <p>Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal. Adjacent to Warsash Common Local Nature Reserve and Land south of Dibles Road Site of Importance for Nature Conservation (SINC) and within 400 m of Hook with Warsash Local Nature Reserve (LNR). Site development may result in loss of general biodiversity interest, and may have impacts on protected species. Proposals would need to consider any adverse impacts development may have (including in-combination with other developments in the vicinity) on designated sites. The site is likely to support various protected species and is almost wholly of semi-natural habitat, some of which may be botanically valuable. The site is located adjacent to Warsash Common LNR and Land south of Dibles Road SINC. Where possible direct links to Warsash Common should be sought, providing this does not result in any adverse impacts on biodiversity.</p> <p>Southern Water sewerage infrastructure crosses this site toward the east boundary. Diversion required or buildings and substantial tree planting should provide a sufficient easement to enable access for future maintenance and upsizing.</p> <p>Opportunities should also be explored to provide a greenway link from the development site to the countryside area beyond the site to the east with provision for linkages to the wider recreational network.</p>
Capacity & Rationale	<p>To the rear of the site is a large area of protected trees which cut the developable area by almost a half. It is expected that the remaining trees and greenery on site should be retained and taken advantage of, where appropriate, in order to retain the green feel of the wider area. Taking account of the percentage of the site that is not developable, and using a density of 40dph the capacity could be around 20 dwellings.</p> <p>Church Road is a relatively 'green' residential road which is also home to Hook-with-Warsash School. The majority of the surrounding development is two-storey, detached or semi-detached family housing. The Oakwood Close development to the south of the site has a density of 30-40dph.</p>
Information Required	<p>Historic land-use records indicate that there is the possibility of contamination at the site. The site is adjacent to a former scrap yard</p>

	<p>and within 250m of a historic landfill site. A desk study is required in the first instance, a site investigation may be required depending upon results of the desk study and site layout.</p> <p>Potential for previously unknown heritage assets but prior site history may have removed any archaeological potential. Any planning application must include a Heritage Statement that addresses archaeology and the impact on the listed building.</p> <p>To ensure high quality trees are retained, where possible, proposals will require a Tree Survey and impact assessment to be completed in consultation with the Council's Tree Officer.</p> <p>Ecological survey and assessment should be undertaken to demonstrate that there will be no adverse impacts upon the Warsash Common LNR, land south of Dibles Road SINC or any identified protected species within or adjacent to the site that could be affected by a proposal. Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA. Possible mitigation measures are set out in the HRA accompanying this plan.</p>
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Housing Site H9: Land to the rear of 399-417 Hunts Pond Road



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Site ID (referenced in SHLAA)	1072
Site Address	Land to the rear of 399-417 Hunts Pond Road
Location	This site lies to the east of Hunts Pond Road and to the south of the housing development (currently under construction) at Hunts Pond Road.
Ward	Titchfield Common
Settlement Area	Western Wards and Whiteley
Site Area	1.34 ha
Planning Status	Remaining part of a larger allocation site for which a development brief was adopted by the Council in January 2007 ¹⁰⁸ .
Potential Use & Indicative Capacity	Residential (20 dwellings)

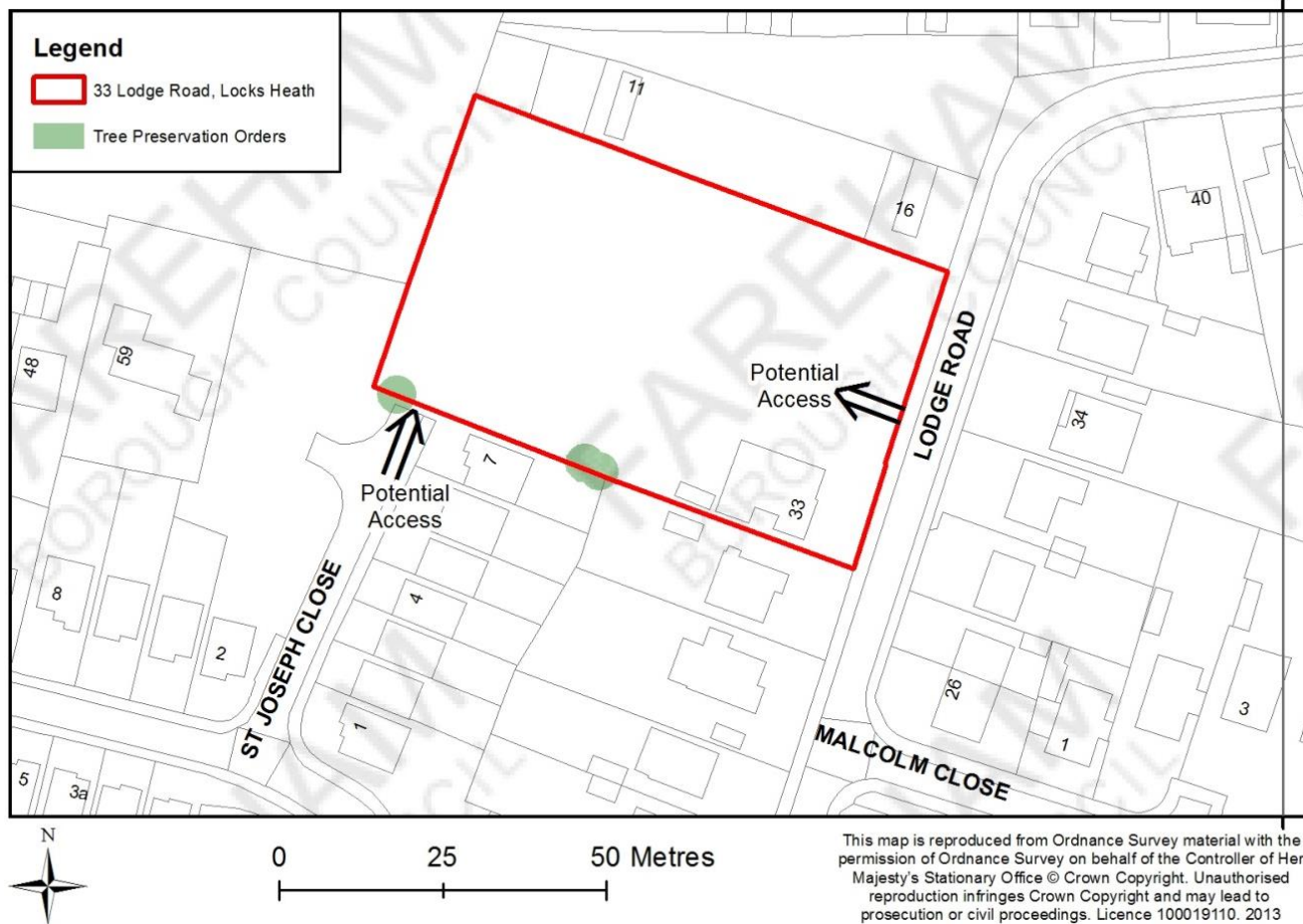
¹⁰⁸ HGP Architects (January 2007) Hunts Pond Road Development Brief

Key Planning & Design Issues	<p>Proposals would need to be restricted to the eastern edge to provide a 'no development zone' under the power lines and the area identified as flood zone 2 and 3.</p> <p>A number of trees with TPOs are present on the site. These assets should be protected, where possible.</p> <p>Access to the site should be gained from the access point via the development to the north as set out on the indicative master plan for the wider Hunts Pond Road development. Access should not be gained directly to Hunts Pond Road.</p> <p>The site is adjacent to The Wilderness SINC, designated for ancient woodland and a significant population of dormice. Appropriate mitigation (including buffering and replacement planting) will need to be designed into the proposal. Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal.</p> <p>Localised drainage issues in and/or around the site should be addressed through a Drainage Strategy.</p>
Capacity & Rationale	<p>The development principles set out in the adopted Hunts Pond Road Development Brief (2007), identify this area of the Hunts Pond Road allocation for lower density 2 storey development and included provision for an area of public open space.</p> <p>The indicative master plan, supplied as part of the original outline permission for the wider Hunts Pond Road site, estimated a capacity of approximately 17 dwellings comprising detached and semi-detached; this represents a density of 24 dph. In line with the 2007 Development Brief, the density of the site is considerably lower than the prevailing density and character of the recently completed part of the site.</p> <p>Taking into account the provision set out in the 2007 Development Brief and Master plan, indicative capacity estimates suggest the site is capable of accommodating around 20 dwellings. This results in an average development density of 15 dph. However, this density figure does not account for buffer land to the east or on-site open space provision that may be required.</p> <p>Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA. Possible mitigation measures are set out in the HRA accompanying this plan.</p> <p>Opportunities should be explored to improve access to the countryside areas around Chilling and Brownwich and assist with the delivery of the north/south greenway extending along the east boundary of the site and former allocation site directly to the north.</p>

Information Required	<p>Historic land use records indicate that a contamination assessment may be required.</p> <p>To ensure high quality trees are retained, where possible, proposals will require a Tree Survey and impact assessment to be completed in consultation with the Council's Tree Officer.</p> <p>Proposals for development would be required to provide an ecological survey and assessment. Any potential ecological impact highlighted will need to be appropriately mitigated.</p> <p>Proposals need to take account of the development exclusion zones for the Brownwich stream and overhead power lines.</p> <p>Potential for previously unknown Heritage Assets (archaeological remains) may need to be investigated. Any planning application must include a Heritage Statement that addresses archaeology.</p> <p>Ecological surveys and assessment must highlight any potential impacts on the stream, SINC or protected species within or adjacent to the land that will be affected by the proposal. Any potential ecological impacts highlighted will need to be appropriately mitigated.</p> <p>It is also important that issues such as the provision of affordable housing and open space and any other required contributions are considered for the site as a whole and not for each individual section.</p>
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Housing Site H10: 33 Lodge Road, Locks Heath

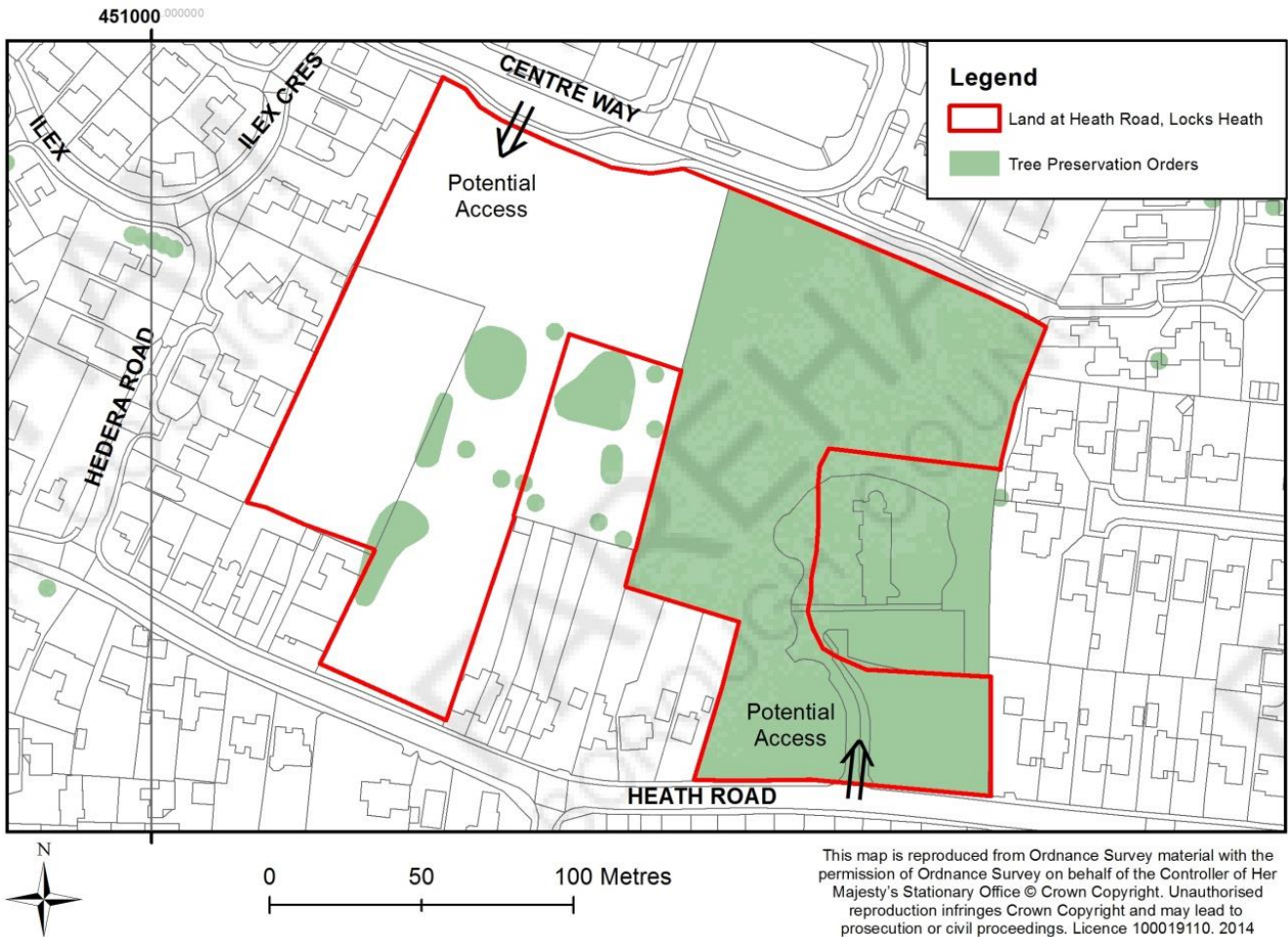
452000⁰⁰⁰⁰



Site ID (referenced in SHLAA)	1975
Site Address	33 Lodge Road
Location	This site is located in a residential area of Locks Heath to the West of Lodge Road and north of St Joseph Close.
Ward	Locks Heath
Settlement Area	Western Wards and Whiteley
Site Area	0.37 ha
Planning Status	None
Potential Use & Indicative Capacity	Residential (10 dwellings).
Key Planning & Design Issues	Access can be achieved via St. Joseph Close and/or Lodge Road. Where possible, development should front Lodge Road and extend the building line from St Joseph Close. Access to the site from St Joseph Close is likely to impact upon the Willow (subject to a TPO) to the southwest corner of the site. The

	<p>impact on the trees with TPOs should be considered in consultation with the Council's Tree Officer. These assets should be protected, where possible.</p> <p>There is potential to demolish the house at 33 Lodge Road or renovate it in order to bring it back into use.</p> <p>Opportunities should be sought to provide a continuation of the east/west greenway (pedestrian and cycle link) to ensure permeability through the development to increase accessibility to the Crispin Close/St Joseph Close open space and provide connections to the wider Western Wards greenway network.</p> <p>Southern Water sewerage (foul sewer) infrastructure crosses part of this site in an east to west direction. Diversion may be required or the development design should provide suitable easement for future maintenance and enhancing the infrastructure. A surface and foul water sewer runs under Lodge Road to the east of the site boundary.</p> <p>Bats have been recorded within the locality. The site has remained vacant for some time and may support biodiversity interests.</p> <p>Potential for previously unknown heritage assets (archaeological remains) may need to be investigated.</p>
Capacity & Rationale	<p>The surrounding character of the area generally comprises detached houses and bungalows, some chalet type, of varying sizes and gardens. This results in a low density character of between 25-30 dwellings per hectare, with a significant level and space for soft planting and occasional trees. Taking account of this character and having regard to the need to retain the Willow tree it is anticipated that a mix of detached and semi-detached properties will be acceptable, which results in an indicative capacity of 8-10 dwellings, depending on their size.</p> <p>The Nook Caravan site immediately to the north of this site is not carried as a housing allocation due to a significant deliverability issue, however, this site may come forward in the future as a windfall site. As such, opportunities should be explored to integrate Lodge Road allocation with the Nook Caravan Park site.</p>
Information Required	<p>Proposals for development would be required to provide a Heritage Statement that addresses archaeology.</p> <p>To ensure high quality trees are retained, where possible, proposals will require a Tree Survey and impact assessment to be completed in consultation with the Council's Tree Officer.</p> <p>Proposals for development would be required to provide an ecological survey and assessment. Any potential ecological impacts highlighted will need to be appropriately mitigated.</p>

Housing Site H11: Land at Heath Road, Locks Heath

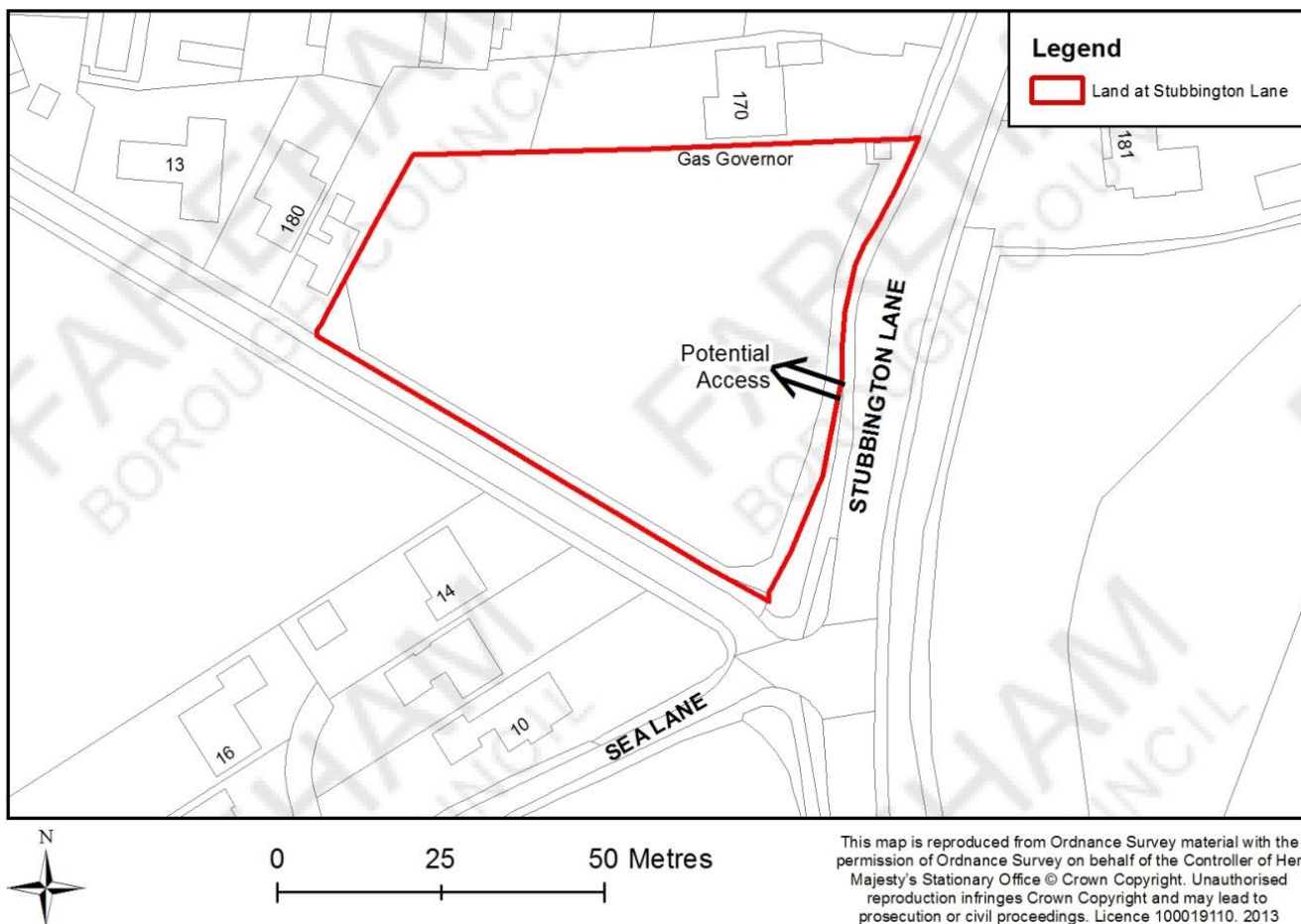


Site ID (referenced in SHLAA)	1007
Site Address	Land at Heath Road, Locks Heath
Location	This site is located to the south of Locks Heath District Centre and Centre way. The site is bounded to the south by Heath Road.
Ward	Locks Heath
Settlement Area	Western Wards and Whiteley
Site Area	2.978ha
Planning Status	This site has been declared surplus to requirement by the education authority, Hampshire County Council, and has subsequently been promoted for residential development.
Potential Use & Indicative Capacity	Residential (70 dwellings)

Key Planning & Design Issues	<p>Proposals on the site should have due regard to any future proposals to redevelop the District Centre, which is located to the north of the site.</p> <p>There is insufficient sewerage (the underground pipes that convey wastewater to the works for treatment) capacity in the network, closest to the site, to accommodate the anticipated domestic demand from this site. The development must provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water.</p> <p>Southern Water sewerage infrastructure crosses this site. Diversion required for buildings and substantial tree planting should provide for a suitable easement for future maintenance and upsizing.</p> <p>A number of trees with TPOs are present on the site. These assets should be protected, where possible. Ownership of the site is split between two parties. There is an adjoining piece of land, to the north of 44 to 52 Heath Road, where the ownership details are unknown. While the Council would support additional residential development on this adjoining piece of land it cannot be considered deliverable whilst ownership remains unknown.</p> <p>Creation of a north/south greenway route extension to provide links between Locks Heath District Centre to the north, Monterey Drive Greenway to the south and the Raley Road Allocation.</p> <p>The site is wooded (though not ancient) with some old boundary banks. Development may impact upon general biodiversity interest of local value, and may also increase recreation disturbance on the Locks Wood, Fareham SINC 100m to the north. Potential for reptiles, badgers and Dormice would need to be assessed through an Ecological Survey.</p>
Capacity & Rationale	<p>The site is capable of delivering around 70 dwellings, depending on the final mix between houses and flats. The capacity of the site has been calculated excluding the unregistered land. The capacity of the site may also be constrained by potential ecological issues and the TPOs that have been identified on the site.</p>
Information Required	<p>Former land uses within and adjacent to the southwest boundary indicate that proposals for development would be required to undertake a contamination investigation.</p> <p>Potential for previously unknown heritage assets (archaeological remains) may need to be investigated. Any planning application must include a Heritage Statement that addresses archaeology. The Heritage Statement must address the potential for Pleistocene archaeology.</p> <p>To ensure high quality trees are retained, where possible, proposals will require a Tree Survey and impact assessment to be completed in</p>

	<p>consultation with the Council's Tree Officer.</p> <p>The Environment Agency / drainage engineer should be consulted on requirements for watercourse on eastern boundary.</p> <p>Proposals for development would be required to provide an ecological survey and assessment. Any potential ecological impacts highlighted will need to be appropriately mitigated.</p> <p>Development proposals should consider potential landscape impacts and have regard to the Landscape Checklist for New Development in Hampshire and the Isle of Wight¹⁰⁹ (2009).</p> <p>It is also important that issues such as the provision of affordable housing and open space and any other required contributions are considered for the site as a whole and not for each individual section. This could be demonstrated through the preparation of an indicative master plan for the whole site.</p>
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¹⁰⁹ Hampshire Local Government Landscape Group (2009) Landscape Checklist for New Development in Hampshire and the Isle of Wight

Housing Site H12: Land at Stubbington Lane, Stubbington

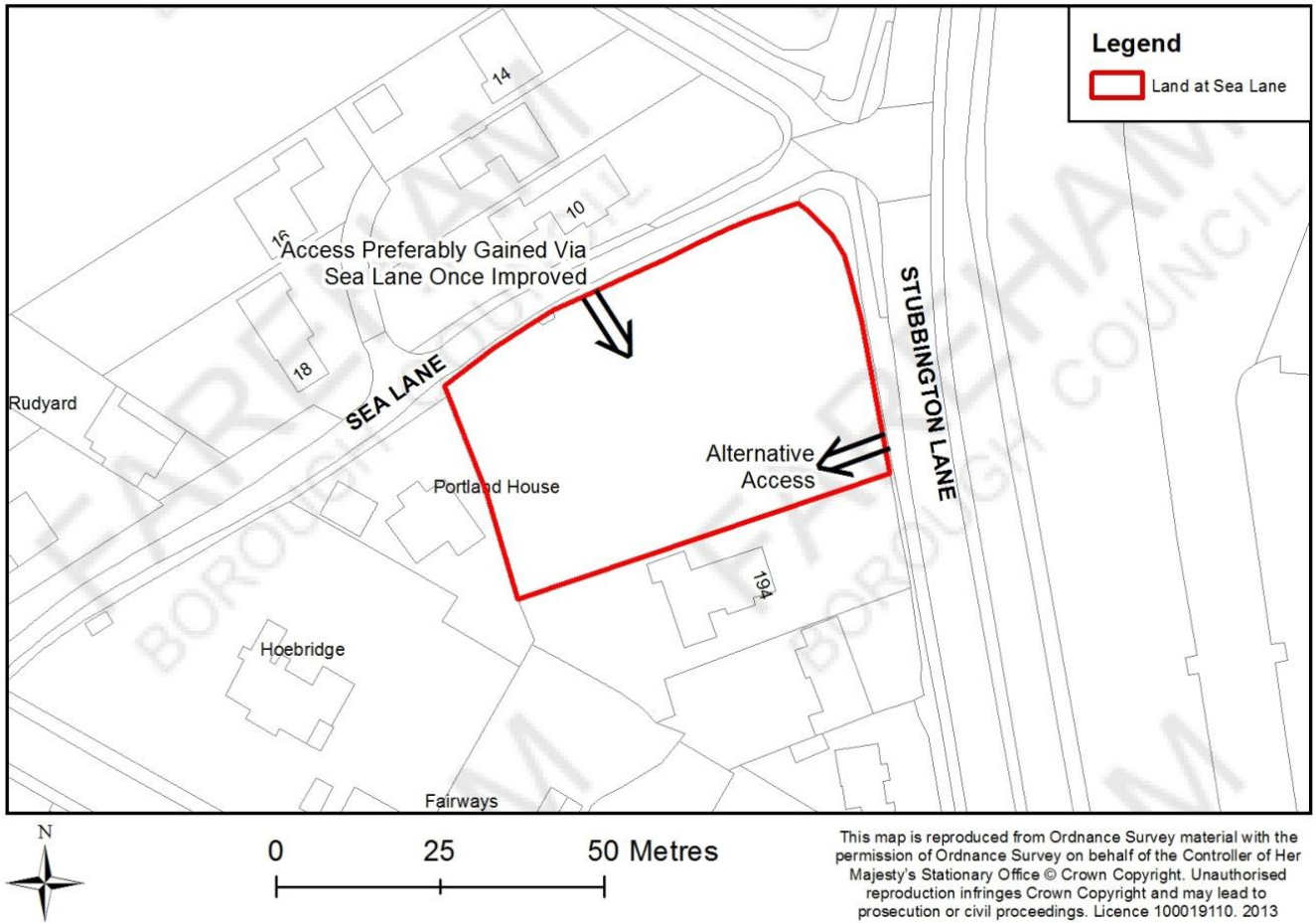
Site ID (referenced in SHLAA)	1078
Site Address	Land at Stubbington Lane, Stubbington
Location	Land to the west of Stubbington Lane and to the north of Sea Lane. Adjacent to Daedalus Enterprise Zone.
Ward	Hill Head
Settlement Area	Stubbington and Hill Head
Site Area	0.39 ha (gross) 0.37 ha (net) assuming retention of hedging and verge on southern boundary.
Planning Status	The site was identified through the Daedalus Visioning Framework prepared by the South East England Development Agency (SEEDA) in January 2009 ¹¹⁰ .
Potential Use & Indicative Capacity	Residential (10 dwellings) Self-build schemes are encouraged on this site.

¹¹⁰ SEEDA, (January 2009) Daedalus Visioning Framework

Key Planning & Design Issues	<p>The site is adjacent to the housing allocation; Land at Sea Lane, Stubbington (site reference: 1394). The two sites are separated by the access road leading to the Stubbington Study Centre. The character of the surrounding area should guide the development approach to this site, which should also be reflected in the adjacent site.</p> <p>Any new access onto Stubbington Lane will need to be sufficiently spaced from Sea Lane. Access off Stubbington Lane needs to be carefully assessed given the location of the bus stop and lay-by along the site frontage. This may require the closure of the bus stop / lay-by and its re-provision close-by in the locality.</p> <p>The site lies within 280m of Solent and Southampton Water SPA/Ramsar and Lee-on-the-Solent SSSI. Development must take into consideration this designation and the potential use for offsite foraging/breeding of the species for which they are designated. Mitigation required to offset impacts must be designed into the proposal. The site is located within 500m of 4 'uncertain' wading bird sites. Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal.</p>
Capacity & Rationale	<p>The neighbouring development to the south and north consists of mainly very large detached dwellings, typified by large gardens resulting in very low densities of between 15 and 19 dwellings per hectare. Further north, the more recent residential development at Mulberry Close and Ashton Way which reflect current garden space standards are slightly less spacious but still deliver family homes at a density of 22-26dph. Any proposal would be expected to front onto Stubbington Lane, (not the lane that leads to the Stubbington Study Centre in order to retain its rural setting and protect the existing hedgerow). Developing at a relatively modest 25dph to reflect current standards for detached dwellings would yield approximately 10 units.</p>
Information Required	<p>The site is close to Daedalus Airfield; a contamination assessment may be required.</p> <p>The topographic position in relation to the archaeological data known in the area would suggest some potential for prehistoric archaeology. Any planning application must include a Heritage Statement that addresses archaeology, particularly the potential for Pleistocene archaeology.</p> <p>Proposals for development would be required to provide an ecological survey and assessment. Any potential ecological impacts highlighted will need to be appropriately mitigated.</p> <p>A study is required to demonstrate whether or not the nearby 'uncertain' wading bird sites are 'important'. If any of these sites are shown to be important for wading birds, further evidence and/or mitigation proposals may be required (see DSP 14: Supporting Sites</p>

	<p>for Brent Geese and Waders). Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA. Possible mitigation measures are set out in the HRA accompanying this plan.</p>
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Housing Site H13: Land at Sea Lane, Stubbington



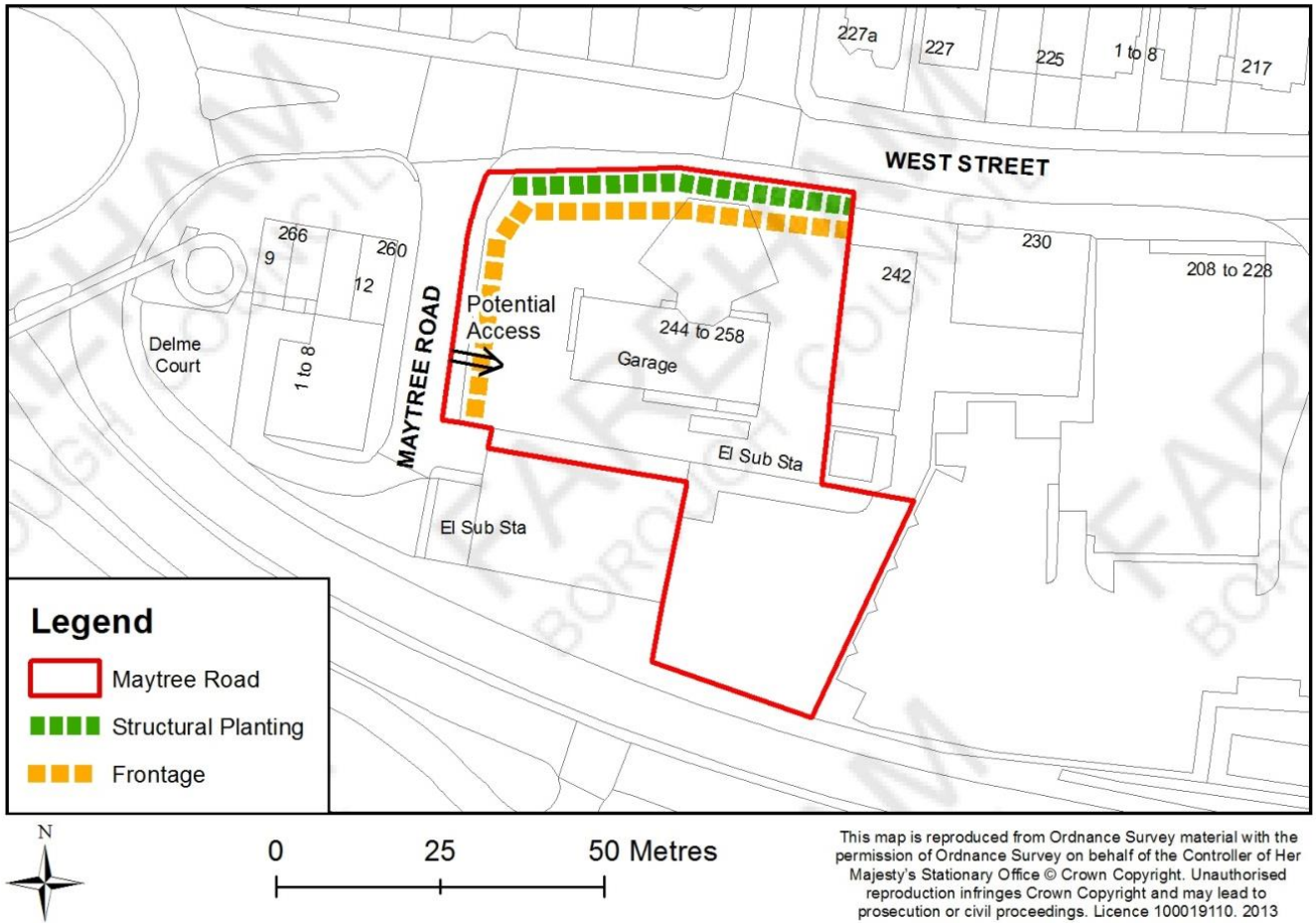
Site ID (referenced in SHLAA)	1394
Site Address	Land at Sea Lane, Stubbington
Location	Land to the west of Stubbington Lane and the south of Sea Lane. Adjacent to Daedalus Enterprise Zone.
Ward	Hill Head
Settlement Area	Stubbington and Hill Head
Site Area	0.25 ha
Planning Status	The site was identified through Daedalus Visioning Framework prepared by South East England Development Agency (SEEDA) in January 2009 ¹¹¹ .
Potential Use & Indicative Capacity	Residential (5 dwellings) Self-build schemes are encouraged on this site.
Key Planning &	The site is adjacent to the housing allocation; Land at Stubbington

¹¹¹ SEEDA (January 2009) Daedalus Visioning Framework

Design Issues	<p>Lane, Stubbington (site reference: 1078). The two sites are separated by the access road leading to the Stubbington Study Centre. The character of the surrounding area should guide the development approach to this site, which should also be reflected in the adjacent site.</p> <p>The character of the surrounding area is of low density, spacious plots with strongly landscaped boundaries and informal accesses. The key characteristics should generally be reflected in new development.</p> <p>Any new access onto Stubbington Lane will need to be sufficiently spaced from Sea Lane. This may require the closure of the bus lay-by and possibly its re-provision close-by in the locality.</p> <p>Preferably access should be gained from Sea Lane following improvements to its width and continuation of footway, but access from Stubbington Lane would be feasible for a small number of dwellings.</p> <p>The site lies within 280m of Solent and Southampton Water SPA/Ramsar and Lee-on-the-Solent SSSI. Development must take into consideration this designation and the potential use for offsite foraging/breeding of the species for which they are designated. Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal.</p> <p>The site is located within 500m of 4 'uncertain' wading bird sites.</p>
Capacity & Rationale	<p>Any proposal would be expected to front onto Stubbington Lane. Development at a relatively modest 25dph to reflect prevailing situation and character in the area would yield approximately 6 units. Tree retention and impact on neighbours may reduce the site capacity to 5 units.</p>
Information Required	<p>Due to the proximity to Daedalus Airfield, a contamination assessment may be required.</p> <p>Topographic position in relation to the archaeological data known in the area would suggest some potential for prehistoric archaeology. Any planning application must include Heritage Statement that addresses archaeology, particularly the potential for Pleistocene archaeology.</p> <p>Proposals for development would be required to provide an ecological survey and assessment. Any potential ecological impacts highlighted will need to be appropriately mitigated.</p> <p>A study is required to demonstrate whether the nearby 'uncertain' wading bird sites are 'important'. If any of these sites are shown to be important for wading birds, further evidence and/or mitigation proposals may be required (see DSP 14: Supporting Sites for Brent</p>

	<p>Geese and Waders). Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA. Possible mitigation measures are set out in the HRA accompanying this plan.</p>
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Housing Site H14: Maytree Road



Site ID (referenced in SHLAA)	154
Site Address	Maytree Road
Location	To the east of Maytree Road and to the south of West Street.
Ward	Fareham North
Settlement Area	Fareham
Site Area	0.36 ha
Planning Status	Consent granted (P/04/0355/FP) for 32 flats on former Fortnum Cars section of site.
Potential Use & Indicative Capacity	Residential (20 dwellings)
Key Planning & Design Issues	The site has a long frontage on to West Street and any design of a single block must be sufficiently articulated to create a sense of plot rhythm and reduce the likely mass. The Council will also accept an approach, which creates a number of separate blocks to reflect the plot sub-division on the north side of West Street opposite. In either

	<p>case the development will be required to be three-stories in height.</p> <p>Given its location, the Council will consider the provision of communal open space and will accept above ground level provision, including balconies.</p> <p>Development will need to take account of the amenity of residents by providing sufficient screening from Western Way to the south, and the adjacent electricity sub-station.</p> <p>Access should be obtained via Maytree Road, with additional access off of West Street avoided where possible.</p> <p>Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal.</p>
Capacity & Rationale	<p>The site could provide around 20 town houses utilising the former Fortnum car showroom and the Gillies car park.</p> <p>An alternative option for the site would be for a flatted development in line with the previous planning permission; this could potentially yield a much greater number of units.</p> <p>Given the location of the site within the Town Centre boundary, it is considered suitable for commercial uses; these could be incorporated at the ground floor level of a block of flats.</p>
Information Required	<p>Proposals for development would be required to provide an ecological survey and assessment. Any potential ecological impacts highlighted will need to be appropriately mitigated.</p> <p>Due to the previous land uses a contamination assessment may be required.</p> <p>A noise assessment should be carried out to ascertain the likely impact on future residents from adjacent Western Way.</p> <p>A study is required to demonstrate whether the nearby 'uncertain' wading bird sites are 'important'. If any of these sites are shown to be important for wading birds, further evidence and/or mitigation proposals may be required (see DSP 14: Supporting Sites for Brent Geese and Waders). Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA.</p>

Housing Site H15: Land to the rear of Red Lion Hotel, East Street and Bath Lane

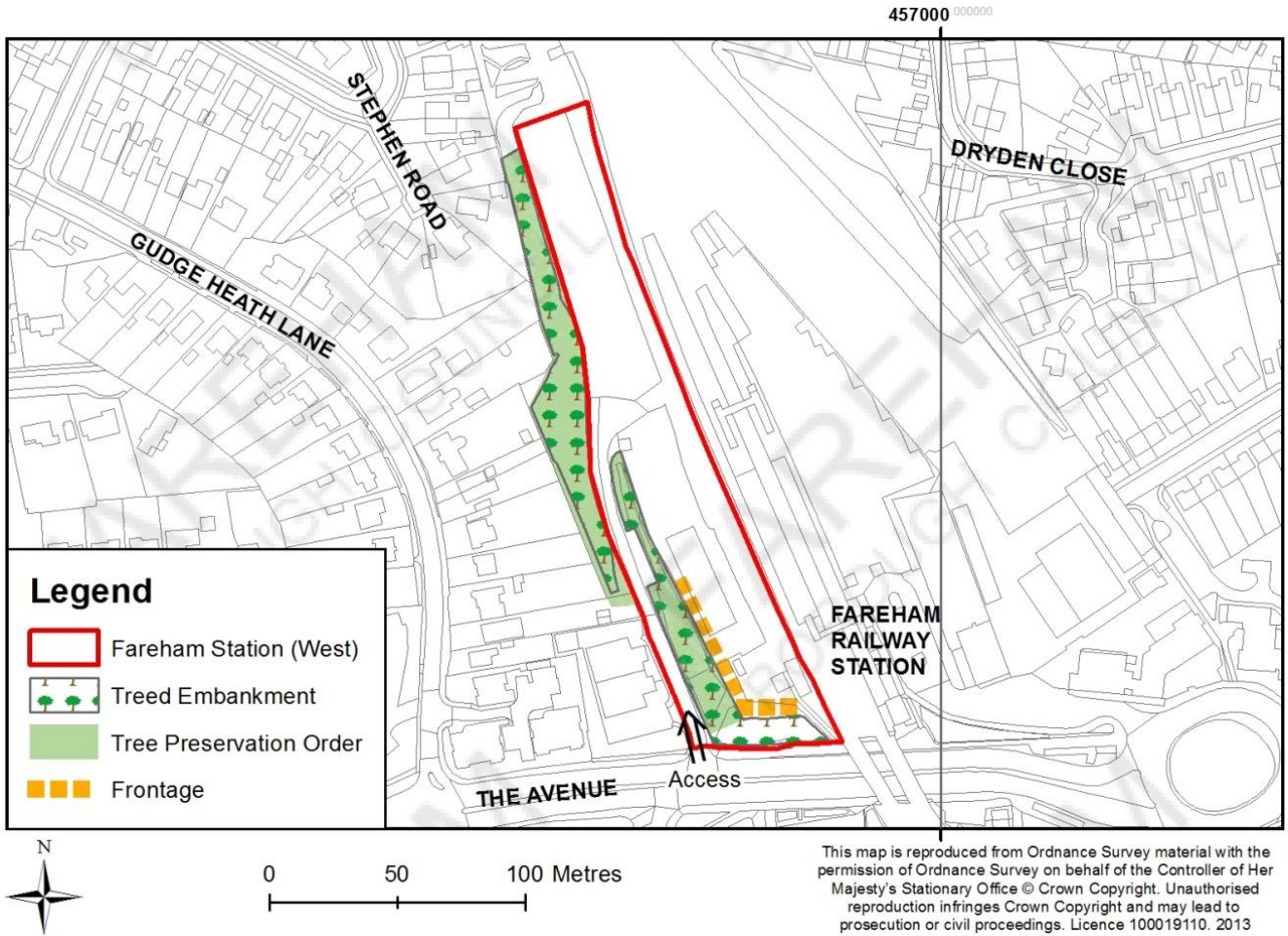


Site ID (referenced in SHLAA)	1426
Site Address	Land to the rear of Red Lion Hotel, East Street and Bath Lane
Location	To the west of Bath Lane car park and to the south of East Street.
Ward	Fareham East
Settlement Area	Fareham
Site Area	0.79ha
Planning Status	Current application (P/13/0408/FP) for 55 dwellings, undecided at time of writing.
Potential Use & Indicative Capacity	Residential (55 dwellings)
Key Planning & Design Issues	The development can be delivered in stages, with the two parcels of land either side of the Red Lion car park likely to be delivered in the shorter term. However, any proposals should allow for suitable integration with future phases of development. Any development proposals will need to be subject to careful design to

	<p>ensure that the scale and grain of development is suitable in the context of the High Street Conservation Area.</p> <p>A mix of two and three-storey pitched roofed buildings and avoiding large footprint structures will create the basis for successful integration into the townscape.</p> <p>Careful consideration will need to be given to the orientation and layout to protect the amenity of residents from noise from the nearby A27.</p> <p>Primary access should be delivered via Bath Lane. Access via East Street into the existing Red Lion car park will need to be improved before this area can be developed.</p> <p>Existing planting and screening along the boundaries with Adelaide Place, the Red Lion Hotel and Madison Court should be retained and improved where possible to protect the amenity of neighbouring residents/businesses. New trees and planting should be installed along the southern boundaries to enhance the green edge setting of the town.</p> <p>Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal.</p> <p>The development must provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water.</p>
Capacity & Rationale	<p>The site could potentially yield around 55 flatted units not counting the Red Lion car park, which may be developed at a later date.</p>
Information Required	<p>A full tree survey will need to be done to understand the value of all trees on site. This survey will demonstrate which trees should be retained and which can be lost.</p> <p>Proposals for development would be required to provide an ecological survey and assessment. Any potential ecological impacts highlighted will need to be appropriately mitigated.</p> <p>A noise assessment should be carried out to ascertain the likely impact on future residents from adjacent Western Way.</p> <p>A study is required to demonstrate whether the nearby 'uncertain' wading bird sites are 'important'. If any of these sites are shown to be important for wading birds, further evidence and/or mitigation proposals may be required (see DSP 14: Supporting Sites for Brent Geese and Waders).</p> <p>Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be</p>

	drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA. Possible mitigation measures are set out in the HRA accompanying this plan.
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Housing Site H16: Fareham Station West

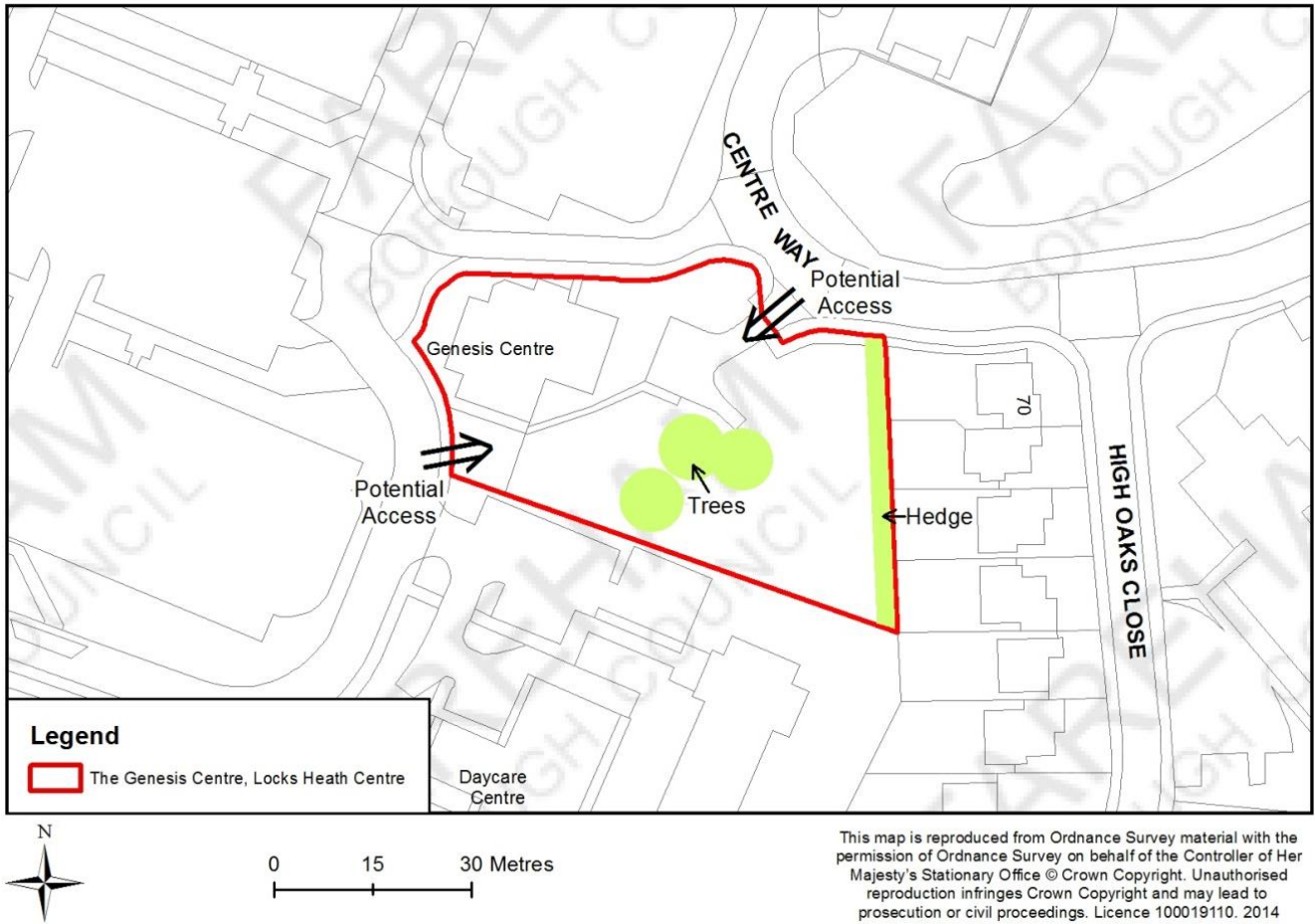


Site ID (referenced in SHLAA)	212
Site Address	Fareham Station West
Location	To the north of the Avenue, to the west of Fareham station
Ward	Fareham North
Settlement Area	Fareham
Site Area	1.048 ha
Planning Status	No formal planning history. The site has been identified by the current owners as being surplus to requirements.
Potential Use & Indicative Capacity	Older Persons' Accommodation (around 80 units)
Key Planning & Design Issues	The preferred strategy is to ensure a comprehensive approach, which will allow a phased development programme if necessary,

	<p>although this must not preclude the upgrading of the access.</p> <p>A number of trees with TPOs are present toward the western boundary of the site. These assets should be protected, where possible.</p> <p>Development on the southern end of the site should provide some frontage to the A27 and the access road. The change in level may require this frontage to be set back.</p> <p>Development should be 3-4 stories, but will need to consider the amenity impact on neighbouring residential properties to the west. Careful consideration will need to be given to design, materials, orientation and layout to mitigate noise from the railway and A27.</p> <p>Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal.</p> <p>The development must provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water.</p>
Capacity & Rationale	A care home facility (around 80 units) could be accommodated on site.
Information Required	<p>A full tree survey will need to be done to understand the value of all trees on site. This survey will demonstrate which trees should be retained and which can be lost.</p> <p>Proposals for development would be required to provide an ecological survey and assessment. Any potential ecological impacts highlighted will need to be appropriately mitigated.</p> <p>To ensure high quality trees are retained, where possible, proposals will require a Tree Survey and impact assessment to be completed in consultation with the Council's Tree Officer.</p> <p>A noise assessment should be carried out to ascertain the likely impact on future residents from the adjacent railway line and the A27.</p> <p>As the access to the site is restricted by constraints imposed by the nature and operation of The Avenue (A27), any application will need to demonstrate both that it can be made suitable, in highway safety terms, and that the nearby Railway Station Roundabout would have sufficient capacity, for the level of development proposed. These issues would need to be addressed in a Transport Statement.</p> <p>Historical land-use records indicate that the site contamination could potentially be present. Prospective developers should consult Environmental Health to discuss proposals and determine whether a contaminated land desk study and intrusive investigation would be</p>

	<p>required.</p> <p>A study is required to demonstrate whether the nearby 'uncertain' wading bird sites are 'important'. If any of these sites are shown to be important for wading birds, further evidence and/or mitigation proposals may be required (see DSP 14: Supporting Sites for Brent Geese and Waders). Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA. Possible mitigation measures are set out in the HRA accompanying this plan.</p>
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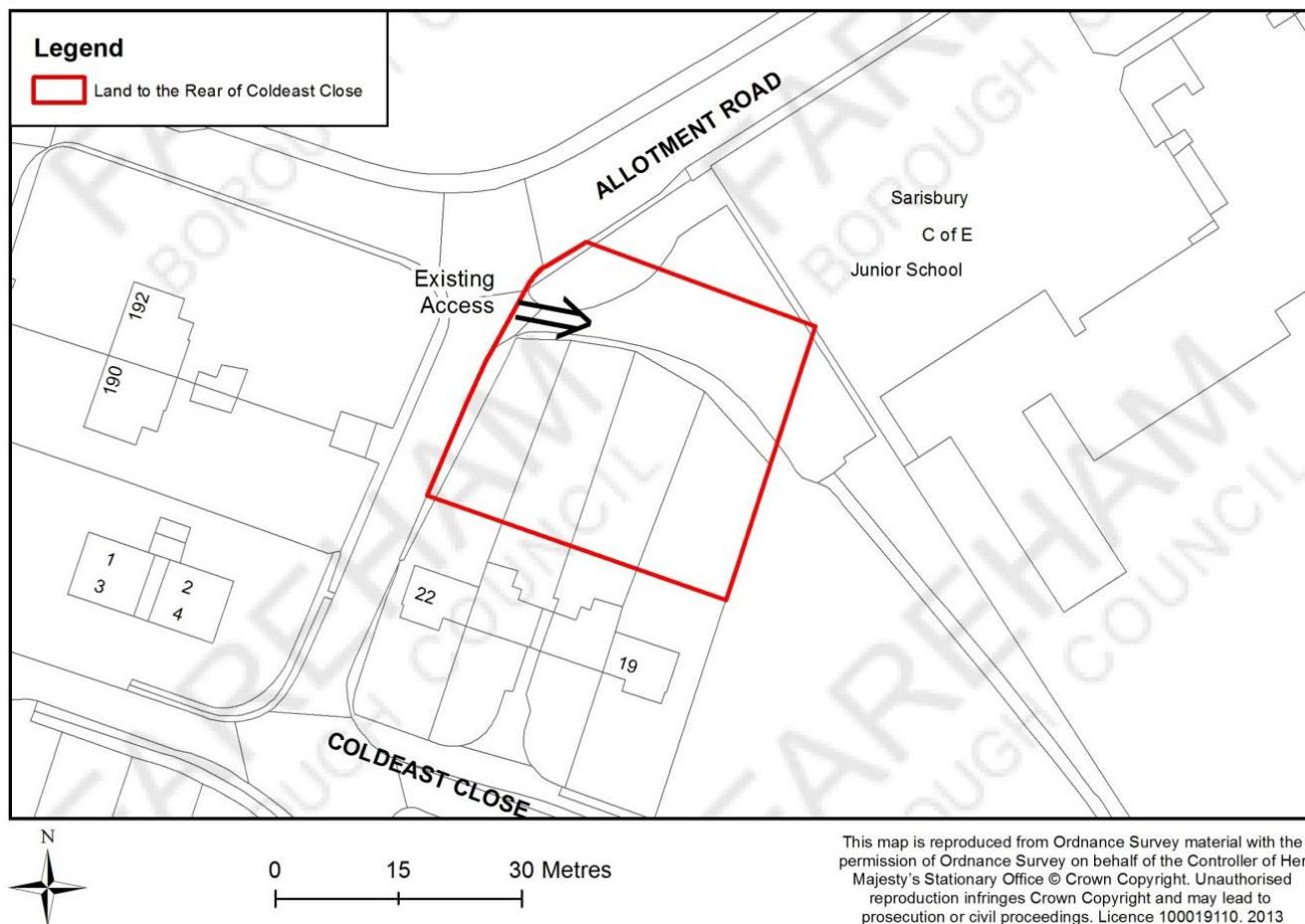
Housing Site H17: Genesis Centre



Site ID (referenced in SHLAA)	2851
Site Address	Genesis Centre, Centre Way, Locks Heath
Location	South of Centre Way adjacent to Locks Heath District Centre
Ward	Locks Heath
Settlement Area	Western Wards & Whiteley
Site Area	0.67ha
Planning Status	No formal planning history.
Potential Use & Indicative Capacity	Older Persons' Accommodation (around 35 units).
Key Planning & Design Issues	Prior to the redevelopment of the site, suitable alternative youth provision within the local area should be arranged. Development should be, at most, 3 stories in height and should reflect the built form of surrounding development as far as possible. It will

	<p>need to consider the amenity impact on neighbouring residential properties to the east.</p> <p>The significant hedgerow on the eastern boundary and significant trees within the site should be retained, where possible, to protect the amenity of neighbouring residents.</p> <p>Development will need to take account of the outlook and privacy of potential occupiers of any new buildings. Amenity space for residents will also need to be provided on site.</p> <p>The development must provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water.</p>
Capacity & Rationale	Based on the provision of two blocks the site could yield around 35 units of older persons' accommodation. This level of development provides some amenity space and adequate parking numbers.
Information Required	<p>Proposals for development would be required to provide an ecological survey and assessment. Any potential ecological impacts highlighted will need to be appropriately mitigated.</p> <p>To ensure high quality trees are retained, where possible, proposals will require a Tree Survey and impact assessment to be completed in consultation with the Council's Tree Officer.</p>

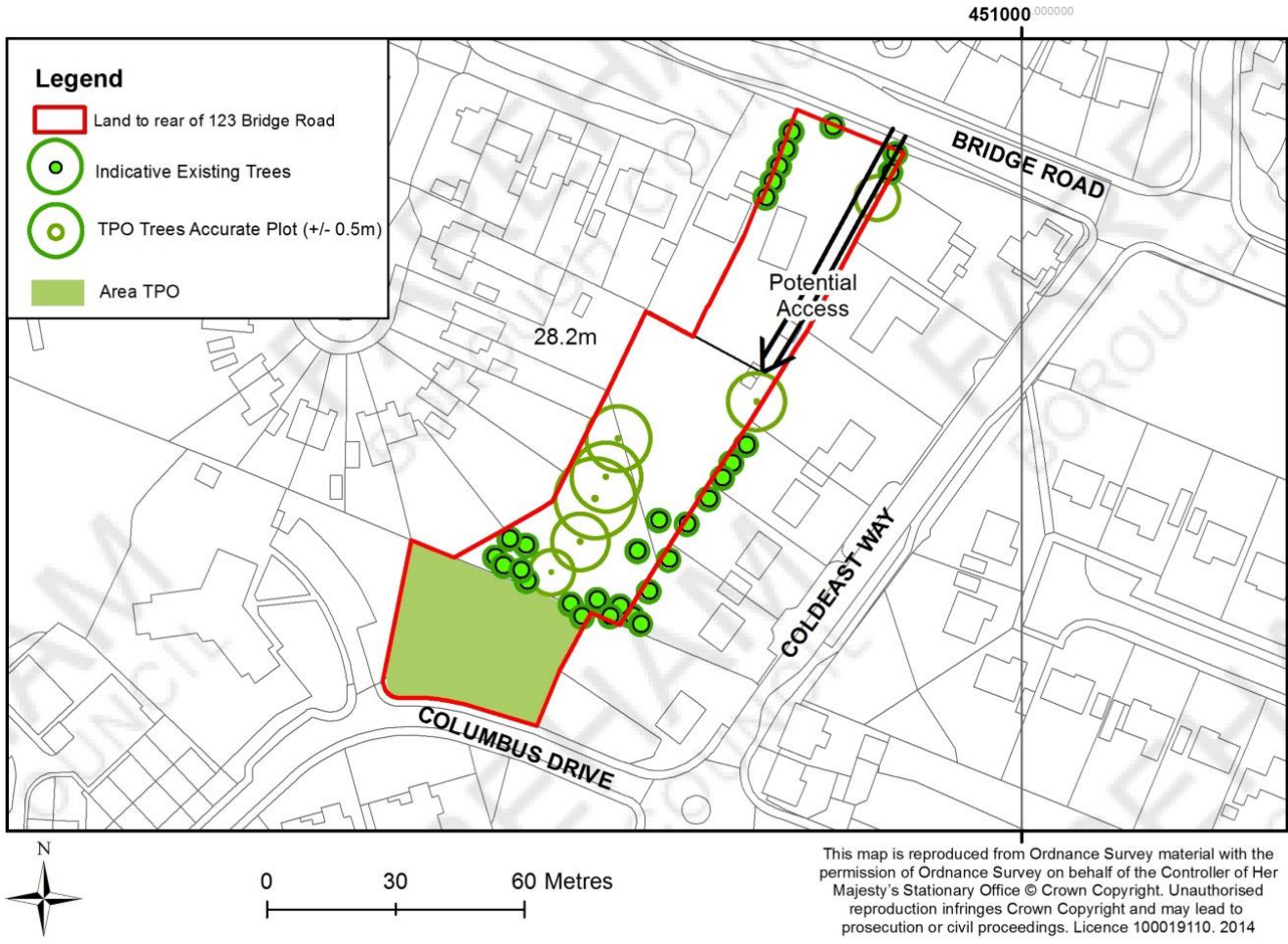
Housing Site H18: Rear of Coldeast Close



Site ID (referenced in SHLAA)	2855
Site Address	Land to the rear of Coldeast Close
Location	On the corner of Allotment Road and Coldeast Close
Ward	Sarisbury
Settlement Area	Western Wards & Whiteley
Site Area	0/17ha
Planning Status	None
Potential Use & Indicative Capacity	Residential (5 dwellings)
Planning & Design Issues	The site consists of rear gardens of properties in Coldeast Close and a disused area of parking. Any proposal will need to have due regard to the existing residential properties, which includes retention of an appropriately sized area of garden.

	<p>The site has an existing access from Coldeast Close, but could be served by an alternative access from Allotment Road depending on the chosen internal layout.</p> <p>Any proposal will need to take account of the existing built form and density of Coldeast Close, which is typified by semi-detached or terraced, two-storey dwellings.</p>
Capacity & Rationale	A terraced row of 5-6 units could be provided to mirror the existing units to the south.
Information Required	Proposals for development would be required to provide an ecological survey and assessment. Any potential ecological impacts highlighted will need to be appropriately mitigated.

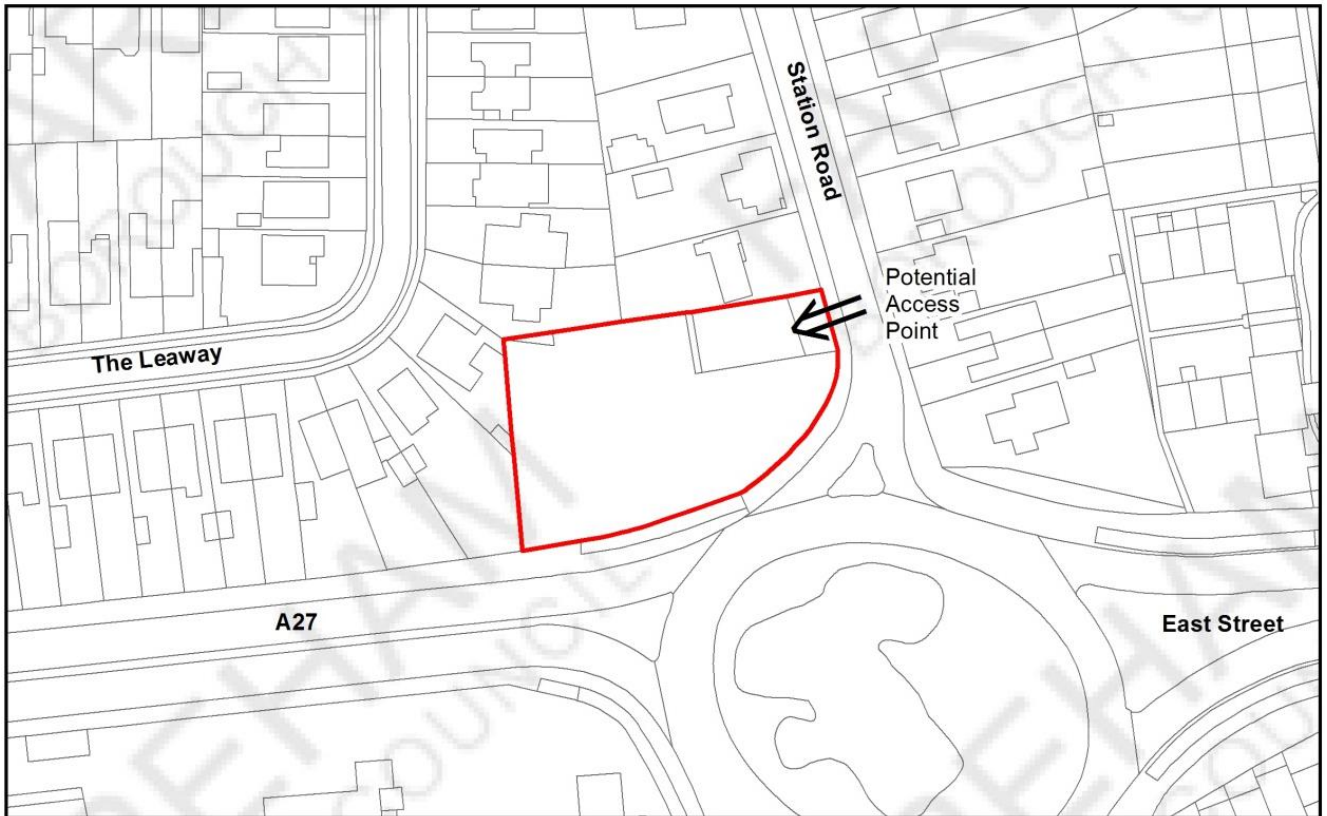
Housing Site H19: Land to rear of 123 Bridge Road



Site ID (referenced in SHLAA)	1996
Site Address	Land to the Rear of 123 Bridge Road
Location	North of Columbus Drive and to the rear of properties fronting Bridge Road and Coldeast Way.
Ward	Park Gate
Settlement Area	Western Wards and Whiteley
Site Area	0.496ha
Planning Status	None
Potential Use & Indicative Capacity	Residential (5 dwellings)
Key Planning & Design Issues	The significant hedgerow on the eastern boundary and significant trees within the site should be retained, where possible, to protect the amenity of neighbouring residents.

	<p>Access is likely to be provided via Bridge Road to the north. Options also exist for provision of access to the Columbus Road to the South, providing significant trees are protected and retained.</p> <p>The layout of the proposal should be designed to ensure that all significant trees are retained, where possible. Development will be expected to have due regard to the amenity of existing residential units fronting Bridge Road and Coldeast Way.</p> <p>The new properties on the Coldeast Development site (Lot 1) included gas protection measures due to localised elevated concentrations of carbon dioxide across the site, this will need to be considered for any new development. Historic land-use records show evidence of a mortuary. Embalming chemicals may have been disposed in drainage which could have leached into soil.</p>
Capacity & Rationale	<p>Dependent on design and dependent on a full tree survey being undertaken. However, a modest estimate would be 5 units..</p>
Information Required	<p>Proposals for development would be required to provide an ecological survey and assessment. Any potential ecological impacts highlighted will need to be appropriately mitigated.</p> <p>To ensure high quality trees are retained, where possible, proposals will require a Tree Survey and impact assessment to be completed in consultation with the Council's Tree Officer.</p> <p>A suitable access will need to be demonstrated taking into account the tree survey report and the requirement to serve the proposed dwellings.</p> <p>Ground investigation may be required in the area of the mortuary where embalming chemicals may have been disposed in drainage which could have leached into soil. Investigation will depend upon when the mortuary was built and whether or not a boiler and fuel tank was present on site. Any planning application should be accompanied by a desk study. Where necessary, a condition may be imposed as part of any permission requiring more detailed site investigations.</p>

Housing Site H20: Corner of Station Road and A27, Portchester



0 25 50 Metres

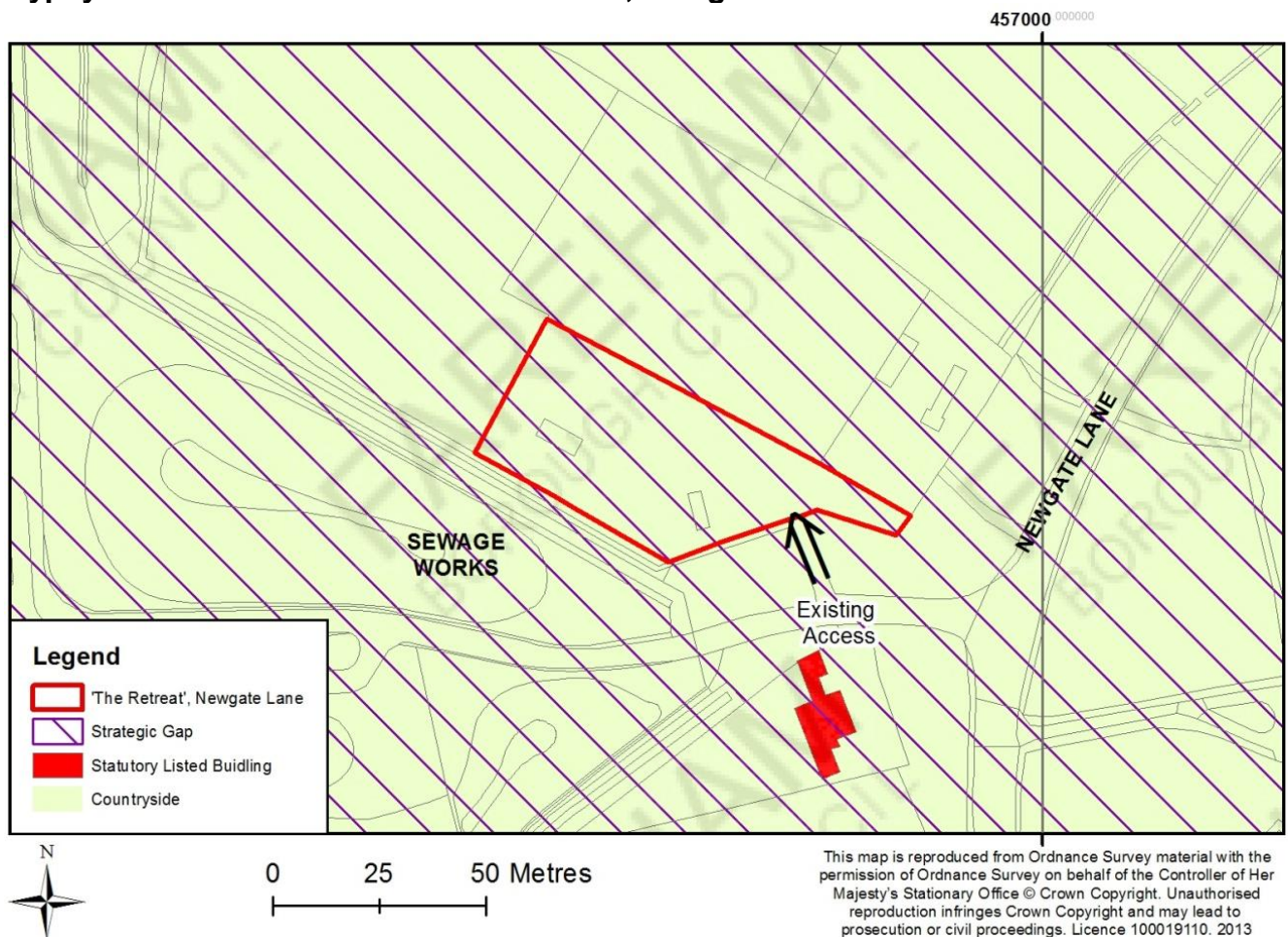
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Site ID (referenced in SHLAA)	1002
Site Address	Corner of Station Road and A27
Location	North of A27 and west of Station Road, Portchester
Ward	Portchester East
Settlement Area	Portchester
Site Area	0.22ha
Planning Status	Application for demolition of existing industrial unit and erection of 20 apartments withdrawn in 2008.
Potential Use & Indicative Capacity	Older Persons Accommodation (around 15 units)
Key Planning & Design Issues	Development should be, at most, 3 storeys in height and should reflect the built form of surrounding development as far as possible. It will need to consider the amenity impact on neighbouring residential properties to the north and west.

	<p>The significant hedgerow on the eastern boundary and significant trees within the site should be retained, where possible, to protect the amenity of neighbouring residents.</p> <p>Development will need to take account of the outlook and privacy of potential occupiers of any new buildings. Amenity for future residents will also need to be carefully considered given the proximity of the A27 and roundabout.</p> <p>Access via Station Road would be required to be located to the far northeast of the site (on land currently occupied by Merjen Engineering) to provide an access that is of sufficient distance from the entry/exit to the roundabout. Development of the site would require the demolition of the Merjen Engineering building to provide access.</p> <p>Development will be required to be set back from the A27 to allow for sufficient sight lines for vehicles entering the roundabout from Station Road and to provide land for sewage line easement.</p>
Capacity & Rationale	Based on the provision of single block the site could yield around 15 units of older persons accommodation.
Information Required	<p>Proposals for development would be required to provide an ecological survey and assessment. Any potential ecological impacts highlighted will need to be appropriately mitigated.</p> <p>To ensure high quality trees are retained, where possible, proposals will require a Tree Survey and impact assessment to be completed in consultation with the Council's Tree Officer.</p> <p>A noise assessment should be carried out to ascertain the likely impact on future residents from the adjacent A27 and roundabout.</p> <p>As the access to the site is restricted by constraints imposed by the nature and operation of A27 and roundabout, any application will need to demonstrate that it can be made suitable in highway safety terms. This issue would need to be addressed in a Transport Statement.</p>

GYPSY AND TRAVELLER SITES: DEVELOPMENT BRIEFS

Gypsy and Traveller Site GT1: The Retreat, Newgate Lane

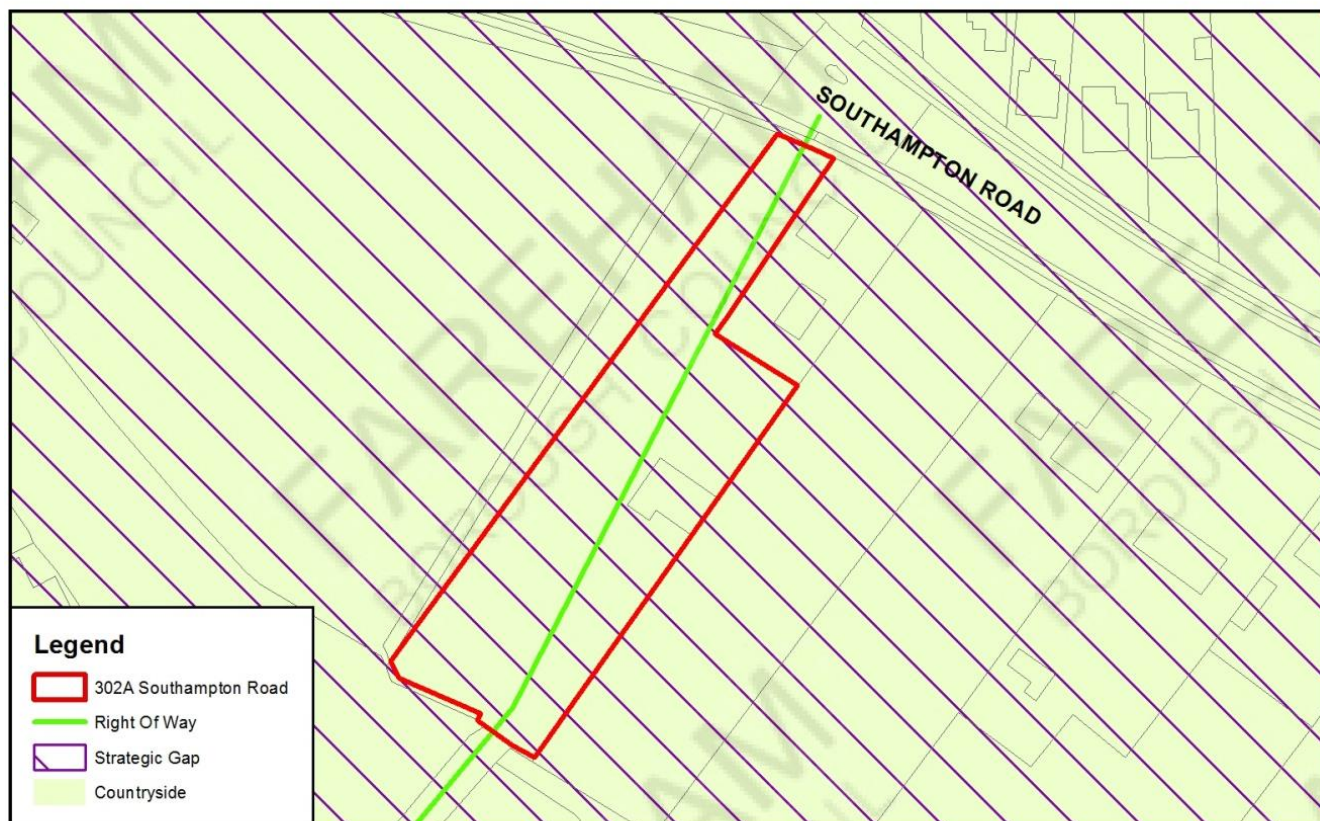


Site ID	1402
Site Address	The Retreat, Newgate Lane
Location	Off Newgate Lane, adjacent to the Peel Common Waste Water Treatment facility.
Ward	Stubbington
Settlement Area	Stubbington & Hill Head
Site Area	0.26ha
Planning Status	Site granted temporary consent (P/09/1045/FP) until 2016 use as a small gypsy site of two pitches including: two portable buildings (static caravans), two touring caravans and two ancillary dayrooms (not yet built) and associated development.
Potential Use & Indicative Capacity	4 permanent gypsy and traveller pitches (inclusive of the 2 existing pitches).

Key Planning & Design Issues	<p>Site is located in a countryside location within a Strategic Gap; any landscape and visual impact will need to be carefully addressed.</p> <p>The site is located within 500m of 8 'uncertain' wading bird sites. Development of the site may potentially result in significant effects on European sites during the construction and/or operational phase of a development proposal.</p>
Capacity & Rationale	<p>Capacity based on assessment of the site's size and constraints. Further design work to be carried out in consultation with site owners carefully considering the guidance contained within DCLG Designing Gypsy and Traveller Sites (May 2008), and best practice examples.</p>
Information Required	<p>The site is located outside of the urban area, within the Strategic Gap. Development may give rise to adverse impact on the landscape. Development proposals should consider potential landscape impacts and have regard to the Landscape Checklist for New Development in Hampshire and the Isle of Wight¹¹² (2009).</p> <p>Development of the site would be required to demonstrate that it would not adversely affect the setting of the listed Carriston Cottage (Grade II). Any planning application should include a Heritage Statement that addresses the impact on the setting of the listed building.</p> <p>A study is required to demonstrate whether the nearby 'uncertain' wading bird sites are 'important'. If the site is shown to be important for wading birds further evidence and/or mitigation proposals may be required before planning consent will be granted (see DSP 14: Supporting Sites for Brent Geese and Waders). Ecological mitigation for the site-specific construction and operational impacts of a development proposal for this allocation will need to be drawn up in detail at the planning application stage, and accompanied where necessary by a project-level HRA.</p>

¹¹² Hampshire Local Government Landscape Group (2009) Landscape Checklist for New Development in Hampshire and the Isle of Wight

Gypsy and Traveller Site GT2: 302A Southampton Road



0 25 50 Metres

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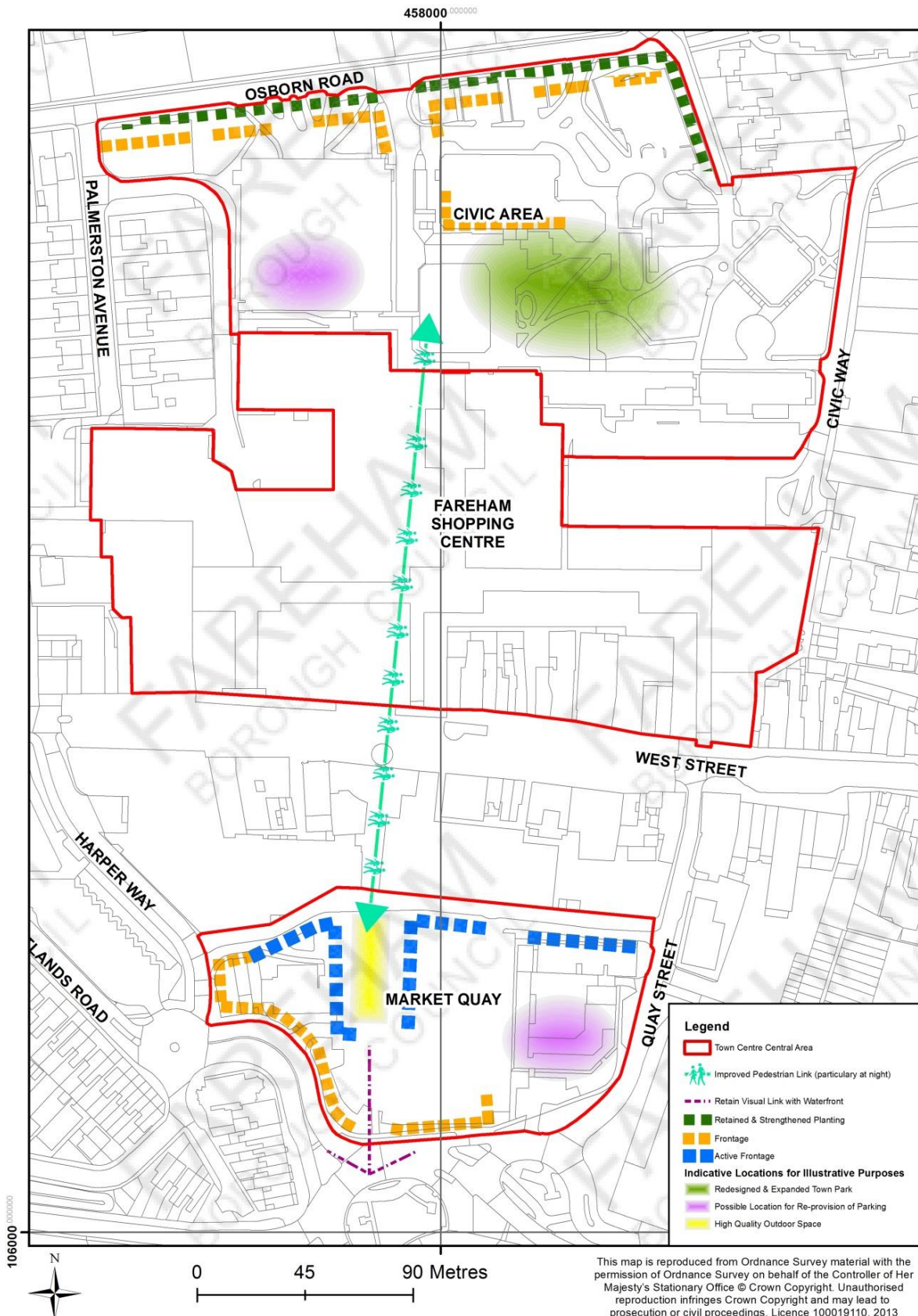
Site ID	1403
Site Address	302A Southampton Road
Location	Located southeast of St Margaret's roundabout to the south of Southampton Road.
Ward	Titchfield
Settlement Area	Titchfield
Site Area	0.43ha
Planning Status	P/11/0025/CU for the use of land for siting of two mobile homes, two touring caravans and erection of two day rooms.
Potential Use & Indicative Capacity	5 permanent gypsy and traveller pitches (inclusive of the 2 existing pitches).
Key Planning & Design Issues	Unknown botanical interest depending on location/extent of existing pitches.
	The site is located in a countryside location and within the strategic

	<p>gap. Any landscape and visual impact will need to be addressed.</p> <p>Public Right of Way extends north/south across the site. This route should not be obstructed by built development. Alternatively, a realignment of the route could be sought.</p> <p>Development proposals for at 302A Southampton Road will be expected to have due regard the highway improvement plans for the A27. Consultation should be undertaken with the Highway Authority on its proposed highway improvements.</p>
Capacity & Rationale	Capacity based on assessment of the site's size and constraints Further design work to be carried out in consultation with site owners, carefully considering the guidance set out in DCLG Designing Gypsy and Traveller Sites (May 2008) and best practice examples.
Information Required	The site is located outside of the urban area, within the strategic gap. Development may give rise to adverse impact on the landscape. Development proposals should consider potential landscape impacts and have regard to the Landscape Checklist for New Development in Hampshire and the Isle of Wight ¹¹³ (2009).

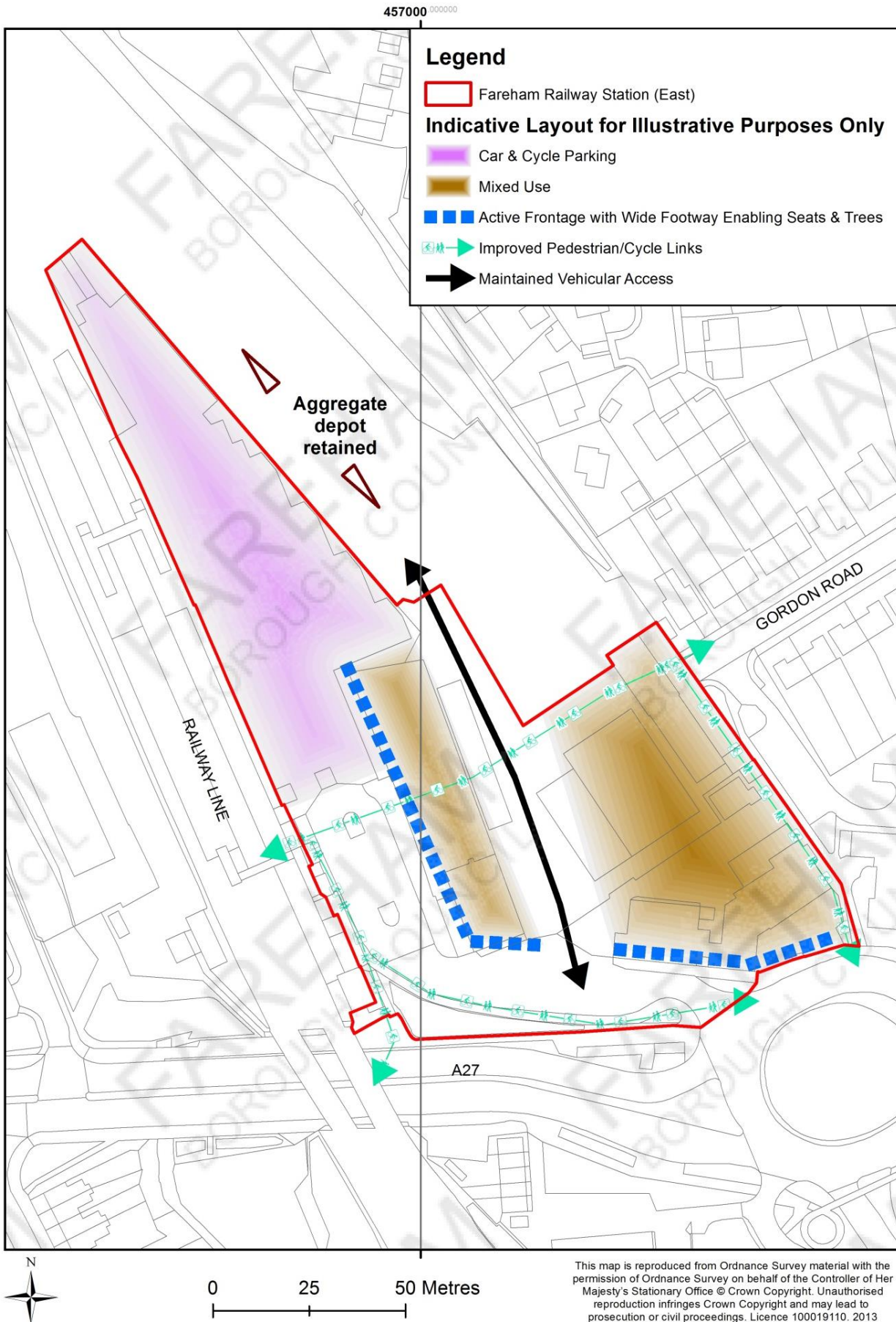
¹¹³ Hampshire Local Government Landscape Group (2009) Landscape Checklist for New Development in Hampshire and the Isle of Wight

TOWN CENTRE SITES: DEVELOPMENT FRAMEWORKS

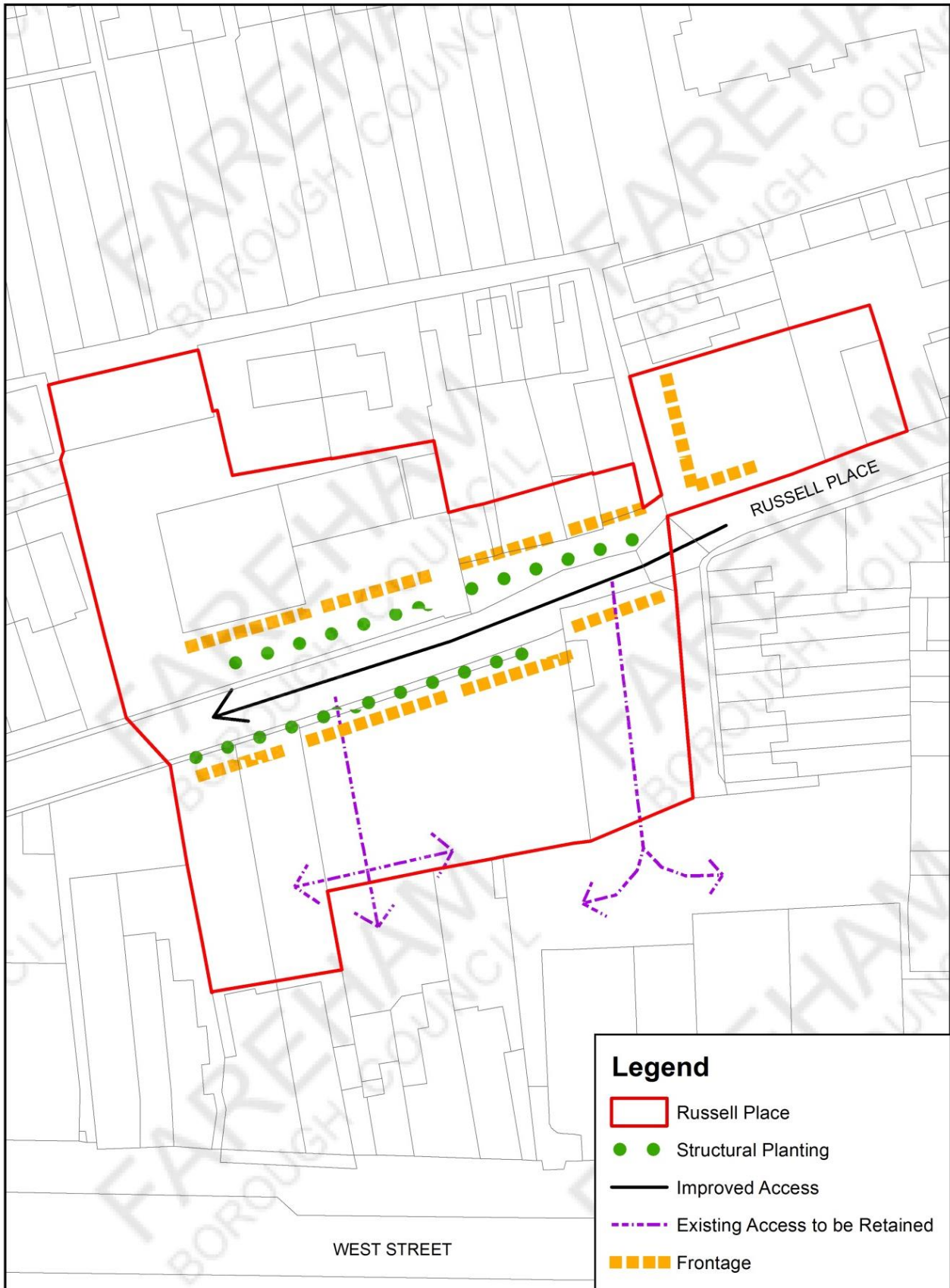
Town Centre Development Opportunity Area TC1, TC2 & TC3: Town Centre Central Area (Civic Area, Fareham Shopping Centre and Market Quay)



Town Centre Development Opportunity Area TC4: Fareham Station East

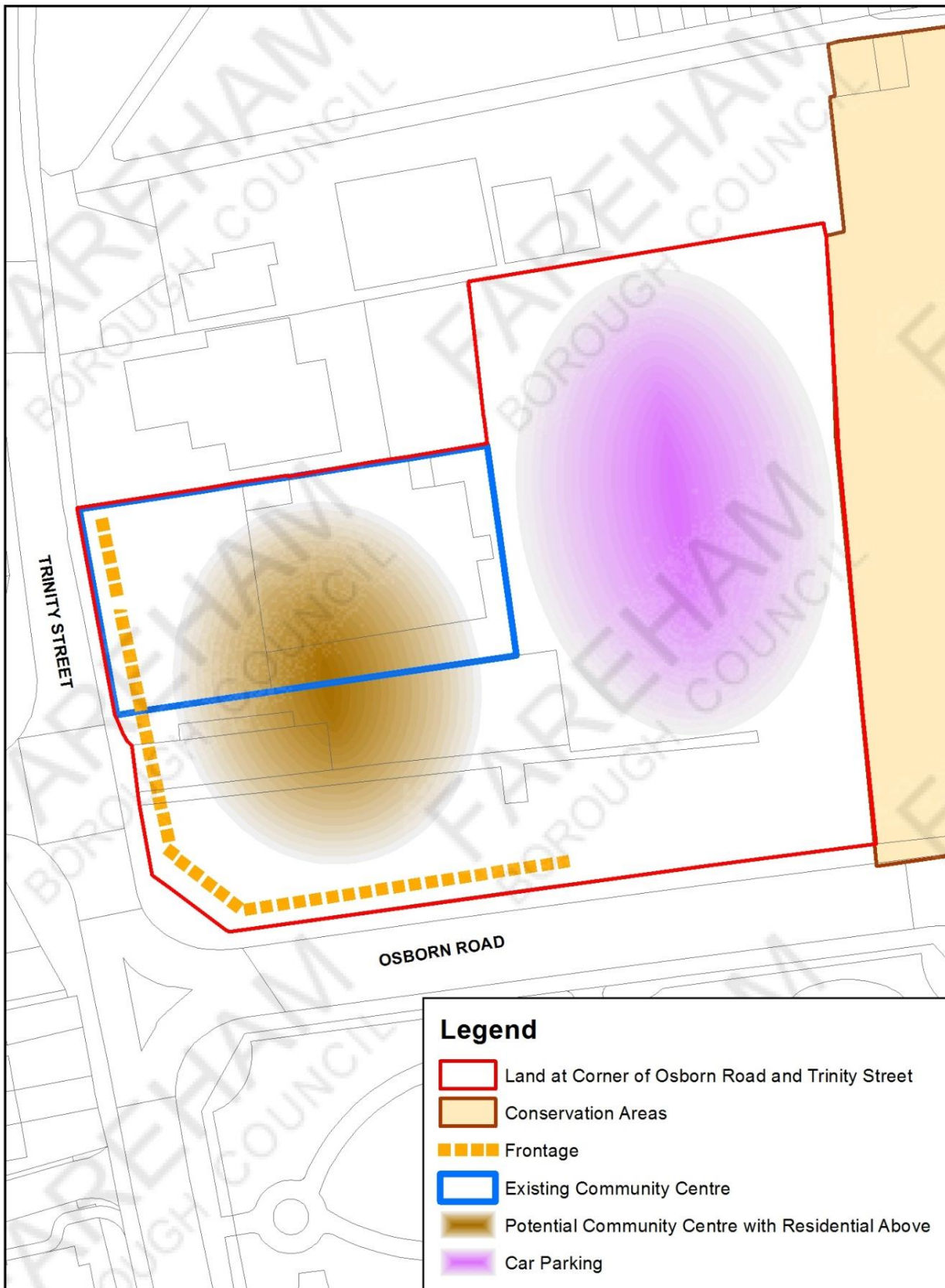


Town Centre Development Opportunity Area TC5: Russell Place



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Town Centre Development Opportunity Area TC6: Corner of Trinity Street & Osborn Road

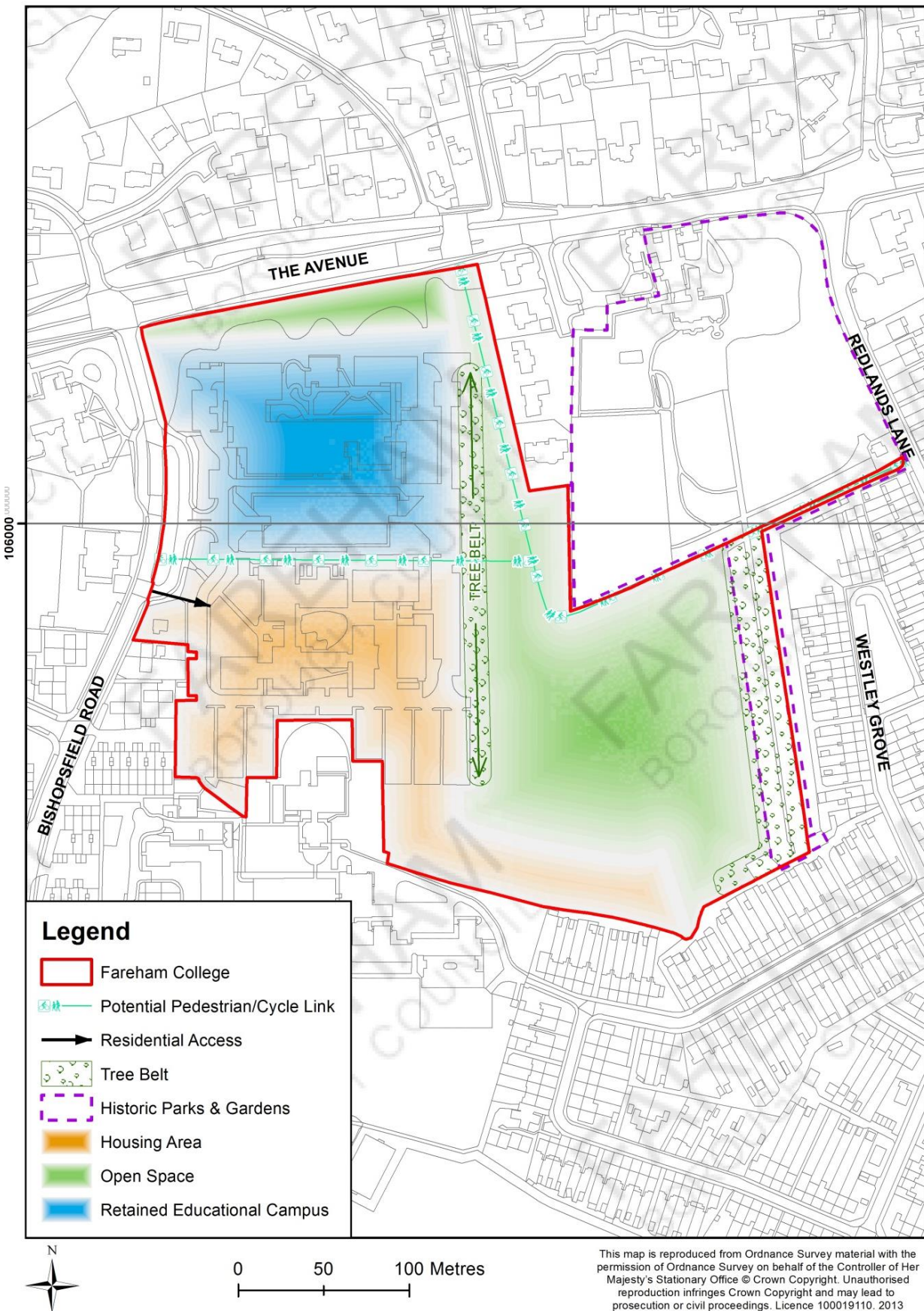


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MIXED USE SITE: DEVELOPMENT FRAMEWORK

Mixed Use Development Opportunity Area MU1: Fareham College



Chapter 8

Delivery and Monitoring

Delivery and Monitoring

- 8.1 It is essential that the Development Sites and Policies Plan is deliverable. The Council has involved a variety of stakeholders in the preparation of the Plan. The implementation of the policies and proposals in the document will similarly require the commitment, cooperation and actions of a wide range of stakeholders, with interests in the borough, to work together in partnership.

Deliverable Sites

- 8.2 Allocations that have been carried forward from the Fareham Local Plan Review (2000) and existing planning permissions, are expected to be implemented in the early part of the plan period. There are also some new allocated sites identified in the plan that are likely to be developed during the first five years of the plan.

Developable Sites

- 8.3 Developable sites are those which are likely to be developed within the time-frame of the 6-13 years of the plan period.
- 8.4 There is a need to ensure that sites are brought forward for development where needed, at the right time and that targets set out in the Development Sites and Policies Plan are met. This will require the co-operation of all parties concerned such as the Borough Council, Hampshire County Council, landowners and developers, particularly in relation to key infrastructure such as roads, improvement to road junctions, a transport interchange at Fareham railway station and community facilities such as open spaces, etc. The Council will work with all parties with an interest in the borough to ensure that the objectives of the Development Sites and Policies Plan are achieved. The delivery of policies and proposals in this document will be monitored on an annual basis and results published within the Monitoring Report.
- 8.5 The Monitoring Report will show the gains and losses of housing, employment and retail in the Borough during each financial year. It will also provide a clear indication of how the Development Sites and Policies Plan is performing in achieving its objectives. This will provide the opportunity for the Council to review the Plan and the phasing of individual sites identified in the housing trajectory. A housing trajectory will be prepared as part of the Strategic Housing Land Availability Assessment (SHLAA) and this will be incorporated into the Monitoring Report. The housing trajectory will be based on the information provided by site owners and developers about expected completions and will be updated on an annual basis.

Flexibility

- 8.6 In accordance with the requirements set out in the National Planning Policy Framework, the Development Sites and Policies Plan has identified specific, developable sites, or broad locations for the required numbers of housing over the

plan period to 2026. Within this provision, the Plan identifies a supply of specific deliverable sites sufficient to provide five years' worth of housing against its housing targets, with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition. An additional degree of flexibility has been built into the plan by excluding small sites with planning consent from the overall housing supply.

- 8.7 The Plan provides development management policies for the sustainable development and management of the Borough's natural and built environment. The assessment and allocation of sites and the accompanying site briefs show site capacity, and in some cases, the range and type of dwellings that may be permitted on sites considering the physical, environmental, health and other constraints.

Monitoring

- 8.8 This section sets out how the policies within the Development Sites and Policies Plan will be monitored. The requirements for monitoring and reporting on Core Output Indicators were removed by Ministerial letter of 30 March, 2011. Notwithstanding this, a series of local output indicators have been included to ensure that the Plan can be monitored appropriately.

Local Indicators

- 8.9 Local indicators help to assess the effectiveness of Local Plan policies and inform the delivery of planning policies. The main sources of data and information on developments completed are derived from Fareham Borough Council departments, Hampshire County Council Survey Reports and Hampshire Biodiversity Information Centre. The delivery of most of the policies and proposals will be by private initiatives through planning applications.

Table 5: Monitoring Schedule

Policy	Policy Name	Target	Indicator	Lead Partner	Source
DSP2	Environmental Impact	Limit complaints from residents/businesses Limit permissions contrary to EA advice	Number of upheld resident complaints Number of developments permitted in spite of EA objections	FBC	FBC complaints records EA comments on planning applications
DSP3	Impact on Living Conditions	Limit complaints from residents/businesses	Number of upheld resident complaints	FBC	FBC complaints records
DSP5	Protecting and Enhancing the Historic Environment	Limit development permitted contrary to EH advice. Limit the loss of designated heritage assets	Number of developments permitted in spite of EA objections Losses of designated heritage assets Enabling developments permitted	FBC	EH comments on planning applications Planning applications
DSP6	New Residential Development Outside of the Defined Urban Settlement Boundaries	Limit development contrary to policy permitted outside of the Defined Urban Area Settlement Boundaries	Number of units permitted outside the Urban Area Boundaries	FBC	Planning applications
DSP7	Affordable Housing Exception Sites	Allow wholly affordable schemes, of a small scale, outside of existing urban areas to meet CS requirements	Number of affordable units permitted on exceptions sites	FBC	Planning applications
DSP8- DSP10	New development (non-residential) outside of the Defined Urban Settlement Boundaries	Limit non-residential development contrary to policy permitted outside of the Defined Urban Area Settlement Boundaries	Amount of non-residential floorspace permitted outside the Urban Area Boundaries	FBC	Planning applications
DSP11	Development Proposals within	Limit all year round occupation of existing chalets and mobile homes.	Number of units given all year round occupancy	FBC	Planning applications

Policy	Policy Name	Target	Indicator	Lead Partner	Source
	Solent Breezes Holiday Park				
DSP12	Public Open Space Allocations	Provision of 15 ha. Of public open space at Daedalus Provision of 25 ha. Of public open space a Coldeast.	Net gain of public open space at Daedalus Net gain of public open space at Coldeast	FBC	FBC Leisure department
DSP13	Nature Conservation	Limit loss local nature conservation sites as a result of development	Net gain/loss of local nature conservation sites as a result of development	HCC, HBIC & FBC	HCC/HBIC biodiversity records
DSP14	Supporting Sites for Brent Geese and Waders	Limit loss of important sites for Brent Geese and Waders	Development permitted on sites either "uncertain" or "important" for Brent Geese and Waders	HCC, HBIC & FBC	Planning applications
DSP15	Recreational Disturbance on the Solent Special Protection Areas	Contributions to in combination effects on SPA meet targets set by SRMP	Total contribution collected towards SRMP project	SRMP, FBC	Planning applications
DSP16	Coastal Change Management Areas (CCMA's)	Limit development within the CCMA's	Net gain/loss of dwellings within CCMA's	HCC, FBC	Planning applications, Coastal Change Vulnerability Assessments
DSP17	Existing Employment Sites and Areas	Limit loss of existing employment floorspace to non-economic development uses Allow for expansion and redevelopment of employment floorspace in existing employment areas	Floorspace lost to non-economic development uses on existing employment sites Net gain in economic development floorspace on existing employment sites	FBC	Planning Applications
DSP18	Employment Allocations	Delivery of employment allocations Delivery of new employment floorspace in the urban area	New employment floorspace permitted on allocations identified in DSP18 (net)	FBC	Planning Applications

Policy	Policy Name	Target	Indicator	Lead Partner	Source
			New employment floorspace permitted in the urban area (net)		
DSP19	Boatyards	Limit loss of existing boatyards.	Economic development floorspace permitted on boatyards identified in DSP19	FBC	Planning Applications
DSP20- DSP22	Retail Development in Fareham Town Centre	Support increase in “town centre” uses development in Primary and Secondary shopping areas. Maintain low vacancy levels in Primary and Secondary shopping areas.	Net gain in “main town centre uses” floorspace within Primary and Secondary shopping areas. Vacancy rates in Fareham Town Centre, including primary and secondary shopping areas	FBC	Planning Applications and Retail Health Checks (Bi-Annual)
DSP23	Making the Most Effective Use of Upper Floors	Support use of upper floors in Fareham Town Centre	Net gain/loss of floorspace in upper floors in Fareham Town Centre	FBC	Planning Applications and Retail Health Checks (Bi-Annual)
DSP24	Mix of Uses in the High Street	Retain A1 and A3 uses on Fareham High Street.	Net gain loss of A1/A3 uses in Fareham High Street.	FBC	Planning Applications and Retail Health Checks (Bi-Annual).
DSP25	Fareham Waterfront	No development that would adversely impact upon views into and out of Fareham Waterfront	Assessments of development permitted in, and around, Fareham Waterfront	FBC	Visual assessments as part of Retail Health Checks (Bi-Annual)
DSP26	Civic Area	Delivery of Civic Area redevelopment	Amount of residential units and net gain in “main town centre uses” floorspace permitted in the Civic Area	FBC	Masterplan and Planning Applications
DSP27	Market Quay	Delivery of Market Quay redevelopment	Amount of residential units and net gain in “main town centre uses” floorspace permitted in Market Quay	FBC	Masterplan and Planning Applications
DSP28	Fareham Shopping Centre Upper Floors	Delivery of development on upper floors of Fareham Shopping Centre	Amount of residential units or “main town centre uses” floorspace permitted on the upper floors of Fareham Shopping Centre	FBC	Planning Applications and Retail Health Checks (Bi-Annual)
DSP29	Fareham Shopping Centre	Delivery of improved link through Fareham Shopping Centre	Completion of improved link through Fareham Shopping Centre	FBC	Visual assessments as part of Retail Health

Policy	Policy Name	Target	Indicator	Lead Partner	Source
	Improved Link				Checks (Bi-Annual)
DSP30	Fareham Station East	Delivery of redevelopment at Fareham Station East	Amount of residential units and net gain in “main town centre uses” floorspace permitted at Fareham Station East	FBC	Masterplan and Planning Applications
DSP31	Russell Place	Delivery of redevelopment at Russell Place	Amount of residential units permitted at Russell Place	FBC	Planning Applications
DSP32	Corner of Trinity Street and Osborn Road	Delivery of redevelopment at the Corner of Trinity Street and Osborn Road	Amount of residential units and net gain in community use floorspace permitted at the Corner of Trinity Street and Osborn Road	FBC	Planning Applications
DSP33	Fareham College	Delivery of redevelopment of Fareham College site	Amount of education floorspace and residential units permitted on Fareham College site	FBC	Planning Applications
DSP34	Development in District Centres, Local Centres and Local Parades	Maintain low vacancy levels in Centres and parades	Vacancy rates in Centres and parades	FBC	Planning Applications and Retail Health Checks (Bi-Annual)
DSP35	Locks Heath District Centre	Support increase in “town centre” uses development in Locks Heath District Centre	Net gain in “main town centre uses” floorspace within Locks Heath District Centre	FBC	Planning Applications and Retail Health Checks (Bi-Annual)
DSP36	Portchester District Centre	Support increase in “town centre” uses development in Portchester District Centre	Net gain in “main town centre uses” floorspace within Portchester District Centre	FBC	Planning Applications and Retail Health Checks (Bi-Annual)
DSP37	Out-of-Town Shopping	Limit additional “main town centre uses” in out-of-town locations	Net gain/loss in “main town centre uses” in out-of-town locations	FBC	Planning Applications and Retail Health Checks (Bi-Annual)
DSP38	Local Shops	Limit the loss of local shops contrary to policy Allow additional local shops to come forward	Amount of floorspace previously used for “local shops” lost to other uses Amount of floorspace permitted for local shops	FBC	Planning Applications and Retail Health Checks (Bi-Annual)

Policy	Policy Name	Target	Indicator	Lead Partner	Source
DSP39	Hot Food Shops	Limit additional "hot food shops" that are contrary to policy	Net gain in A5 uses in the Borough	FBC	Planning Applications and Retail Health Checks (Bi-Annual)
DSP40	Housing Allocations	Delivery of housing allocations Meet annual housing targets	Net additional dwellings permitted on sites allocated in DSP40 Net additional dwellings per annum	FBC	Planning Applications
DSP41	Sub-Division of Residential Dwellings	Limit sub-division of dwellings that are contrary to policy	Total number of sub-divided units permitted contrary to policy		Planning Applications
DSP42- DSP44	Older Persons Housing	Delivery of older persons accommodation across the Borough Delivery of older persons accommodation on allocations set out in DSP40	Total number of older persons units permitted Number of older persons units permitted on allocated sites	FBC	Planning Applications
DSP45	Houses in Multiple Occupation (HMOs)	Limit delivery of houses in multiple occupation that are contrary to policy	Total number of houses in multiple occupation permitted contrary to policy		Planning Applications
DSP46	Self-Contained Annexes and Extensions	Limit the use of permitted annexes to be ancillary to the main house	Annex's being used as a separate dwelling to the main house	FBC	Neighbour complaints
DSP47	Gypsies, Travellers and Traveling Showpeople	Delivery of gypsy and traveller allocations Limit delivery of gypsy and traveller pitches that are contrary to policy	Net additional gypsy and traveller pitches permitted on sites allocated in DSP47 Net additional gypsy and traveller pitches permitted on other sites in the Borough	FBC	Planning Applications
DSP48	Bus Rapid Transit (BRT)	Delivery of BRT improvements	Completion of BRT improvements as identified in DSP48	HCC	Planning Applications and progress of the scheme

Policy	Policy Name	Target	Indicator	Lead Partner	Source
DSP49	Improvements to the Strategic Road Network	Delivery of improvement to strategic road network	Completion of improvements to strategic road network set out in DSP49: <ul style="list-style-type: none"> • Newgate Lane, Palmerston Drive • Stubbington Bypass • Segensworth roundabout • Station roundabout • Delme roundabout 	HCC	Planning Applications HCC updates
DSP50	Access to Whiteley	Delivery of improvements to serve access to Whiteley	Completion of remaining section of Rookery Avenue		Planning Applications.
DSP51	Parking	Adequate replacement provision of car parking in Civic Area and Market Quay	Net parking spaces lost/gained as a result of redevelopment of Civic Area and Market Quay	FBC	Masterplanning and Planning Applications
DSP52	Community Facilities	Limit loss of existing community facilities Delivery of additional community facilities	Amount of community facility floorspace lost contrary to policy Amount of Community facility floorspace gained in new facilities	FBC	Planning Applications Liaison with the Leisure department.
DSP53	Sports Provision	Limit loss of existing sports pitches Delivery of additional sports pitches and facilities	Amount of sports pitches and facilities lost contrary to policy Amount of land (ha) delivered for sports pitches and facilities	FBC	Planning Applications Leisure department
DSP54	New Moorings	Limit moorings outside of Mooring Restriction Areas	Number of new moorings permitted outside of Mooring Restriction Areas	FBC	Planning Applications
DSP56	Renewable Energy	Delivery of renewable and low carbon energy	Amount (KWh) of renewable and low carbon energy permitted	FBC	Planning Applications

Glossary of Terms

Adoption: The final confirmation of the approval of a Local Plan or Supplementary Planning Document by a local planning authority (LPA).

Affordable Housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.

Air Quality Management Area (AQMA): Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Amenity: A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

Appropriate An Appropriate Assessment (AA) forms part of a Habitats

- Assessment (AA):** Regulations Assessment (HRA) and is required under the Habitats Directive (92/43/EEC)¹¹⁴ for any plan or project likely to have a significant effect on European sites designated for nature conservation. It should seek to establish whether the Plan will adversely affect the ecological integrity of European sites.
- Archaeological Interest:** There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.
- Area Action Plan (AAP):** A type of Development Plan Document focused upon a specific location or an area subject to conservation or significant change (for example major regeneration).
- Article 4 Direction:** A direction which withdraws automatic planning permission granted by the General Permitted Development Order¹¹⁵.
- Biodiversity:** The variety and diversity of life in all its forms, within and between both species and ecosystems.
- Biodiversity Action Plan (BAP):** An action plan to aid the protection and recovery of the UK's most threatened species of habitats.
- BREEAM:** This stands for the Building Research Establishment's Environmental Assessment Method. This is the preferred way of measuring the environmental sustainability of commercial buildings.
- Building Regulations:** National standards, separate to the planning system designed to uphold standards of public safety, health, and construction. These regulations are how the Government will make all new homes zero carbon by 2016.
- Bus Rapid Transit (BRT):** This is a broad term given to a variety of transport systems that, through improvements to infrastructure, vehicles and scheduling use buses to provide a service that is of a significantly higher quality than a conventional bus service. For the PUSH area, BRT is anticipated to comprise a limited network of routes with dedicated vehicles linking major communities and employment centres with frequent, limited stop services, including using the M27 if appropriate.
- Coastal Change Vulnerability Assessment:** A technical assessment to be submitted with any application within a zone identified as a Coastal Change Management Area (CCMA). Aims to ensure that proposed development in a CCMA is appropriate and that it will not result in an increase in risk to life

¹¹⁴ Habitats Directive (92/43/EEC)

¹¹⁵ The Town and Country Planning (General Permitted Development) Order

or significant increase in risk to property due to coastal change over its lifetime.

Coastal Squeeze:	The process whereby coastal habitats are squeezed between a fixed landward boundary and a rising sea level.
Code for Sustainable Homes (CfSH):	A national standard for the sustainable design and construction of new homes, which includes a range of levels from 1 to 6, with levels 5 and 6 representing 'zero carbon'.
Combined Heat and Power (CHP):	The use of a power-generating facility to simultaneously generate both electricity and heat. The heat can then be used to supply heat and/or water via a network of pipes to nearby buildings.
Community Action Team (CAT):	Meetings opened up to all residents as a forum to discuss any issues that affect the community. They help to ensure that the Council has a good understanding of the needs of their residents and communities.
Community Infrastructure Levy (CIL):	A planning charge on new development. The rate(s) (at pounds sterling per square metre) is set up in a charging schedule, which balances the estimated total cost of infrastructure required to support development and the overall potential effects of the levy on the economic viability of development. The infrastructure required to support new development, which the Community Infrastructure Levy can help to pay for, includes roads, schools and recreational facilities.
Comparison Floorspace:	Floorspace used to store or sell 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:	Area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
Conservation (for Heritage Policy):	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Convenience Floorspace:	Floorspace used to store or sell 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.
Dead Frontage:	Full length of a plot or a row of plots of land or a building/s measured alongside the road on to which the plot/s or building/s

fronts characterised by long blank facades, high boundary walls, solid roller shutters to shop fronts, blank gable walls, unused space over shops, service entrances or yards and the lack of entrances, shop fronts and windows of habitable rooms overlooking public space.

- Density:** In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.
- Designated Heritage Asset:** A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
- Development Plan:** The Development Plan sets out the parameters for all development in the Borough. It comprises the Local Plan (Parts 1, 2 and 3) and the Hampshire Minerals and Waste Plan.
- Development Site Brief:** See Development Brief
- Development Brief:** Outlines the type of development preferred at a site. On large sites the brief may set out very general development principles and on smaller sites it may specify uses, massing of building and any other particular uses essential to securing planning permission.
- Eastern Solent Coastal Partnership:** A group of officers who manage the coastal flood and erosional risk to Havant, Portsmouth, Gosport and Fareham's Coastline through a Service Level Agreement.
- Economic Development:** Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).
- Employment Land Review:** A review of all the land that is currently, or can potentially be, used for the purposes of employment. It also includes a range of economic information to explain the Borough's economic characteristics, sets out the predicted requirements for new employment floorspace in the future and looks at sites that have the potential to help meet predicted requirements.
- European Sites:** Defined in Regulation 8 of the Conservation of Habitats and Species Regulations 2010, these include a range of ecological sites designated for the protection of rare, endangered or vulnerable natural habitats and species of exceptional importance within the European Union. Designations include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) and Ramsar sites, which generally overlap SACs and SPAs.
- Flood Risk Assessment** An assessment of the likelihood of flooding in a particular area so

(FRA):	that development needs and mitigation measures can be carefully considered.
Green Infrastructure (GI):	A network of high-quality multi-functional green (and blue) spaces, urban and rural, capable of providing a wide range of environmental and quality of life benefits for local communities
Gross Value Added (GVA):	A measure of the contribution to the economy of each producer, industry or sector based on the difference between the value of goods/services produced and sold, and the cost of raw materials and other inputs which are used up in production.
Habitats Regulations:	Refers to the Habitats and Conservation of Species Regulations 2010, which provide for the designation and protection of European sites, and the adaptation of planning and other controls for the protection of European sites.
Hampshire County Council (HCC):	The higher tier local authority in which Fareham is located. Hampshire County Council is the statutory planning authority for highways, minerals and waste development in non-unitary and non-national park local authority areas.
Heritage Asset:	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic Environment:	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Historic Environment Record (HER):	Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.
Historic Statement:	A report required by the Council prior to considering new development proposals that provides the basis for evaluating historic significance and integrity of development sites and surrounding area to avoid potential harm to historic assets.
House in Multiple Occupation (HMO):	A dwelling house occupied by at least three tenants forming more than one household, who share basic amenities such as a kitchen, toilet or bathroom.
Infrastructure:	The facilities and services needed for a place to function. This includes roads and utilities as well as school places, GP surgeries, libraries and a range of other facilities.

Local Plan:	Prepared by local planning authorities to set planning policies to facilitate development, economic growth and protection of the natural and historic environment.
Local Gap:	Areas of countryside which maintain physical or visual separation of settlements at risk of coalescence. They may be designated by the Council.
Local Nature Reserve (LNR):	An area of land that has been set aside as it contains wildlife or geological features that are of special interest locally.
Local Planning Authority (LPA):	The public authority that has a duty to carry out specific planning functions for a particular area. All references to local planning authority apply to the District Council, in relation to Fareham, this is the Borough Council.
Local Wildlife Site:	These are identified and designated at a local level for their local nature conservation value. The purpose of designation is to provide recognition of this value, to give sites protection through the planning system. In Hampshire these include sites of importance for nature conservation (SINCs).
Main Town Centre Use:	Retail development (including warehouses, clubs, garden centres, and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreational uses (including cinemas, restaurants, drive through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Material Change of Use (or Material Change):	A material change, is not defined in planning legislation but there is substantial case law on what constitutes a material change in the purpose for which a building or land is used.
Material Consideration:	Any genuine planning consideration which relates to the use of land or the regulation of development. Much will depend on the nature of the application under consideration, the relevant policies of the development plan and the surrounding circumstances.
Mineral Safeguarding Areas:	An area designated by minerals planning authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.
Monitoring Report:	A report assessing progress with the Local Development Scheme (LDS) and the extent to which policies in the Local Plan are being achieved.
National Planning Policy Framework (NPPF):	Introduced in March 2012, this new framework sets out the Government's planning policies for England and how these are

expected to be applied. It provides the framework within which local councils can produce local plans, which reflect the needs and priorities of their communities.

- Neighbourhood Plan:** A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004). At the time of publication, no Neighbourhood Plans have been prepared within Fareham Borough.
- Open Space:** All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
- Out-of-Centre:** A location which is not in or on the edge of a centre but not necessarily outside the urban area.
- Out-of-Town:** A location out of centre that is outside the Defined Urban Settlement Boundaries (DUSBs).
- Partnership for Urban South Hampshire (PUSH):** A partnership of twelve local authorities in South Hampshire and the Isle of Wight, from the New Forest in the west to Havant in the east, set up to co-ordinate economic development, transport, housing and environmental policy. Often referred to as the 'sub-regional level'.
- Permitted Development (PD):** Specific categories of development which are permitted by the Town and Country Planning (General Permitted Development) Order 1995, as amended, and which do not require planning permission
- Policies Map:** A mandatory part of the Local Plan process to illustrate geographically the whole area covered by the Plan, which parts of it particular policies relate to and the site-specific allocations and location of proposals. It was formerly known as the 'Proposals Map'.
- Pollution:** Anything that affects the quality of land, air, water or soils, which might lead to adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.
- Previously Developed Land (PDL):** Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This 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; and 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.

Primary and Secondary Frontages:	Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
Primary and Secondary Shopping Areas:	Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).
Ramsar Site:	An internationally important wetland site designated under the 1971 Ramsar Convention.
'Ransom Strips':	Parcels of land which hold the key to unlocking the development potential of adjoining land.
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.
Setting of a Heritage Asset:	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Shoreline Management Plan:	A plan providing a large scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes.
Significance (for Heritage Policy):	The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
Site of Archaeological Importance:	Sites that hold, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places and of the people and cultures that made them.
Site of Importance for Nature Conservation (SINC):	A local site which is of substantive nature conservation value. The Site of Importance for Nature Conservation (SINC) system in Hampshire is managed by Hampshire County Council (HCC) on

behalf of the Hampshire Biodiversity Partnership (HBP).

Site of Special Scientific Interest (SSSI):	Sites designated by Natural England under the Wildlife and Countryside Act (1981) that are of national importance in terms of ecology or geology.
Solent Recreation Mitigation Partnership (SRMP):	Solent Recreation Mitigation Partnership. A partnership consisting of 13 Solent Local Planning Authorities, Natural England, RSPB, Hampshire & Isle of Wight Wildlife Trust and Chichester Harbour Conservancy. The objective of the group is to produce a strategy to guide the implementation of mitigation measures to ensure that additional recreational activity would not result in harm to the SPAs.
Special Area for Conservation (SAC):	An area of open water or land of international importance designated to conserve natural habitats and wild fauna and flora, which are considered rare or endangered and are recognised as being under a particular threat. They are given special protection under the European Union's Habitats Directive.
Special Protection Area (SPA):	Areas of land, water or sea of international importance for the conservation of wild birds and of migratory species. They are given special protection under the European Union's Birds Directive.
Strategic Environmental Assessment (SEA):	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
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. The term 'strategic gaps' is generally synonymous with 'settlement gaps'.
Strategic Housing Land Availability Assessment (SHLAA):	A key component of the evidence base to support the delivery of the Local Plan, the assessment aims to identify sites with potential for housing, assess their capacity, and timing for development.
Supplementary Planning Document (SPD):	Provides additional guidance and detail to development plan policies for a specific area or a specific topic but is not part of the development plan.
Sustainability Appraisal (SA):	An assessment of the social, environmental and economic effects policies or proposals in the Plans, considered against the concept of sustainable development.
Sustainable	Development that meets the needs of the present without

Development:	compromising the ability of future generations to meet their own needs.
Sustainable Drainage Systems (SuDS):	A solution which manages surface and groundwater sustainably by mimicking natural drainage regimes and avoiding the direct channelling of surface water through networks of pipes and sewers to nearby watercourses. SuDS aim to reduce surface water flooding, improve water quality and enhance the amenity and biodiversity value of the environment.
Sustainable Modes of Transport:	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.
Solent Transport:	A newly formed body with executive powers for transport matters for South Hampshire and the Isle of Wight headed by the four Executive Members for Transport for Hampshire County Council, Isle of Wight Council, Portsmouth City Council and Southampton City Council.
Tree Preservation Order (TPO):	A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a tree preservation order (TPO) may not normally be topped, lopped or felled without the consent of the local planning authority.
Tree Survey:	A survey, which is often required by the Council prior to considering new development proposals to avoid negative impact on surrounding trees. The survey aims to conduct an investigation on the scientific basis and collect the information regarding the latest condition of the trees.
Urban Area:	The built up environment.
Urban Sprawl:	The unplanned, uncontrolled spreading of urban development into areas adjoining the edge of settlements.
Viability:	Relates to the assessment of a development scheme to establish that favourable conditions regarding the financial aspects will enable development to proceed.
Vitality:	Refers to how busy an urban centre is at different times and locations.
Windfall Sites:	Sites that have not been specifically identified as available in the Local Plan process. They normally comprise of previously-developed sites that have unexpectedly become available for development.

Appendix A: Replacement Policies

The following, is a list of all policies from the Fareham Borough Local Plan Review (June 2000) and information on which policies they have been replaced by Local Plan Part 1: Core Strategy or Local Plan Part 2: Development Sites & Policies.

Table 6: Replacement Policies

Local Plan Review (June 2000) Policy	Replacement Policy (Document)
DG1: Environmental Impact	CS15 Sustainable Development and Climate Change (LP 1) CS16 Renewable Energy (LP 1) DSP2 Environmental Impact (LP 2) DSP56 Renewable Energy (LP 2)
DG2: Prejudice to Other Development	CS15 Sustainable Development and Climate Change (LP 1) CS17 High Quality Design (LP 1) DSP4 Prejudice to Adjacent Land (LP 2)
DG3: Impact on the Surrounding Area	CS15 Sustainable Development and Climate Change (LP 1) CS17 High Quality Design (LP 1) DSP2 Environmental Impact (LP 2)
DG4: Site Characteristics	CS15 Sustainable Development and Climate Change (LP 1) CS17 High Quality Design (LP 1) DSP3 Impact on Living Conditions (LP 2)
DG5: Design	CS15 Sustainable Development and Climate Change (LP 1) CS17 High Quality Design (LP 1)
DG6: Landscape Design	CS17 High Quality Design (LP 1)
DG7: Signs and Advertisements	CS17 High Quality Design (LP 1)
DG8: Commercial Frontages	CS17 High Quality Design (LP 1)
DG9: Infrastructure Requirements	CS20 Infrastructure Requirements and Development Contributions (LP 1)
DG10: Coldeast Hospital	CS10 Coldeast Hospital (LP 1)
DG11: Seafeld Park	COMPLETED
DG12: Daedalus Airfield	CS12 Daedalus Airfield (LP 1)
C1: Development in the Countryside	CS14 Development Outside Settlements (LP 1) CS16 Natural Resources & Renewable Energy DSP6 New Residential Development Outside of the Defined Urban Settlement Boundaries (LP 2) DSP8 New Leisure and Recreation Development Outside of the Defined Urban Settlement Boundaries (LP 2) DSP9 Economic Development Outside of the Defined Urban Settlement Boundaries (LP 2)
C2: Conversion of Existing Buildings in the Countryside	CS14 Development Outside Settlements (LP 1) DSP6 New Residential Development Outside of the Defined Urban Settlement Boundaries (LP 2)

	DSP9 Economic Development Outside of the Defined Urban Settlement Boundaries (LP 2)
C3: New Buildings in the Countryside	CS14 Development Outside Settlements (LP 1) DSP6 New Residential Development Outside of the Defined Urban Settlement Boundaries (LP 2) DSP8 New Leisure and Recreation Development Outside of the Defined Urban Settlement Boundaries (LP 2) DSP9 Economic Development Outside of the Defined Urban Settlement Boundaries (LP 2)
C4: Farm-Based Diversification	CS14 Development Outside Settlements (LP 1)
C5: Coastal Zone	CS14 Development Outside Settlements (LP 1) DSP16 Coastal Change Management Areas (LP 2)
C6: River Hamble and Fareham Lake	CS14 Development Outside Settlements (LP 1)
C7: New Moorings	DSP54 New Moorings (LP 2)
C8: Existing Moorings within Mooring Restriction Areas	DSP54 New Moorings (LP 2)
C9: Areas of Special Landscape Character	CS6 The Development Strategy (LP 1) CS14 Development Outside Settlements (LP 1)
C10: Protection of the Setting of Settlements	CS6 The Development Strategy (LP 1) CS14 Development Outside Settlements (LP 1)
C11: Strategic Gap	CS22 Development in Strategic Gaps (LP 1)
C12: Local Gaps	CS6 The Development Strategy (LP 1) CS14 Development Outside Settlements (LP 1)
C13: Statutory International Nature Conservation Designations	EXPIRED 2007
C14: Statutory National and Local Nature Conservation Designations	CS4 Green Infrastructure, Biodiversity and Geological Conservation (LP 1) DSP13 Supporting Nature Conservation (LP 2) DSP14 Supporting Sites for Brent Geese and Waders (LP 2)
C15: Local Nature Reserve Allocation	CS4 Green Infrastructure, Biodiversity and Geological Conservation (LP 1) DSP13 Nature Conservation (LP 2) DSP14 Supporting Sites for Brent Geese and Waders (LP 2)
CS16: Sites of Importance for Nature Conservation	CS4 Green Infrastructure, Biodiversity and Geological Conservation (LP 1) DSP13 Nature Conservation (LP 2) DSP14 Supporting Sites for Brent Geese and Waders (LP 2)
CS17: Sites of Nature Conservation Value	CS4 Green Infrastructure, Biodiversity and Geological Conservation (LP 1) DSP13 Nature Conservation (LP 2) DSP14 Supporting Sites for Brent Geese and Waders (LP 2)
CS18: Protected Species	DSP13 Nature Conservation (LP 2) DSP14 Supporting Sites for Brent Geese and Waders (LP 2)
HE1: Archaeology	CS6 The Development Strategy (LP 1)

	DSP5 Protecting and Enhancing the Historic Environment (LP 2)
HE2: Listed Buildings	CS6 The Development Strategy (LP 1) DSP5 Protecting and Enhancing the Historic Environment (LP 2)
HE3: Conservation Areas - Setting	CS6 The Development Strategy (LP 1) DSP5 Protecting and Enhancing the Historic Environment (LP 2)
HE4: Conservation Areas - New Development	CS6 The Development Strategy (LP 1) DSP5 Protecting and Enhancing the Historic Environment (LP 2)
HE5: Changes of Use in Fareham High Street Conservation Area	DSP5 Protecting and Enhancing the Historic Environment (LP 2) DSP24 Mix of Uses in Fareham High Street (LP 2)
HE6: Conservation Areas - Shopfronts	DSP5 Protecting and Enhancing the Historic Environment (LP 2)
HE7: Conservation Areas - Signs and Advertisements	DSP5 Protecting and Enhancing the Historic Environment (LP 2)
HE8: Conservation Areas - Blinds, Canopies and Shutters	DSP5 Protecting and Enhancing the Historic Environment (LP 2)
HE9: Buildings of Local Architectural or Historic Interest	DSP5 Protecting and Enhancing the Historic Environment (LP 2)
HE10: Historic Parks and Gardens	DSP5 Protecting and Enhancing the Historic Environment (LP 2)
H1: Housing Allocations	DSP40 Housing Allocations (LP 2)
H2: Residential Development in the Urban Area	CS2 Housing Provision (LP 1) CS6 The Development Strategy (LP 1) CS15 Sustainable Development and Climate Change (LP 1)
H3: Areas of Special Residential Character	CS15 Sustainable Development and Climate Change (LP 1) CS17 High Quality Design (LP 1)
H4: Retention of Housing	NOT REPLACED
H5: Conversion to Flats	DSP41 Subdivision of Residential Dwellings (LP 2)
H6: Houses in Multiple Occupation	DSP45 Houses in Multiple Occupation (HMO) (LP 2)
H7: Elderly Persons' Housing, Rest Homes and Nursing Homes	DSP42 New Housing for Older People (LP 2) DSP43 Improvements to Existing Older Persons' Housing (LP 2) DSP44 Change of Use or Redevelopment of Older Persons' Housing (LP2)
H8: Community-Based Supported Housing Units	NOT REPLACED
H9: Annexes for Dependent Residents	DSP46 Self Contained Annexes and Extensions (LP 2)
H10: Affordable Housing	CS18 Provision of Affordable Housing (LP 1)
H11: Residential Development in the Countryside	CS14 Development Outside Settlements (LP 1) DSP6 New Residential Development Outside of the Defined Urban Settlement Boundaries (LP 2)
H12: Conversion of Existing	CS14 Development Outside Settlements (LP 1)

Buildings in the Countryside to Residential Use	DSP6 New Residential Development Outside of the Defined Urban Settlement Boundaries (LP 2)
H13: Extensions to Dwellings and Ancillary Buildings in the Countryside	CS14 Development Outside Settlements (LP 1) DSP6 New Residential Development Outside of the Defined Urban Settlement Boundaries (LP 2)
H14: Frontage Infill	CS17 High Quality Design (LP 1) DSP6 New Residential Development Outside of the Defined Urban Settlement Boundaries (LP 2)
H15: Sites for Gypsies and Travelling Showpeople	DSP47 Gypsies, Travellers and Travelling Showpeople
FS1: Community Facility Allocations	CS10 Coldeast Hospital (LP 1) DSP52 Community Facilities (LP 2) DSP32 Corner of Trinity Street & Osborn Road (LP 2)
FS2: Education Allocations	NOT REPLACED
FS3: Educational Establishments and Institutions in the Countryside	DSP10 Educational Facilities outside of the defined urban settlement boundaries (LP 2)
FS4: Health Facility Allocations, Coldeast Hospital	CS10 Coldeast Hospital Strategic Development Location (LP 1)
FS5: Garden of Rest, Portchester Crematorium	EXPIRED 2007
FS6: Renewable Energy	CS16 Natural Resources and Renewable Energy (LP 1) DSP56 Renewable Energy (LP 2)
FS7: Telecommunications	DSP55 Telecommunications (LP 2)
R1: Recreation, Leisure and Tourism in the Urban Area	EXPIRED 2007
R2: Cams Alders Sports Ground	CS21 Protection and Provision of Open Space (LP 1)
R3: Protection of Existing Open Space	CS21 Protection and Provision of Open Space (LP 1)
R4: Public Open Space Allocations	CS10 Coldeast Hospital (LP 1) DSP12 Public Open Space Allocations (LP 2)
R5: Open Space in New Residential Development	CS21 Protection and Provision of Open Space (LP 1)
R6: Recreation, Leisure and Tourism in the Countryside	CS14 Development Outside Settlements (LP 1) DSP8 New Leisure and Recreation Development Outside of the Defined Urban Settlement Boundaries (LP 2)
R7: New Footpaths	DSP8 New Leisure and Recreation Development Outside of the Defined Urban Settlement Boundaries(LP 2)
R8: Upper Quay, Fareham	NOT REPLACED
R9: Camping and Caravanning	DSP8 New Leisure and Recreation Development Outside of the Defined Urban Settlement Boundaries(LP 2)
E1: Existing Employment Areas in the Urban Area	DSP17 Existing Employment Sites and Areas (LP 2)
E2: Employment Allocations	DSP18 Employment Allocations (LP 2)
E3: Solent Business Park - Phase 2	DSP18 Employment Allocations (LP 2)

E4: Fareham Railway Station Yard	DSP30 Fareham Station East (LP 2)
E5: Open Storage Uses	DSP17 Existing Employment Sites and Areas (LP 2)
E6: Employment Development in the Urban Area	CS6 The Development Strategy (LP 1) DSP18 Employment Allocations (LP 2)
E7: Business Development in Fareham Town Centre	CS1 Employment Provision (LP 1) CS8 Fareham Town Centre (LP 1) DSP23 Making the Most Effective Use of Upper Floors (LP 2)
E8: Business Development in the District and Local Centres	EXPIRED 2007 DSP34 Development in District Centres, Local Centres and Local Parades (LP 2)
E9: Hazardous Substances	DSP2 Environmental Impact (LP 2)
E10: Employment in the Countryside	CS14 Development Outside Settlements (LP 1) DSP9 Economic Development Outside of the Defined Urban Settlement Boundaries (LP 2)
E11: Boatyards	DSP19 Boatyards (LP 2)
S1: Fareham Town Centre Strategy	EXPIRED 2007 CS3 The Vitality and Viability of Centres (LP 1) CS8 Fareham Town Centre (LP 1)
S2: Shopping in the Retail Core, Fareham Town Centre	CS3 The Vitality and Viability of Centres (LP 1) CS8 Fareham Town Centre (LP 1) DSP20 New Retail Development in Fareham Town Centre (LP 2)
S3: Non-Retail Uses in the Retail Core, Fareham Town Centre	CS3 The Vitality and Viability of Centres (LP 1) CS8 Fareham Town Centre (LP 1) DSP21 Primary Shopping Area (LP 2) DSP22 Secondary Shopping Area (LP 2)
S4: Market Quay, Fareham	EXPIRED 2007 DSP27 Market Quay (LP 2)
S5: Quay Street, Fareham	DSP40 Housing allocations
S6: Shopping Development in District and Local Centres	CS3 The Vitality and Viability of Centres (LP 1) CS9 Development in the Western Wards and Whiteley (LP 1) CS11 Development in Portchester, Stubbington and Titchfield (LP 1) DSP34 Development in District Centres, Local Centres and Local Parades (LP 2) DSP35 Locks Heath District Centre (LP 2) DSP36 Portchester District Centre (LP 2)
S7: Non-Retail Uses in District and Local Centres and Parades	DSP34 Development in District Centres, Local Centres and Local Parades (LP 2)
S8: Retention of Local Shops	DSP38 Local Shops (LP 2)
S9: New Local Shops	DSP38 Local Shops (LP 2)
S10: Out-of-Centre Shopping	CS3 The Vitality and Viability of Centres (LP 1) DSP37 Out-of-Town Shopping (LP 2)
S11: Retail Warehouses	CS3 The Vitality and Viability of Centres (LP 1) DSP37 Out-of-Town Shopping (LP 2)
S12: Hot Food Shops	CS3 The Vitality and Viability of Centres (LP 1) DSP39 Hot Food Shops (LP 2)

S13: Garden Centres	CS14 Development Outside Settlements (LP 1) DSP39 Out-of-Town Shopping (LP 2)
T1: Location of New Development	CS5 Transport and Infrastructure (LP 1) CS6 The Development Strategy (LP 1) CS15 Sustainable Development and Climate Change (LP 1) CS17 High Quality Design (LP 1)
T2: Public Transport	CS15 Sustainable Development and Climate Change (LP 1) CS17 High Quality Design (LP 1)
T3: South Hampshire Rapid Transit	CS5 Transport and Infrastructure (LP 1) DSP48 Bus Rapid Transit (LP 2)
T4: Walking, Cycling and Mobility Impairment	CS5 Transport and Infrastructure (LP 1)
T5: Transport and Development	CS5 Transport and Infrastructure (LP 1)
T6: New or Improved Highway Access	CS5 Transport and Infrastructure (LP 1)
T7: Improvements to the Strategic Road Network	DSP49 Improvements to the Strategic Road Network (LP 2)
T8: Improvements to the Distributor Road Network	DSP50 Access to Whiteley (LP 2)
T9: Access to Whiteley	DSP50 Access to Whiteley (LP 2)
T10: Rear Service Roads, Fareham Town Centre	EXPIRED 2007
T11: Public Car Park Allocation, Market Quay, Fareham	EXPIRED 2007 DSP27 Market Quay (LP 2)
Local Plan Part 1: Core Strategy Policy	
CS19: Gypsies, Travellers and Travelling Showpeople Population	DSP47 Gypsies, Travellers and Travelling Showpeople (LP 2)

Appendix B: Existing Employment Sites and Areas

Table 7: Existing Employment Sites and Areas

The following existing employment sites and areas are to be protected under policy DSP13.

*Referenced in Employment Land Review

Site ID*	Site	Ward	Settlement Area
39	Fareham Industrial Estate and Broadcut	Fareham East	Fareham
65	North Wallington, off Standard Way	Fareham East	Fareham
84	Fareham Point, Wickham Road & North end of High Street,	Fareham East	Fareham
92	Salterns & Delta Business Park, Salterns Lane	Fareham East	Fareham
126	Kiln Acre, Wickham Road	Fareham East	Fareham
127	Parkway, Wickham Road	Fareham East	Fareham
128	Furzehall Farm, Wickham Road	Fareham East	Fareham
139	Waterside House, north of Delme roundabout	Fareham East	Fareham
161	High Walls, North of East Street	Fareham East	Fareham
1700	242-248 Gosport Road	Fareham East	Fareham
95	Funtley Court, Funtley Hill	Fareham North	Fareham
87&88	West End, South of Station Roundabout	Fareham North	Fareham
90	Boatyard Industrial Estate, Mill Road	Fareham South	Fareham
74	Newgate Lane & Speedfields Park	Fareham South	Fareham
76	Fort Fareham, off of Newgate Lane	Fareham South	Fareham
77	Palmerston Business Park, off of Newgate Lane	Fareham South	Fareham
138	Blackbrook Road Industrial Estate	Fareham West	Fareham
98	Brook Avenue/Brook Lane (junction of)	Park Gate	Western Wards
80	Segensworth West Industrial Estate, off of Little Park Farm Road	Park Gate	Western Wards
81	Park Gate Employment Area, Botley Road/Duncan Road	Park Gate	Western Wards
82	Park Gate Business Centre, off of Botley Road	Park Gate	Western Wards
63	Castle Trading Estate & Murrills Estate, North and South of East Street	Portchester East	Portchester
163	Castle Court	Portchester East	Portchester
165	Cams Estate, south of Cams Hill	Portchester West	Portchester
173	National Air Traffic Services (NATS), Sopwith Way	Sarisbury	Western Wards
1628	South of Solent Way, Whiteley	Sarisbury	Western Wards
100	Swanwick Business Park & Oslands Court, off of Bridge Road	Sarisbury	Western Wards
96	The Tanneries, Titchfield Hill	Titchfield	Titchfield
78	Segensworth South Industrial Estate, North and South of Southampton Road	Titchfield Common	Titchfield
79	Segensworth East Industrial Estate, Brunel Way and Barnes Wallis Road	Titchfield Common	Titchfield
99	Warsash Village Centre, off of Shore Road	Warsash	Western Wards

Appendix C: Housing Allocations

Table 8: Housing Allocations

Allocation	Net Number of Dwellings (indicative)
Rolled forward existing Local Plan Review (2000) Allocations	
Peter's Road, Sarisbury*	20
East of Raley Road	50
Land at Fleet End Road	10
Land off Church Road, Warsash	20
Land to rear of 347-411 Hunts Pond Road	20
33 Lodge Road, Locks Heath	10
Total (a)	130
Rolled forward existing Core Strategy (2010) Allocations	
PCT Land Cold East	30
Total (b)	30
New Allocations	
General Needs Housing	
Croft House, Redlands Lane	15
Hope Lodge, Fareham Park Road	5
Former Community Facilities, Wynton Way	10
Land between 335 and 357 Gosport Road	10
Land at Heath Road, Locks Heath	70
Land at Stubbington Lane	10
Land at Sea Lane	5
Total (c)	125
Fareham Town Centre Development Opportunity Areas	
Civic Area**	80
Market Quay**	60
Maytree Road	20
Total (d)	160
Sites identified for Older Persons Accommodation	
Fareham Station West	80
Genesis Centre	35
Corner of Station Road and A27, Portchester	15
Total (e)	130
Grand Total (a+b+c+d+e)	575

*The capacity of this site excludes the 258 units with planning consent (see Table 9 below).

**This site is a Town Centre Development Opportunity Area. The housing element of this mixed use area is included in the table.

Table 9: Large sites (net gain 5+ units) with extant planning permission, where no material start has been made (data correct as at 31 August 2014)

Extant planning permission	Settlement Area	Number of Dwellings (indicative)
21 Bridge Road	Western Wards & Whiteley	10
Peter's Road (Taylor Wimpey)	Western Wards & Whiteley	143
Peter's Road (Bovis Homes)	Western Wards & Whiteley	64
Catholic Church of our Lady	Portchester	7
Land to the rear of Red Lion Hotel, East Street and Bath Lane Car Park	Fareham	55
Fareham Point	Fareham	18
411 Hunts Pond Road	Western Wards	6
Coldeast Hospital (LOT 1 Phase 2)	Western Wards & Whiteley	97
Tudor Lodge (Care Home)	Stubbington	25
Little Brook House (Care Home)	Western Wards & Whiteley	5
Fareham College Site*	Fareham	110
Land to rear of 123 Bridge Road	Western Wards & Whiteley	6
Rear of Coldeast Close	Western Wards & Whiteley	5
8 Southampton Hill	Titchfield	9
10 Southampton Hill	Titchfield	5
142-144 West Street	Fareham	17
Total =		582

* This site is a mixed use allocation. The housing element of this mixed use allocation is included in the table.

Appendix D: Small Sites with Planning Permission

Table 10: Small sites (fewer than 5 dwellings) with planning permission (data correct as at 31 August 2014)

Address	Planning Application Reference Number	Settlement Area	Capacity as per planning consent
119 West Street	13/0262/FP	Fareham	4
141-143 West Street	12/1019/CU	Fareham	4
161a West Street	13/0094/CU	Fareham	2
24 West Street	11/0959/CU	Fareham	4
1 Westbury Road	11/0779/FP	Fareham	1
8 Hartlands Road	11/0320/FP	Fareham	1
Mill House Land Adjacent To Forest Lane	12/0713/FP	Fareham	1
43 Southampton Road	12/1013/FP	Fareham	1
101 West Street	11/0708/FP	Fareham	2
57 High Street	13/0524/FP	Fareham	1
20-26 Titchfield Road	13/0807/FP	Fareham	4
134 Gordon Road	13/0036/FP	Fareham	1
107-109 Gordon Arms Gordon Road	12/1036/CU	Fareham	2
Delme Court Maytree Road	11/0840/CU	Fareham	2
Al Mahdi Wickham Road	11/0418/FP	Fareham	0
138 Funtley Road	13/0161/OA	Fareham	2
58 Maylings Farm Road	11/0651/FP	Fareham	1
62 The Avenue	11/0275/FP	Fareham	1
1 Peak Lane	13/0035/OA	Fareham	1
67 The Avenue	12/0804/FP	Fareham	1
30 Fareham Park Road	13/0133/FP	Fareham	2
34-36 Land To Rear Fareham Park Road	09/0512/FP	Fareham	4
101 Hillson Drive	13/0435/FR	Fareham	1
66 Wynton Way	13/0168/FP	Fareham	2
28 Land At Elgin Close	03/0688/FP	Fareham	1
1 Land Adjacent To Southwick Court	12/0260/FP	Fareham	1
33 Fairfield Avenue	13/0122/FP	Fareham	1
Spurlings Road - Greenhill Cottage	14/0123/CU	Fareham	1
26 Catisfield Road	14/0202/CU	Fareham	1
128 PAXTON ROAD - Land Adjacent To	14/0035/VC	Fareham	1
Admiral House 67 High Street	14/0236/FP	Fareham	1
219 West Street	13/1090/PC	Fareham	1
Crofton Lane - 49 - 51	P/13/1080/FP	Fareham	2
Castle Barn Land To West Of Wicor Path	12/0304/FP	Portchester	1
1 Portsdown Inn Leith Avenue	13/0105/FP	Portchester	1

22 The Downsway	13/0075/FP	Portchester	1
45 Newtown Road	10/0087/FP	Portchester	3
66 Land Adjacent Cornaway Lane	13/1108/FP	Portchester	1
39 Land At Westlands Grove	06/0145/FP	Portchester	1
Land At Nyewood Avenue	13/0083/FR	Portchester	2
5 Rudgwick Close	03/0038/FP	Portchester	1
34 Portchester Road	13/1049/FP	Portchester	2
33 West Street - The Car Cabin - The Precinct	P/14/0552/CU	Portchester	1
31 Stubbington Green	14/0614/CU	Stubbington	2
47 Land Adjacent St Marys Road	13/0140/FP	Stubbington / Hillhead	1
130 Newgate Lane	12/0771/FP	Stubbington / Hillhead	1
122 Mays Lane	12/0965/OA	Stubbington / Hillhead	1
36 Land To Rear Of Stubbington Lane	07/1310/FP	Stubbington / Hillhead	1
2 Crofton Lane	13/0730/OA	Stubbington / Hillhead	1
18 Land To Rear Of Pilgrims Way	12/0768/FP	Stubbington / Hillhead	1
27 Fern Way	09/0372/FP	Titchfield	1
75 Land To Rear Of Garstons Close	08/1215/FP	Titchfield	1
40 Land Adjacent Catisfield Lane	08/0956/FP	Titchfield	1
44 Common Lane	13/0670/CU	Titchfield	1
35 The Square	13/0953/CU	Titchfield	-1
18 Locks Heath Park Road	13/0717/RM	Western Wards & Whiteley	1
347a Hunts Pond Road	11/0242/FP	Western Wards & Whiteley	1
411 Hunts Pond Road	10/0928/FR	Western Wards & Whiteley	1
114 Locks Heath Park Road	13/0988/FP	Western Wards & Whiteley	1
153 Land Adjacent To Hunts Pond Road	13/0255/FP	Western Wards & Whiteley	1
141 Hunts Pond Road	12/0566/FP	Western Wards & Whiteley	2
2 The Grounds Heath Road North	13/0590/FP	Western Wards & Whiteley	1
348 Brook Lane	12/0400/FP	Western Wards & Whiteley	1
33 Lower Duncan Road	13/0742/OA	Western Wards & Whiteley	1
Site Of Former Sylvan Clinic Land At Columbus Drive	12/0630/OA	Western Wards & Whiteley	2
64 Botley Road	13/0237/FP	Western Wards & Whiteley	4
24 Land Adjacent To Sherwood Gardens	12/0443/FP	Western Wards & Whiteley	1
70 Fleet End Road	13/0624/FP	Western Wards & Whiteley	1
80 Swinton Hall Warsash Road	13/0955/RM	Western Wards & Whiteley	4
201 Land Adjoining Locks Road	11/0542/FP	Western Wards & Whiteley	2
10 Locks Road	13/0588/FR	Western Wards & Whiteley	1
112 Locks Road	12/0571/FP	Western Wards & Whiteley	1
Land Off Wayside	13/0149/FP	Western Wards & Whiteley	2
233 Land To Rear Of Swanwick Lane	13/0062/FP	Western Wards & Whiteley	4
The Rosery Allotment Road	13/0800/FP	Western Wards & Whiteley	4
190a Bridge Road	11/0945/CU	Western Wards & Whiteley	-1
27-29 Holly Hill Lane	12/0695/OA	Western Wards & Whiteley	3
39 Holly Hill Lane	12/0647/FP	Western Wards & Whiteley	1
39 Botley Road	14/0227/PC	Western Wards & Whiteley	4
12 Greenaway	13/1031/FP	Western Wards & Whiteley	2

133 Warsash Road - Land Adjacent To	14/0404/FP	Western Wards & Whiteley	1
4 Addison Road Sarisbury Green	14/0465/FP	Western Wards & Whiteley	1
67 Church Road	14/0409/OA	Western Wards & Whiteley	3
63 Bridge Road	14/0340/FP	Western Wards & Whiteley	2
Carron Row Farm 15 Segensworth Road	14/0587/LU	Western Wards & Whiteley	1
3 Fleet End Road - Land Adjacent -	14/0244/FP	Western Wards & Whiteley	2
22 Peters Road	13/0832/FP	Western Wards & Whiteley	3
151 Hunts Pond Road (Plot 3)	14/0530/FP	Western Wards & Whiteley	1
Total Net Permissions			139

Appendix E: Sites with Planning Permission where Development is Currently in Progress

Table 11: Sites with planning permission where development is currently in progress (data correct as at 31 August 2014)

Address	Settlement area	Remaining Net Capacity as per planning permission
St Christopher's Hospital, Wickham Road, Fareham	Fareham	2
Collingwood House, Gibraltar Close	Fareham	40
Land South of Palmerston Avenue	Fareham	16
Hinton Hotel	Fareham	82
Swanwick Marina, Bridge Road, Swanwick	Western Wards & Whiteley	49
324-326 Brook Lane	Western Wards & Whiteley	4
122 Leydene Nursery, Segensworth Road	Western Wards & Whiteley	3
East of Lower Duncan Road, Park Gate	Western Wards & Whiteley	18
Newpark Garage, Station Road	Western Wards & Whiteley	14
69 Botley Road	Western Wards & Whiteley	5
38 Rivendale Columbus Drive	Western Wards & Whiteley	12
ATC Site Farm Road	Western Wards & Whiteley	36
East of Northway, Southway and Westway	Western Wards	11
Peter's Road (Highwood)	Western Wards	48
Coldeast LOT 2	Western Wards	204
Total =		544

Appendix F: Windfall Allowance

Windfall Allowance

Policy Context

The glossary in the NPPF defines windfall sites as “Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available”¹¹⁶.

Paragraph 48 of the NPPF enables local planning authorities to make an allowance for windfall in its five year supply.

Prior to the publication of the NPPF, a windfall allowance could only be considered in the medium to long term. Following this change in policy, a windfall allowance has been calculated for the first five years of the plan period. However, paragraph 48 of the NPPF requires that, if local planning authorities are to include windfall allowance in their assessment of housing land supply they must provide compelling evidence that demonstrates that such sites have consistently become available in the local area and will continue to provide a reliable source of supply.

The NPPF states that windfall allowances should be realistic and have regard to the Strategic Housing Land Availability Assessment (SHLAA), historic windfall delivery rates and expected future trends, and should not include residential gardens. The calculation of windfall allowance has taken into account all of these factors in arriving at an annual windfall allowance for the Borough.

Methodology

In order to arrive at a robust windfall allowance, the Council has considered historic windfall delivery rates across the seven year period from the beginning of the plan period (i.e. 2006-13). This period was chosen because it reflects subdued and buoyant market conditions, thereby producing an average that could be justifiably assumed to reflect current conditions and the anticipated upturn housing delivery as market conditions improve (see Table 13).

Table 12: Historic windfall rates 2006 to 2012

Year	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	Average 2006 -2014
Windfall	133	82	30	19	11	12	15	22	38*

*Rounded to whole number

In 2010¹¹⁷, Fareham reduced the site capacity threshold for the inclusion of sites in the SHLAA from 10 units to 5 units. The effect of this is that smaller sites that would have previously come as windfall completions are now being identified in the SHLAA. It is important that this methodology change in the assessment of housing sites has been taken

¹¹⁶ DCLG (2012) National Planning Policy Framework; (Annex 2 - Page 57)

¹¹⁷ The SHLAA November 2010 used housing supply baseline data collated up to 31st March 2010

into account in the calculation of windfall allowance to provide a consistent approach to calculation of windfalls across the seven year windfall calculation period. As shown in Table 13 below, by removing windfall sites with a capacity of 5 to 9 units, the windfall completions for years 2006-09 are reduced substantially.

Table 13: Historic windfall rates 2006 to 2012 (adjusted to account for methodology changes in the SHLAA)

Year	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	Average 2006 - 2014
Windfall	33	41	17	19	11	12	15	22	21*

*Rounded to whole number

Using the Windfall Calculation Methodology described above, the windfall allowance has been calculated at 21 dwellings per annum. For consistency with the approach to estimating capacity estimates contained in Chapter 5: Planning for Growth, the average historic windfall rate (21) has been rounded to the nearest 5 to give an annual windfall allowance of 20; equating to 100 dwellings across the first five years of the plan period (2013-2018). With the inclusion of a windfall allowance the Council is able to identify sufficient housing supply to meet its strategic housing requirements over the remaining part of the plan period (2013-2026).

Appendix G: Fareham's Housing Trajectory

Fareham's Housing Trajectory and Five-Year Housing Land Supply (excluding Welborne)

The Council is required to identify a supply of specific deliverable sites sufficient to provide five years' worth of housing against its housing requirements, with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Table 14 considers housing delivery, past and future, providing the overall housing trajectory across the plan period.

The trajectory identifies past housing delivery and the expected rate of projected housing delivery for the remainder of the plan period to 2026. Past housing completions are represented by row A. Row D (Total Projected Housing Supply) represents the anticipated housing supply for Fareham Borough. This consists of sites identified in this Plan (Row C - Projected Planned Housing Completions), and a windfall allowance (Row C - Projected Windfall Allowance).

Row H (Total Strategic Housing Requirement) represents the housing requirements for the Borough outside Welborne. It is a combination of the housing ascribed to Fareham through the adopted Core Strategy and, as required by paragraph 47, bullet point 2 of the National Planning Policy Framework, an additional 5% buffer of deliverable sites (Row G) moved forward from later in the plan period (5% Buffer applied to five year housing supply). For information purposes row I shows the annual requirements of the South Hampshire Strategy, with Row J showing this annual requirement added to the Strategic Requirement for the Borough.

Row M demonstrates the number of dwellings above or below the housing target, of the Core Strategy, at any one year. Despite a shortfall in housing land availability toward the latter stages of the plan period, significant projected over-delivery in the early stages of the plan period will ensure that Fareham is capable of meeting its housing requirements.

Row N shows the number of dwellings above or below cumulative housing requirements of the Core Strategy. A positive figure demonstrates that a strategy is ahead of the delivery target whereas a negative figure shows a shortfall in housing delivery. The cumulative rate of delivery remains positive across the plan, despite a shortfall in annual delivery against annual supply in the latter stages of the plan period. For information purposes Row O shows the number of dwellings above or below cumulative housing requirements of the South Hampshire Strategy.

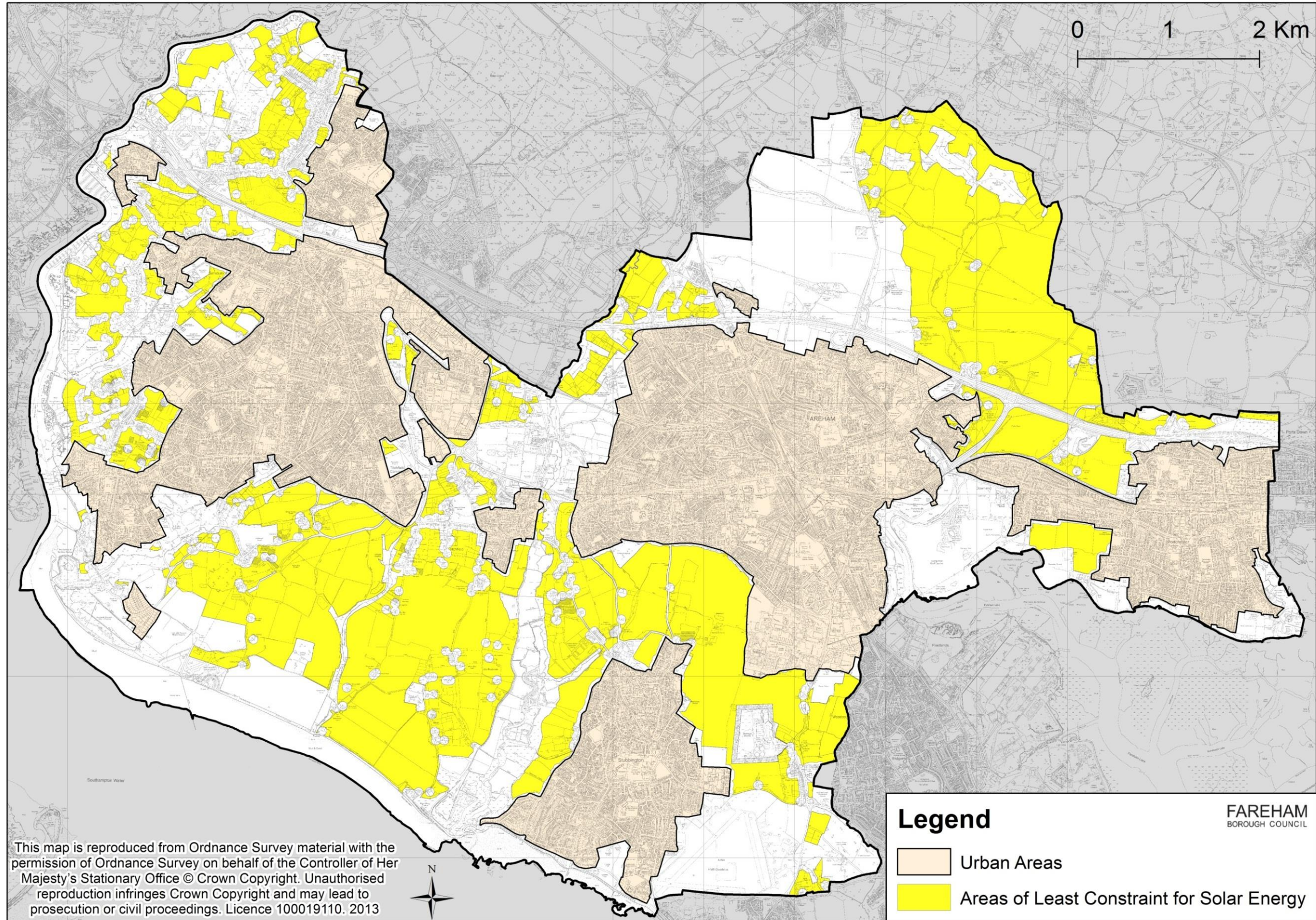
As the table demonstrates, Fareham is capable of meeting and exceeding its five year deliverable housing land requirement by 651 dwellings ($1,418 - 767 = 651$). With regards to the developable supply (i.e. 6-10 year and 11-13 years supply) Fareham is in a housing deficit of -190 ($246 - 436 = -190$) and -29 ($137 - 166 = -29$), respectively. However, when past delivery is taken into account, Fareham is capable of delivering the Cumulative Requirement across the plan period (i.e. 2006-2026) of 3,729 dwellings with a projected surplus of 929 dwellings.

Table 14: Fareham Housing Trajectory and Five-Year Housing Land Supply (Excluding Welborne)

Plan Year									1-5 Year Supply					6-10 Year Supply					11+ Year Supply										
	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								
A	Past Completions								608	546	318	188	339	315	391	152								2857					
B	Projected Planned Housing Completions															252	297	342	256	171	50	20	40	70	66	88	49	1701	
C	Projected Windfall Allowance															20	20	20	20	20								100	
D	Total Projected Housing Supply															272	317	362	276	191	50	20	40	70	66	88	49	1801	
E	Cumulative Completions/Projections								608	1154	1472	1660	1999	2314	2705	2857	3129	3446	3808	4084	4275	4325	4345	4385	4455	4521	4609	4658	4658
F	2011 Core Strategy Housing Requirement								340	340	340	340	340	220	220	220	220	220	94	94	94	94	93	92	92	92	92	92	3729
G	5% buffer applied to five year deliverable housing supply																9	9	9	9	9			-9	-9	-9	-9	-9	0
H	Total Strategic Housing Requirement (2006 - 2026)								340	340	340	340	340	220	220	220	229	229	103	103	103	94	93	83	83	83	83	83	3729
I	2012 Push South Hampshire Strategy Requirement													32	32	32	32	32	32	32	32	31	31	31	31	31	31	31	472
J	Total Housing Requirement plus South Hampshire Strategy Requirements								340	340	340	340	340	252	252	252	261	261	135	135	134	125	124	114	114	114	114	114	4201
K	Cumulative Core Strategy Requirement								340	680	1020	1360	1700	1920	2140	2360	2580	2800	2894	2988	3082	3176	3269	3361	3453	3545	3637	3729	3729
L	Cumulative South Hampshire Strategy Requirement								340	680	1020	1360	1700	1952	2204	2456	2717	2978	3113	3248	3382	3507	3631	3745	3859	3973	4087	4201	4201
M	Number of dwellings above or below annual housing requirement								268	206	-22	-152	-1	95	171	-68	43	88	259	173	88	-44	-73	-43	-13	-17	5	-34	N/A
N	Number of dwellings above or below Core Strategy cumulative requirement								268	474	452	300	299	394	565	497	549	646	914	1096	1193	1149	1076	1024	1002	976	972	929	929
O	Number of dwellings above or below South Hampshire Strategy cumulative requirement								268	474	452	300	299	362	501	401	412	468	695	836	893	818	714	640	596	548	522	457	457

Appendix H: Areas of Least Constraint for Solar and Wind Energy

Figure 3: Areas of Least Constraint for Solar Energy



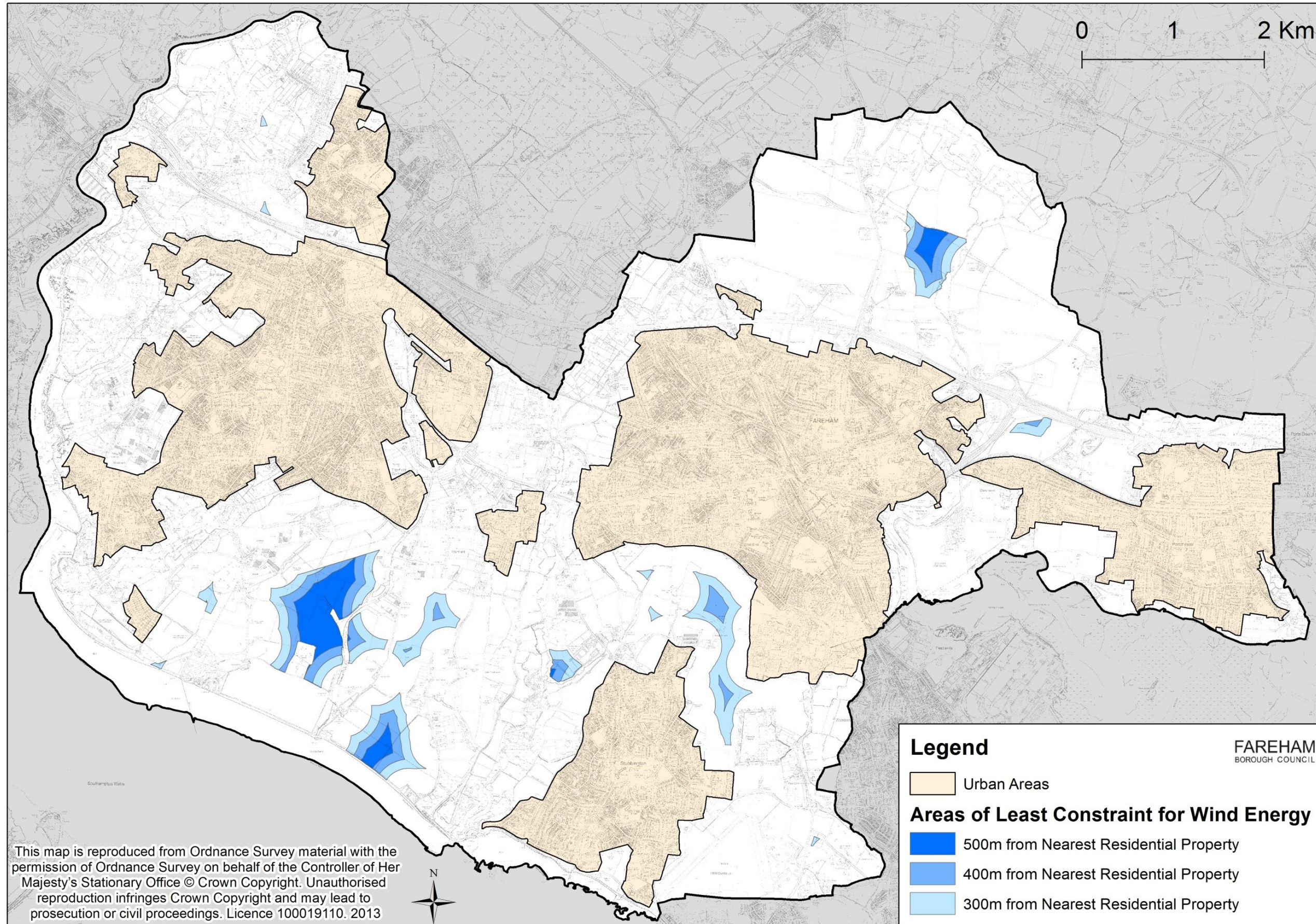
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For more information please contact planningpolicy@fareham.gov.uk

Figure 4: Areas of Least Constraint for Wind Energy



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Policies Map Booklet

June 2015

Legend

-  PLAN AREA BOUNDARY (BOROUGH-WIDE POLICIES CS1-6, CS13, CS15-21, DSP1-5, DSP12, DSP37-39, DSP41, DSP43-46, DSP52-56)
-  DEFINED URBAN SETTLEMENT BOUNDARIES (CS2, CS6-7, CS9, CS11, CS15)
-  AREA OUTSIDE OF DEFINED URBAN SETTLEMENT BOUNDARIES (CS6, CS14, DSP6-10)
-  COLDEAST HOSPITAL STRATEGIC DEVELOPMENT ALLOCATION (CS10)
-  DAEDALUS AIRFIELD STRATEGIC DEVELOPMENT ALLOCATION (CS12)
-  WELBORNE POLICY BOUNDARY (CS13)
-  BUS RAPID TRANSIT (DSP48)
-  FAREHAM COLLEGE (DSP33)
-  DEVELOPMENT OPPORTUNITY AREAS (DSP26-32, DSP51)
-  EDUCATIONAL FACILITIES OUTSIDE OF DEFINED URBAN SETTLEMENT BOUNDARIES (DSP10)
-  COASTAL CHANGE MANAGEMENT AREAS (DSP16)
-  DEVELOPMENT PROPOSALS WITHIN SOLENT BREEZES HOLIDAY PARK (DSP11)
-  CONSERVATION AREAS (CS6, DSP5)
-  EMPLOYMENT AREAS (DSP17)
-  HOUSING ALLOCATIONS (DSP40)
-  HOUSING FOR OLDER PERSONS (DSP42)
-  EMPLOYMENT ALLOCATIONS (DSP18)
-  GYPSIES, TRAVELLERS & TRAVELLING SHOWPEOPLE (DSP47)
-  DISTRICT CENTRES, LOCAL CENTRES AND PARADES (CS3, CS9, CS11, DSP34-36)
-  HISTORIC PARKS AND GARDENS (DSP5)
-  SCHEDULED ANCIENT MONUMENTS (CS6, DSP5)***
-  STRATEGIC GAP (CS22)
-  SPA/SAC/RAMSAR SITES (CS4, DSP13, DSP15)*
-  SITES OF SPECIAL SCIENTIFIC INTEREST (CS4, DSP13)*
-  NATIONAL NATURE RESERVES (CS4, DSP13)*
-  LOCAL NATURE RESERVES (CS4, DSP13)*
-  "IMPORTANT" BRENT GEESE & WADER SITES (DSP14)**
-  "UNCERTAIN" BRENT GEESE & WADER SITES (DSP14)**
-  SITES OF IMPORTANCE FOR NATURE CONSERVATION (CS4, DSP13)**
-  BOATYARDS (DSP19)
-  HEALTH FACILITY ALLOCATION, COLDEAST HOSPITAL (CS10)
-  COMMUNITY FACILITIES, OPEN SPACE & RECREATION (& USES ANCILLARY TO COMMUNITY & RECREATION USES) (DSP53)
-  MOORING RESTRICTED AREAS (DSP54)
-  EMPLOYMENT ALLOCATION AT HANGARS EAST (CS12)
-  EMPLOYMENT, OPEN SPACE & ALLOTMENT ALLOCATION AT HANGARS WEST (CS12)
-  EMPLOYMENT AND MCA/ AIRFIELD OPERATIONS (CS12)
-  MIXED USE ALLOCATION (COLDEAST) (CS10)
-  ALLOTMENTS/ CEMETERY ALLOCATION & COMMUNITY FACILITIES (CS10)
-  ALLOTMENTS (CS21)
-  EXISTING OPEN SPACE (CS21)
-  PUBLIC OPEN SPACE ALLOCATIONS (CS10, CS21, DSP12)
-  FAREHAM TOWN CENTRE BOUNDARY (CS1, CS3, CS8, DSP20, DSP23-25)
-  PRIMARY SHOPPING AREA (CS8, DSP21)
-  SECONDARY SHOPPING AREA (CS8, DSP22)
-  ACCESS TO WHITELEY (DSP50)
-  IMPROVEMENTS TO THE STRATEGIC ROAD NETWORK (DSP49)

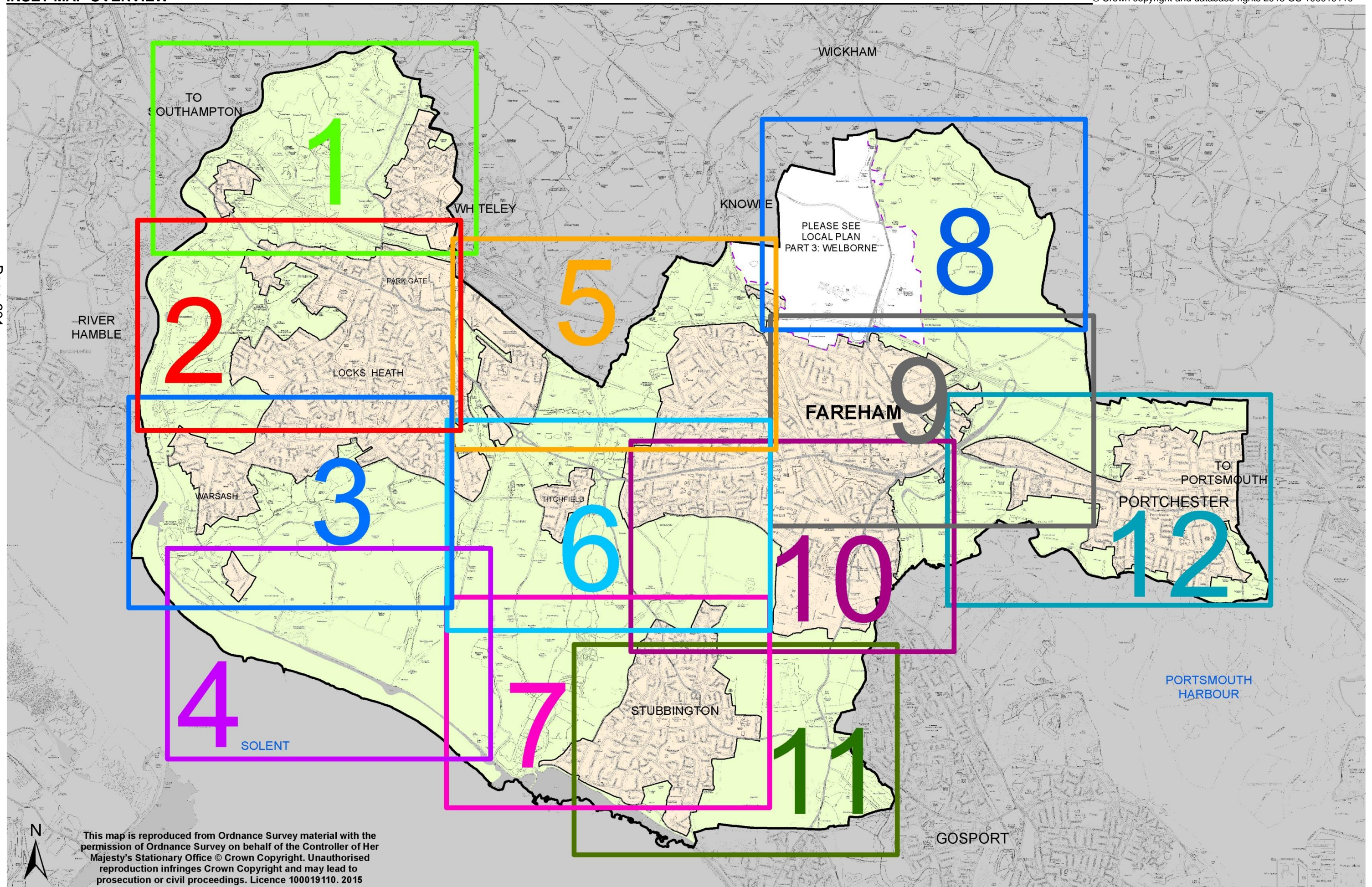
Please refer to the following sources for the most up-to-date information:
 *Natural England
 **Hampshire Biodiversity Information Centre (HBIC)
 ***English Heritage

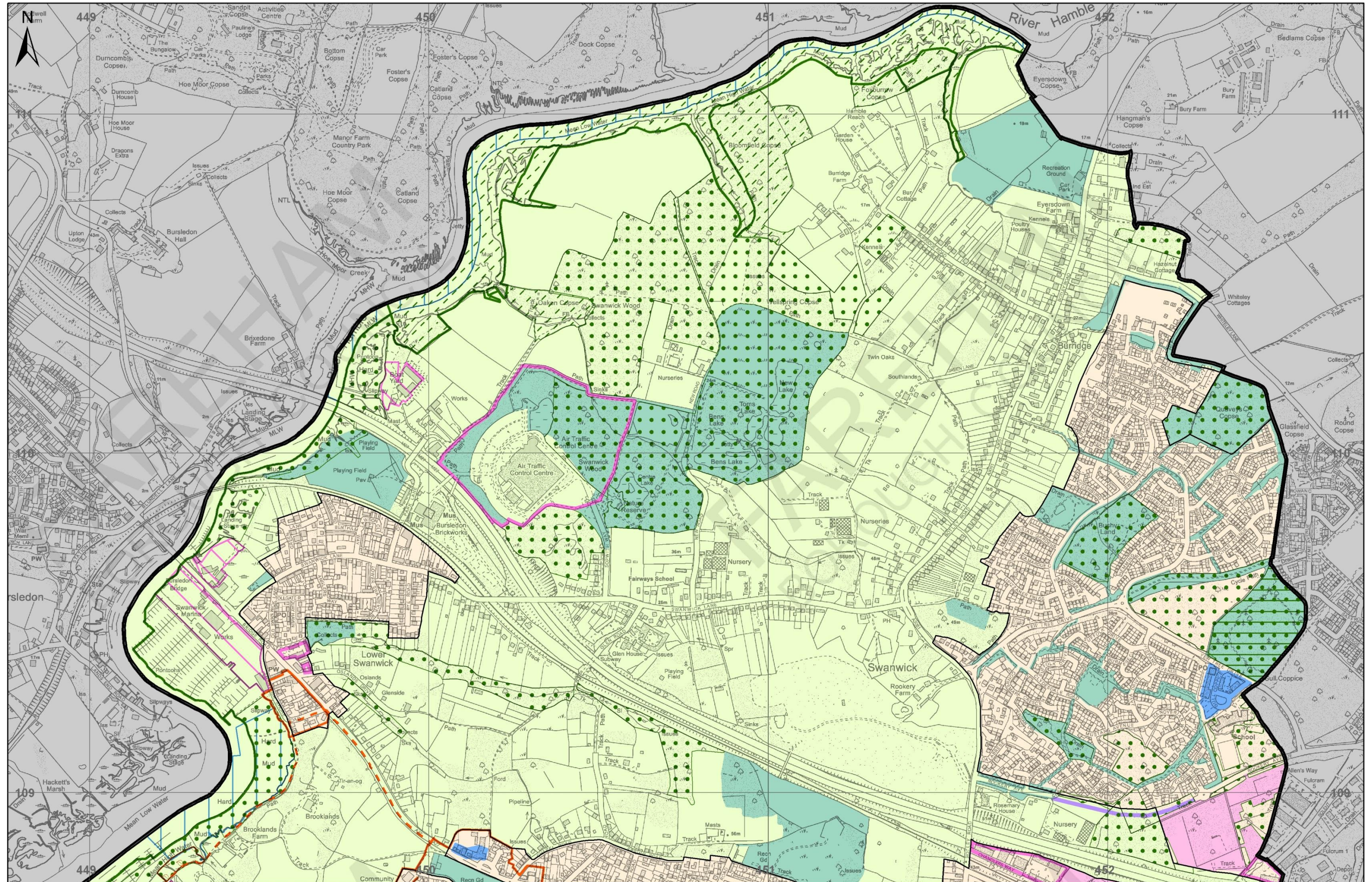
For Flood Zone data, please contact the Environment Agency.

INSET MAP OVERVIEW

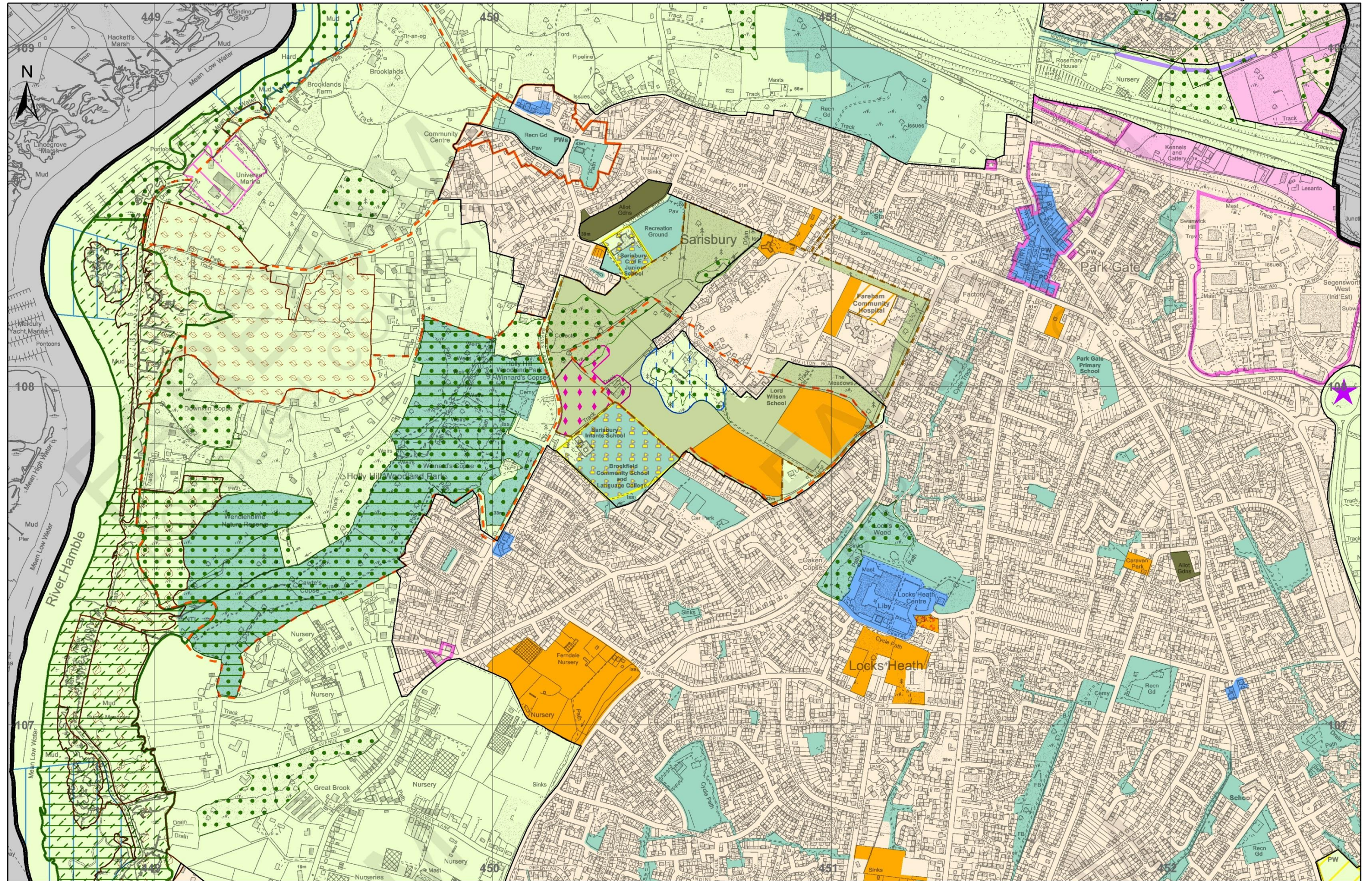
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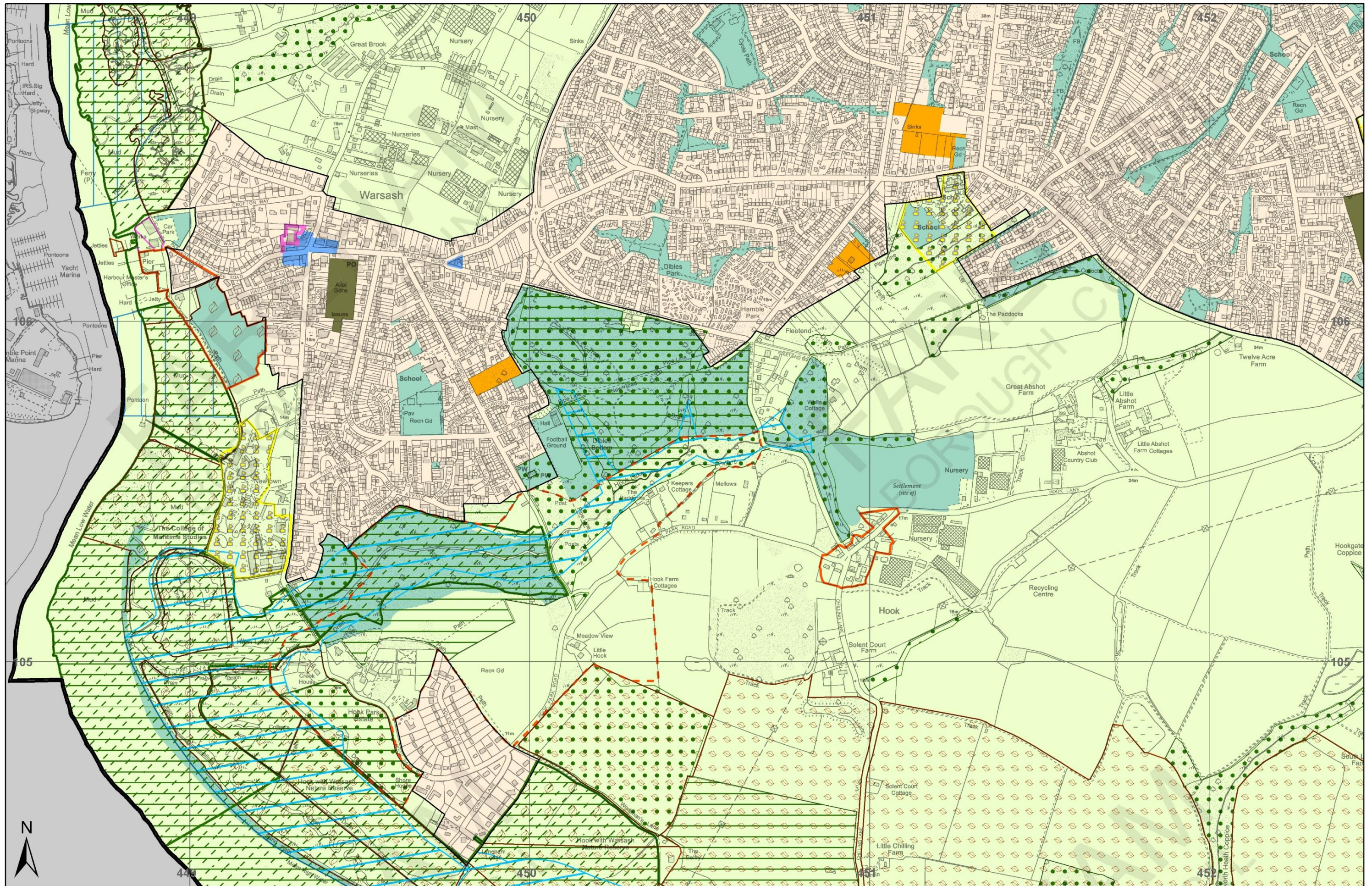
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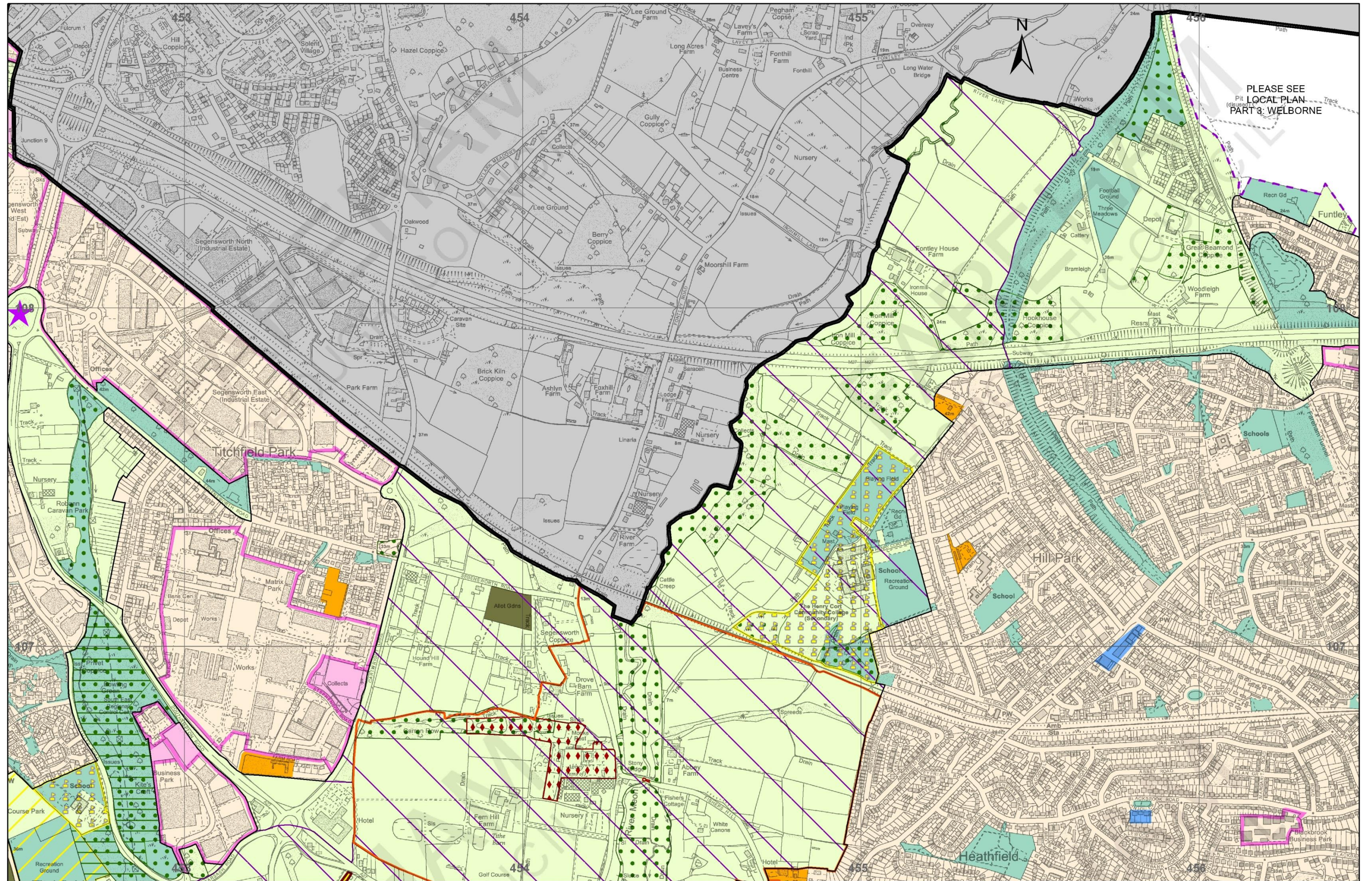


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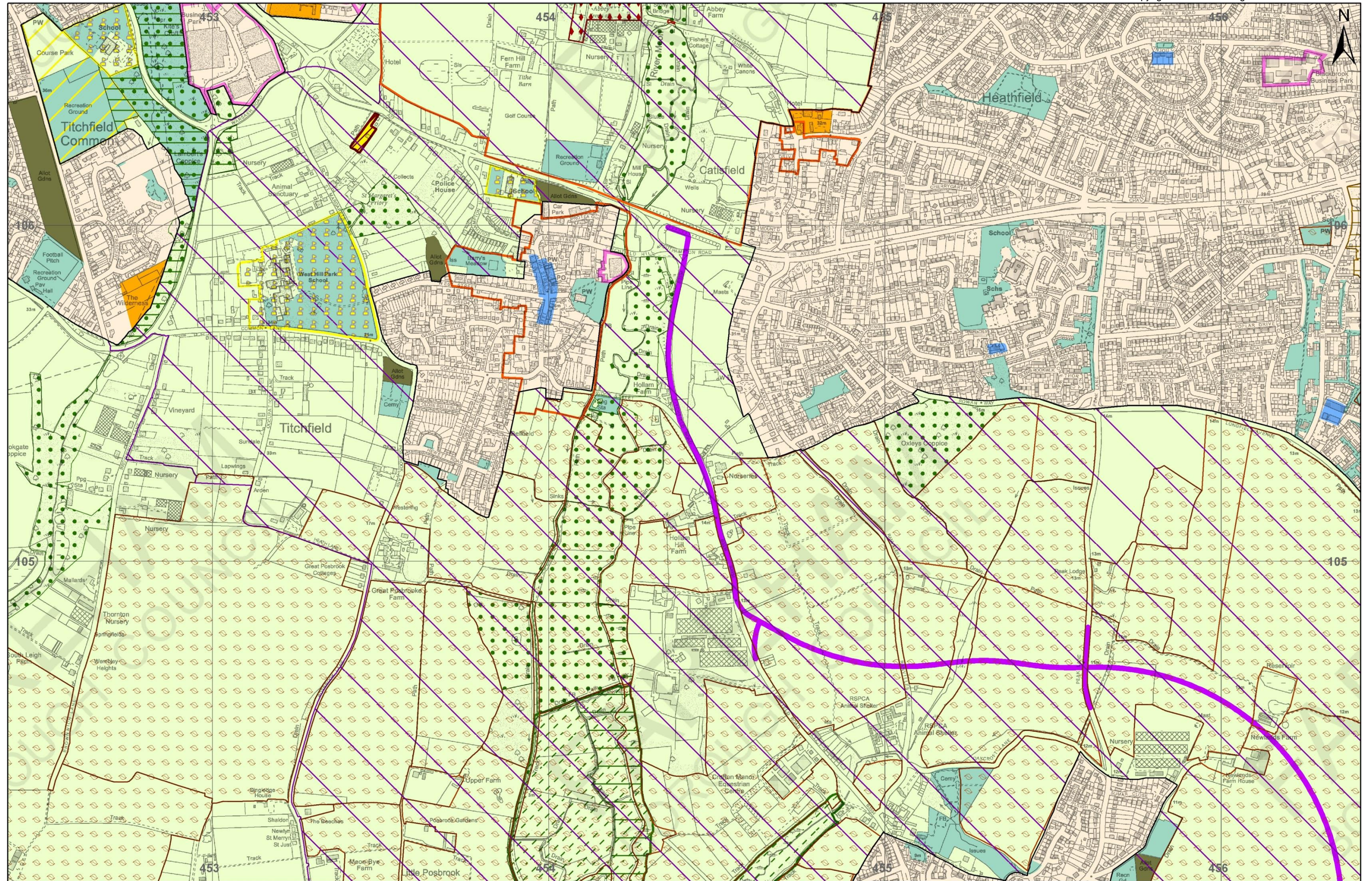
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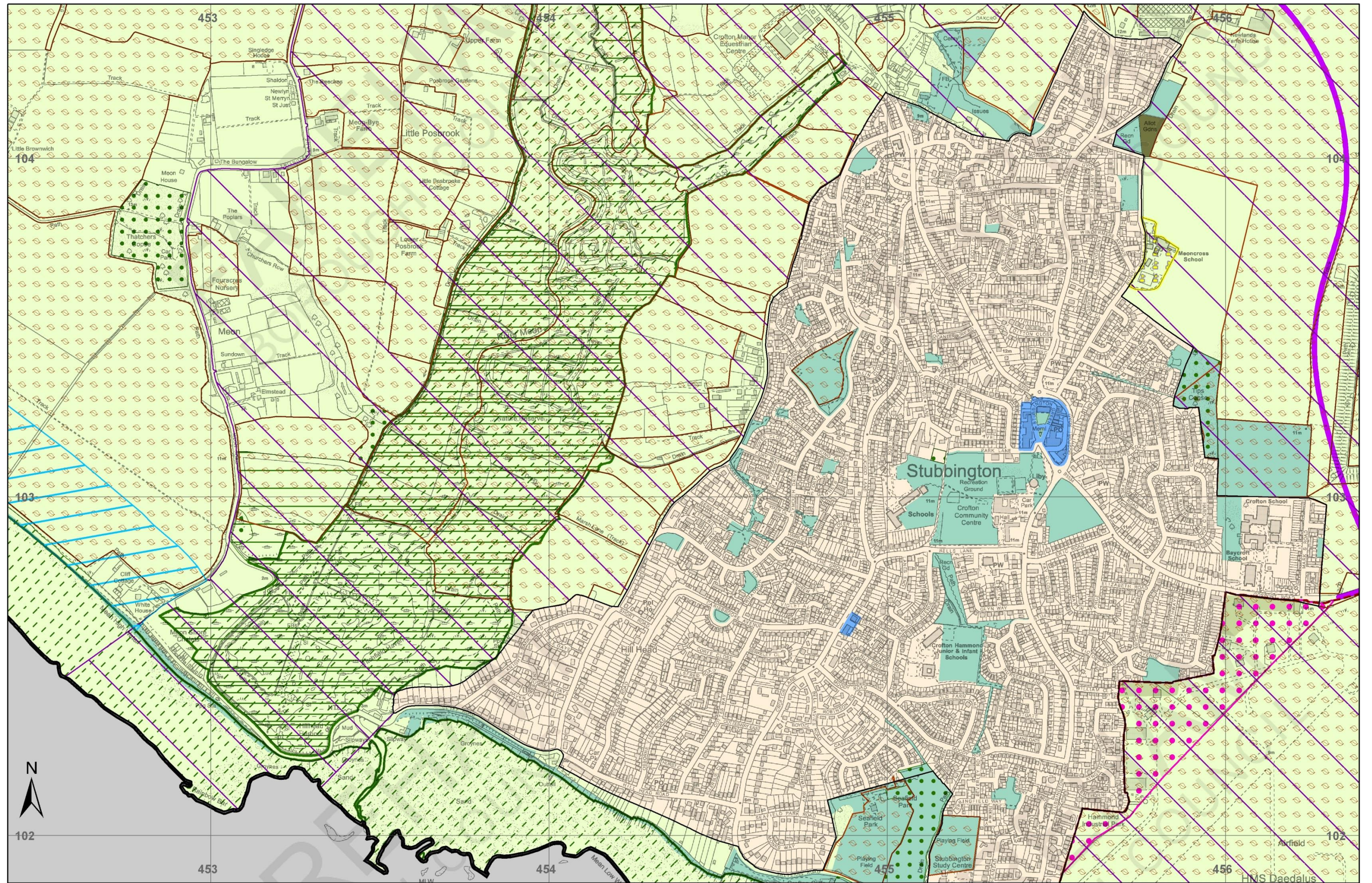
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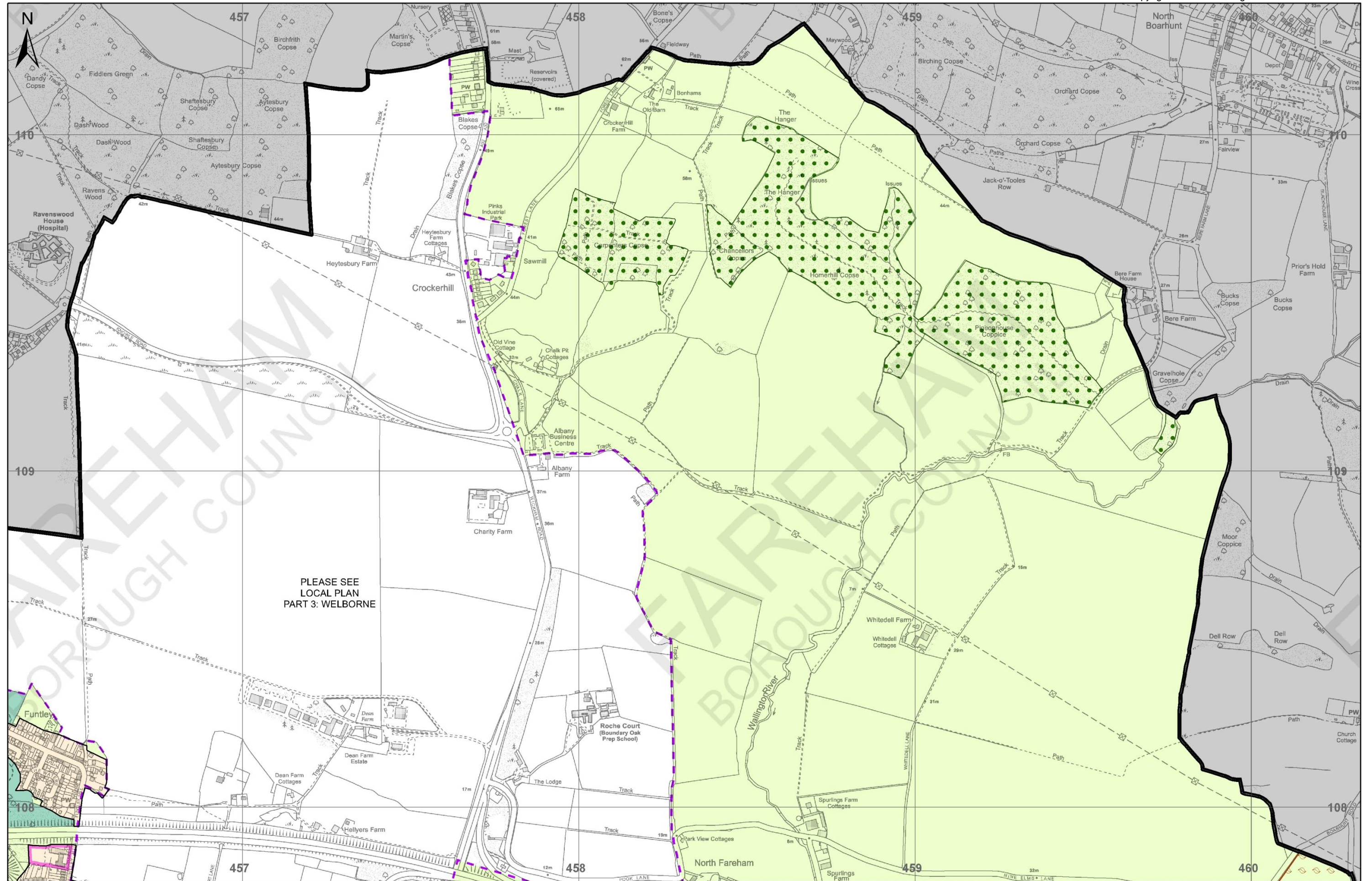
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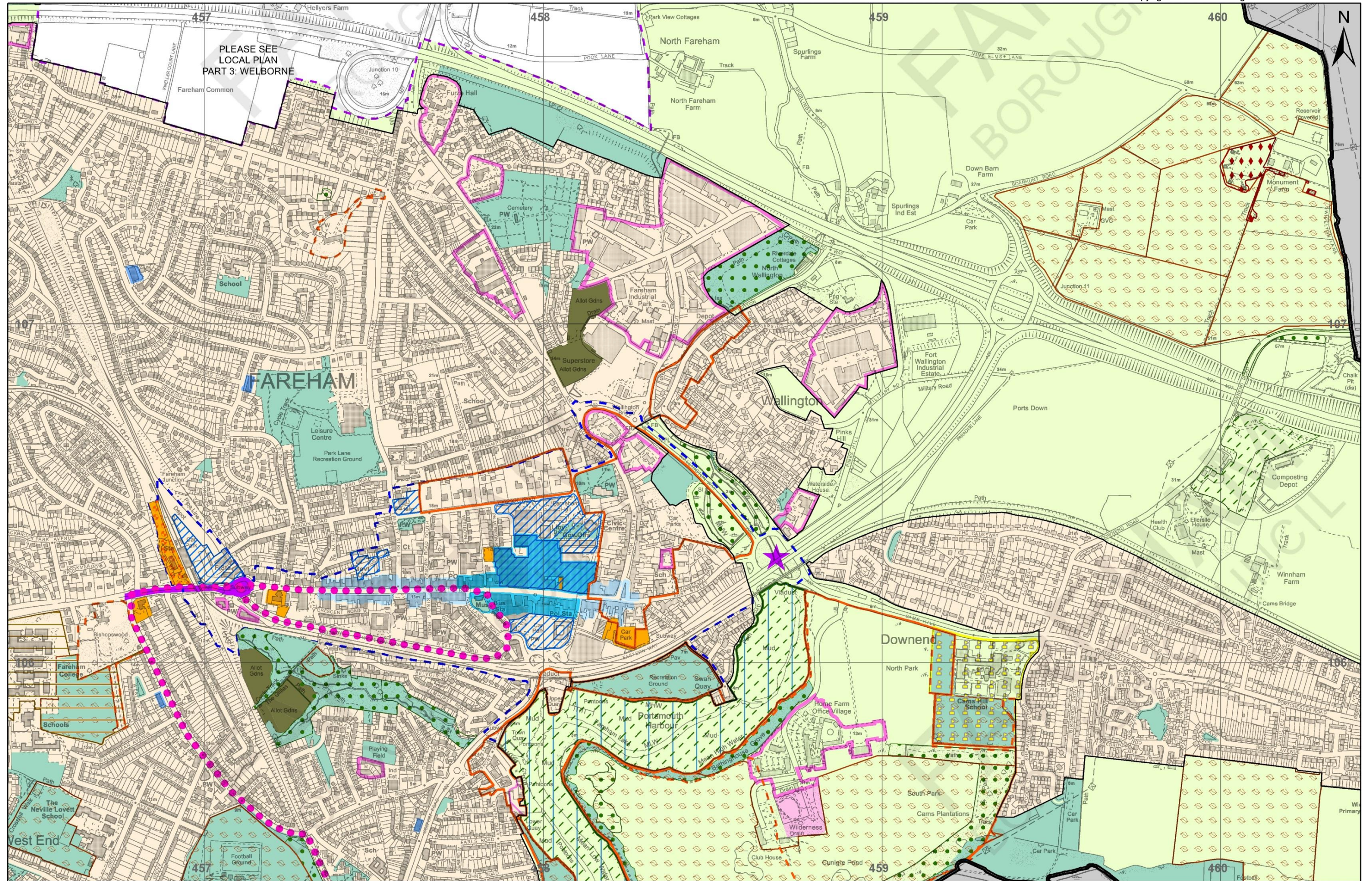
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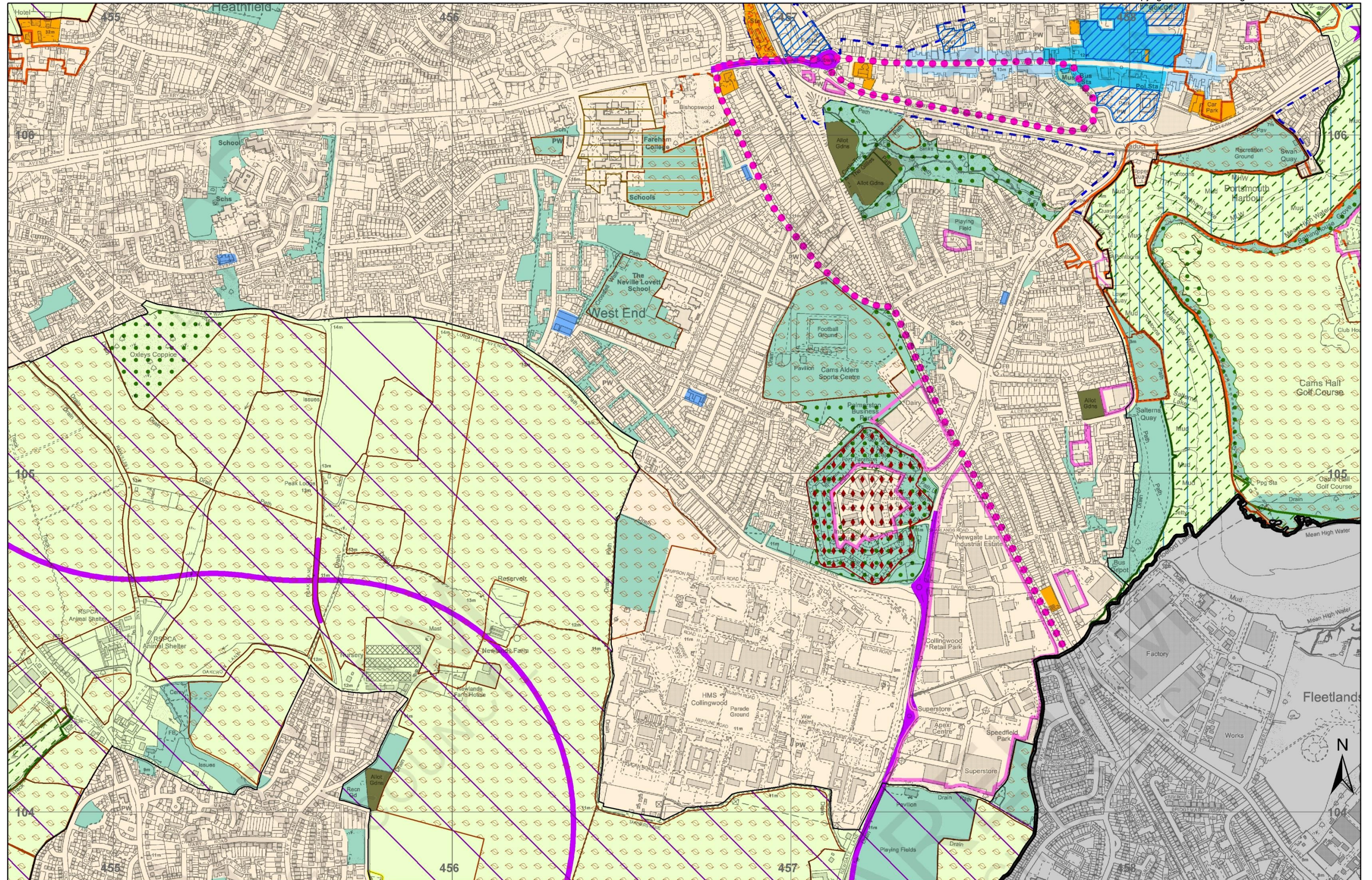
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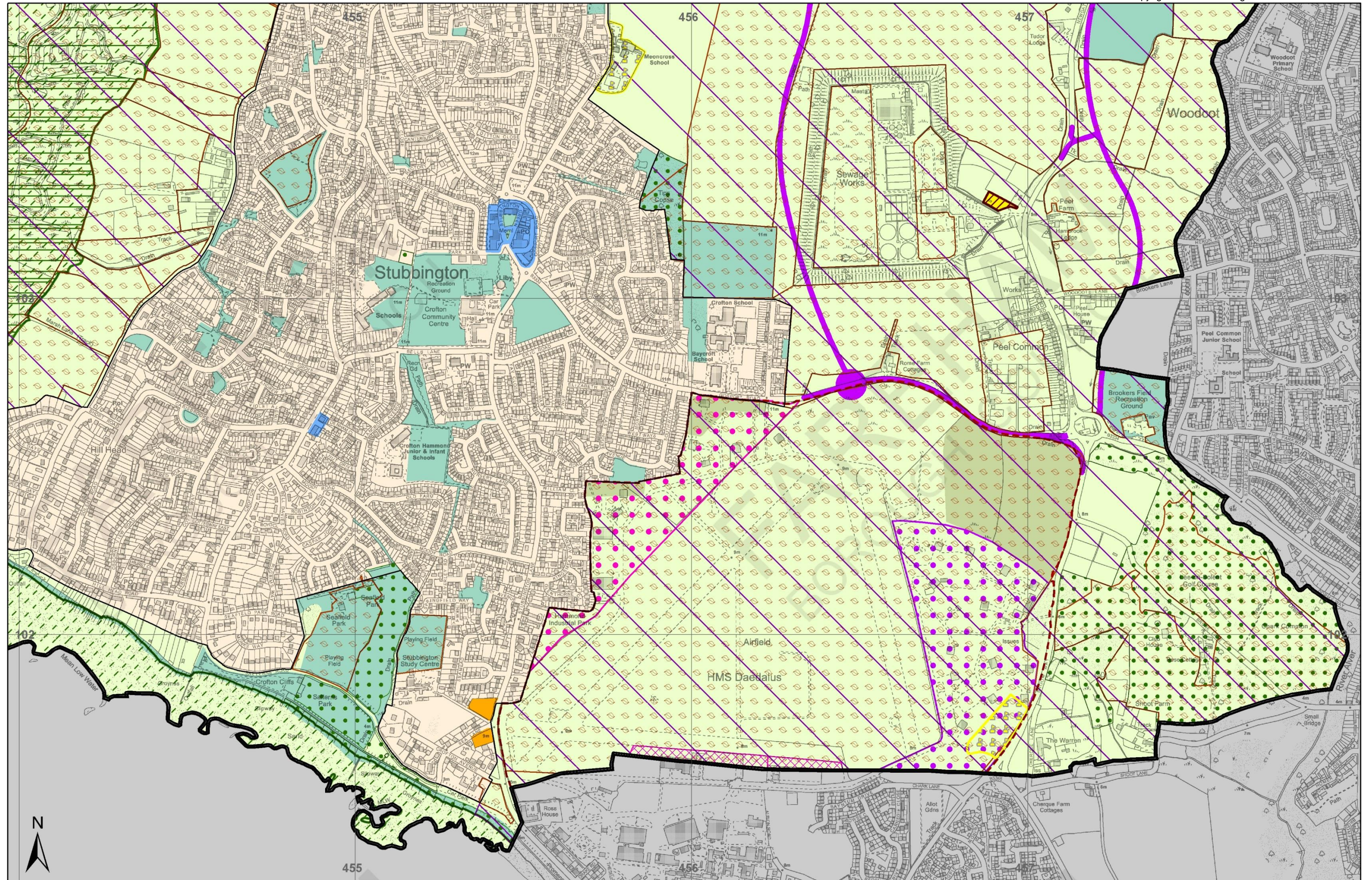


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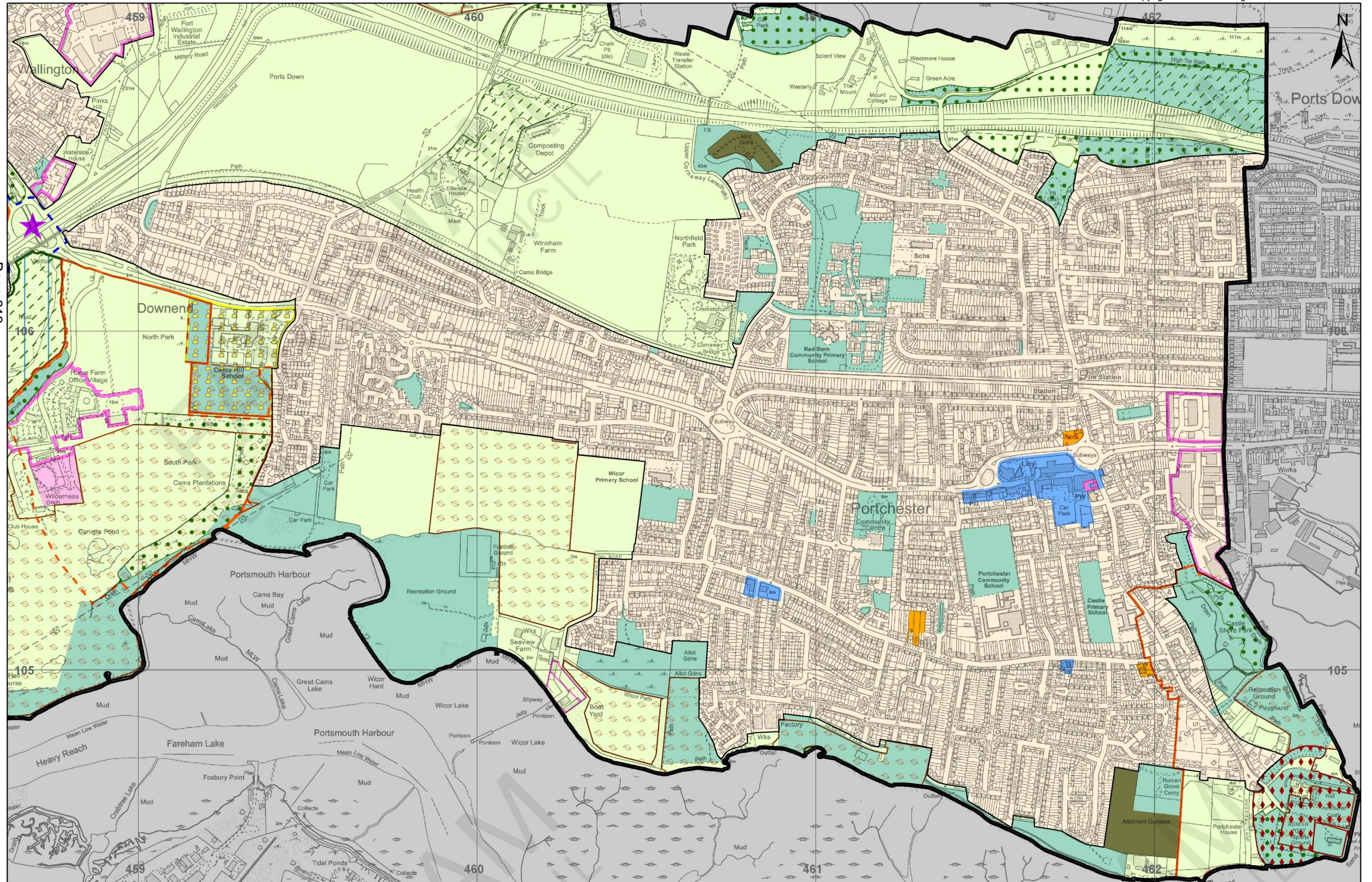
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FAREHAM

BOROUGH COUNCIL

**Fareham Borough Council
Local Plan Part 2: Development Sites and Policies
Plan**

**Sustainability Appraisal (SA)
Incorporating the Strategic Environmental
Assessment (SEA):**

Adoption Statement Produced in accordance with
Regulations 16 (3) and (4) of the Environmental
Assessment of Plans and Programmes Regulations
2004

June 2015

Local Plan Part 2: Development Sites and Policies Plan Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA): Adoption Statement

The purpose of this Statement

- 1 The overall purpose of the SA process is to promote sustainable development through consideration of social, environmental and economic concerns in the preparation of planning policies and to evaluate reasonable alternative options. The Planning and Compulsory Purchase Act 2004 established the requirement for a process of Sustainability Appraisal to be carried out alongside plan-making. The importance of SA to Local Plan making is emphasised in the National Planning Policy Framework (paragraph 165), which requires that a sustainability appraisal which meets the requirements of the European Directive on strategic environmental assessment, should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors. It is a requirement that SA is undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004, which were prepared in order to transpose into national law the EU Strategic Environmental Assessment (SEA) Directive.
- 2 This Sustainability/Environmental Statement for the Sustainability Appraisal (incorporating the Strategic Environmental Assessment) of the Fareham Borough Local Plan Part 2: Development Sites and Policies Plan has been prepared in accordance with the following requirements:
 - Regulation 36 of the Town & Country Planning (Local Development) (England) Regulations 2004
 - Regulation 16 of the Environmental Assessment of Plans & Programmes Regulations 2004
 - Paragraph 165 of the National Planning Policy Framework 2012
- 3 The Adoption Statement explains how environmental/sustainability considerations were incorporated into the Development Sites and Policies Plan, and how the Sustainability Appraisal (SA) was taken into account including;
 - how the representations received through the consultation process were integrated into the Plan;
 - the reasons for choosing the adopted Development Sites and Policies Plan in the light of the alternatives considered;
 - and, how the significant sustainability effects of implementing the Development Sites and Policies Plan will be monitored.

Introduction

- 4 Fareham Borough Council adopted the Local Plan Part 1 - The Core Strategy in August 2011. This set the key elements of the planning framework. This part of the Local Plan was subject to its own separate SA process, which has been taken into

account in undertaking the SA work which underpins the Development Sites and Policies Plan.

- 5 The Council adopted the Local Plan Part 2 - Development Sites and Policies Plan on 8 June 2015. The Development Sites and Policies Plan covers the whole of the Borough of Fareham, excluding that part of the Borough covered by the Welborne Plan.
- 6 The Development Sites and Policies Plan sets out the Council's approach to managing and delivering development identified in the Core Strategy (together with the additional requirements set out in the South Hampshire Strategy) for the Borough to 2026. It will help deliver the Vision and Strategic Objectives for Fareham set out in the Core Strategy.
- 7 Since the beginning of 2012 a considerable amount of consultation and public engagement has been undertaken by Fareham Borough Council. As an integral part of preparing the specific policies for Solent Breezes, Gypsy and Traveller accommodation and Fareham College site redevelopment, consultations have also taken place throughout 2013. To inform this process a SA (incorporating the Strategic Environmental Assessment) was scoped out and undertaken. This was also the subject to a process of consultation with both the public and the relevant statutory bodies. The main stages of Consultation included;
 - Issues and Options stage of the plan preparation included public consultation starting in January 2008
 - SA Scoping Report (May 2012)
 - A six week consultation on the draft Development Sites and Policies Plan which included 8 days of public exhibitions both inside and outside of the Borough in affected neighbourhoods (October – November 2012)
 - SA Options Assessment Report and HRA Screening Report (October 2012)
 - Specific consultations on policies for Solent Breezes, Gypsy and Traveller accommodation and Fareham College site redevelopment, together with SA/SEA and HRA Screening, have also taken place throughout 2013
 - A six week consultation on the Proposed Submission Development Sites and Policies Plan, including the Final SA report (February 2014)
 - SA of the Publication Development Sites and Policies Plan (January 2014)
 - Appropriate Assessment Report for the Publication Development Sites and Policies Plan (January 2014)
 - Post-Examination Addendum to combined SA/SEA and HRA for Development Sites and Policies Plan (December 2014).
 - A six week consultation of the Proposed Modifications to the Development Sites and Policies Plan including the accompanying SA and HRA of the Main Modifications (January 2015)
- 8 The Plan was submitted to the Secretary of State in June 2014 together with the Sustainability Appraisal, and Habitats Regulations Assessment. The Development Sites and Policies Plan was the subject of an Examination by an independent Inspector, with public hearings held during November 2014. The Inspector's final report in May 2015 found that the Development Sites and Policies Plan provides an appropriate basis for the planning of the Borough, providing a number of modifications are made to the plan.

- 9 The Inspector also found the SA to be adequate, so that the Development Sites and Policies Plan could be formally adopted by the Council, with the proposed modifications, without the need for any further SA. In respect of the Habitats Regulations Appropriate Assessment (AA), the Inspector found that it had been satisfactorily carried out and concluded that LP2 can be considered to be compliant with the Habitats Regulations.

How environmental & sustainability considerations have been integrated into the Development Sites and Policies Plan

- 10 Sustainability Appraisal (SA) was at the heart of the process of preparing the Development Sites and Policies. Full details of the SA process are set out in the Sustainability Report on the Publication Draft Development Sites and Policies Plan. The SA (incorporating SEA) was undertaken as an iterative and ongoing process which informed decisions made on the emerging Plan.
- 11 The SA was undertaken in accordance with current government guidance¹ and best practice² for a staged approach which considered the effects of the emerging Development Sites and Policies Plan on a range of socio-economic as well as environmental factors. Independent specialist consultants³ were appointed to carry out the SA. They worked closely with the plan-making team in an iterative way such that the findings and recommendations from the SA were integrated into the developing stages of the Plan.
- 12 The first stage of the SA was to scope the issues for sustainability within the area. Relevant plans and programmes were reviewed; baseline information regarding the character of the area and its likely evolution were collated and analysed; sustainability problems, issues & opportunities were identified; and a Sustainability Appraisal Framework of objectives and decision-making criteria was developed.
- 13 The SA Scoping Report was published in May 2012 for consultation with the statutory bodies, other interested organisations and the public.
- 14 The Development Sites and Policies Plan was developed during 2012 and subject to a SA. The emerging plan considered the spatial options for housing, employment and associated infrastructure through a number of strategic locations. The SA Report which supported the Publication Development Sites and Policies Plan sets out how the SA has informed the plan-making process, including the alternative options for development and infrastructure allocations.
- 15 A range of positive and negative effects are predicted to occur during implementation of the Plan, including:
- Long-term, significant positive effects in relation to the housing objective;
 - Short-term and long-term significant negative effects are predicted in relation to built and cultural heritage, however, it should be possible to reduce negative effects via

¹The NPPF and the Planning Practice Guidance-sustainability requirements for local plans

² Office of the Deputy Prime Minister (September 2005): A Practical Guide to the SEA Directive.

³ Urban Edge Environmental Consulting

high quality designs which respond to and enhance the setting of historical features and through the use of an appropriate selection of materials, while there is also potential for some positive long-term effects;

- Short- and long-term residual negative impact on the quality, character and setting of landscape and townscape character at the local scale in some parts of the borough;
- Long-term, significant positive effects in relation to accessibility and sustainable travel;
- Overall carbon emissions in the borough can be expected to increase as a result of the Plan's implementation, leading to small-scale long-term negative effects in relation to climate change, but the Plan also defines a spatial strategy for avoiding the resultant impacts and providing for an increased supply of renewable energy;
- There is scope for increased water or air pollution in the short-term, but a neutral or positive effect is predicted in the longer term. Impacts on residential amenity through light and noise pollution are considered to be counterbalanced by the Plan's environmental protection policies;
- The Plan is predicted to lead to negative impacts to ecological receptors in the short to medium term, but many of these impacts are capable of being mitigated. Long-term effects are likely to be both positive and negative, and highly site-specific;
- Small scale long-term negative effects in relation to the consumption of water and materials, however, it is considered to make a significant contribution to the best use of land;
- Significant short-, medium- and long-term beneficial effects are predicted with regard to strengthening the local economy as a result of the Plan's provisions for new employment floorspace;
- Significant short-, medium- and long-term beneficial effects on the vitality and viability of centres; and
- The majority of proposed development site is expected to make at least a minor contribution in relation to creating a healthy and safe community.

- 16 Further refinements were made as a result of the consultation; any significant changes were subject to SA and the findings incorporated into the Submission Development Sites and Policies Plan which was submitted to the Secretary of State in June 2014. Through Examination, the Planning Inspector found the SA to be adequate and that the Welborne Plan could be adopted with the proposed modifications which were subject to further SA in January 2015.

How the Sustainability/Environmental Report were taken into account and influenced the Development Sites and Policies Plan

- 17 The SA Scoping Report established the baseline, the key sustainability issues, and the policy framework for the SA, and set the context for the SA. This informed the early draft of the Plan and provided the basis for assessment of possible options.
- 18 The subsequent stages of the SA were undertaken at the same time as the equivalent stages of the plan-making process so that the findings and recommendations of the SA could be integrated at each stage. The choices regarding spatial strategic locations and themes for strategic policies were subject to SA using the framework of SA objectives. Mitigation measures for any negative

effects identified were suggested through changes to policy wording to strengthen the sustainability of the development, or through additional requirements within site development briefs. A report was published that recorded the findings of the SA and the way in which it had influenced the choices available to the plan-making body.

- 19 As the SA had been incorporated into the plan-making process from an early stage, the Pre-Submission and Submission drafts of the Development Sites and Policies Plan only required minor changes. Again, the findings of the SA and the way in which it had influenced to the plan-making were set out in the SA Reports.

How the results of consultation have been taken into account

- 20 At each stage of the consultation process, (from SA scoping through to the Submission of the Development Sites and Policies Plan and its accompanying SA Report), the SA set out the nature of the responses and the way in which the SA took them into account. This included the initial formal scoping consultation with the environmental bodies – Environment Agency, Natural England and English Heritage.

Reasons for choosing the Development Sites and Policies Plan as adopted

- 21 The SA examined and appraised the vision, the broad locations for housing, employment and associated infrastructure. The potential positive sustainability effects of the proposed development, and the mitigation of potential negative effects, rely on the effective implementation of the policies as set out in the adopted Development Sites and Policies Plan. The plan-making and the SA processes established that the Development Sites and Policies Plan provided a sustainable and sound approach for the planning of the Borough over the Plan period.
- 22 The rationale for the selection of preferred options, and rejection of alternatives, is set out in the Sustainability Report on the Publication Draft Development Sites and Policies Plan. The report explains the reasons for selection/rejection of a particular option include impacts on ecological designations, flood risk, viability, availability, existing land uses, low development capacity, and non-compliance with Core Strategy Policy CS6.

Measures to be taken to monitor the significant sustainability/environmental effects of the implementation of the Development Sites and Policies Plan

- 23 The Development Sites and Policies Plan will be subject to an ongoing programme of monitoring as part of the Council's Authority Monitoring Reports (AMR). This includes a broad range of indicators and targets. This will demonstrate the effectiveness of the strategic policies in the Development Sites and Policies Plan and enable any unforeseen effects arising from its implementation to be identified. The Development Sites and Policies Plan contains the commitment by the Borough Council to review its Local Plans and produce a single local Plan. Front loading this process has already started, and a draft Plan is expected to be published for consultation in the summer of 2016.

- 24 Monitoring will also provide information as to whether the predicted effects of the SA were accurate; and this information will be considered in the next round of plan-making and the accompanying SA. AMRs will be available for review on the Council websites.
- 25 The following monitoring framework was recommended in the SA Report to monitor the significant environmental/sustainability effects of implementing the plan. These will be incorporated into the Council's AMR.

SA Objective	Indicator
1. To provide good quality and sustainable housing for all	Amount of affordable housing provided
	Number of households on the Housing Waiting List
2. To conserve and enhance built and cultural heritage	Number of features added to the Heritage at Risk register
3. To conserve and enhance the character of the landscape	Number/area of TPO trees lost or negatively affected
4. To promote accessibility and encourage travel by sustainable means	Length of new footpath/cycle-ways delivered through development
	Area of mixed use development delivered
5. To minimise carbon emissions and promote adaptation to climate change	Kilowatt hours of installed renewable and low carbon energy source
6. To minimise air, water, light and noise pollution	Incorporation of measures to protect groundwater
	Impact on groundwater source protection zones
	Air quality conditions within AQMAs
7. To conserve and enhance biodiversity	Net loss (ha) of local nature conservation sites to development
	Area of Biodiversity Action Plan (BAP) habitat created through development
	Number/proportion of planning applications which provide a net gain for biodiversity
8. To conserve and manage natural resources (water, land, minerals, agricultural land, materials)	Proportion of previously developed land re-used
9. To strengthen the local economy and provide accessible jobs available to residents of the borough	Type and floorspace of premises provided
	Net gain and range of jobs provided

SA Objective	Indicator
10. To create vital and viable new centres which complement existing centres	Number of vacant retail units and % of non retail uses in primary and secondary frontages
11. To create a healthy and safe community	Type and floorspace of healthcare, education, leisure and community facilities premises provided
	Size and type of sports and recreation facilities provided

For the full evidence base which supports the Development Sites and Policies Plan and SA, please refer to the Examination pages on the Council's website.

Key Facts	
Name of Responsible Authority:	Fareham Borough Council
Plan Title:	Fareham Borough Local Plan Part 2: Development Sites and Policies Plan
Plan Type:	Statutory Development Plan Document
Plan Subject:	Local Development
Plan Period:	2011-2026
Frequency of Review:	The Council is commencing work on the Local Plan Review in 2015.
Plan Area:	Administrative area of Fareham Borough excluding the Welborne Plan area.
Date of Adoption:	8 June 2015
Address at which Plan and SA/SEA Documents can be inspected:	Fareham Borough Council, Civic Offices, Civic Way, Fareham, PO16 7AZ http://www.fareham.gov.uk/planning/local_plan/devsitepolplan.aspx The plan and its accompanying SA/SEA documents can be viewed free of charge during normal business hours (Monday – Friday 8.45am to 5.15pm).

FAREHAM

BOROUGH COUNCIL

Report to Council

Date: **8 June 2015**

Report of: **Monitoring Officer**

Subject: **Changes to Council agenda items**

SUMMARY

This report asks the Council to consider suggested changes to the practice of sending all Policy Development and Review Panel minutes to Council for questions and instead referring them to the Scrutiny Board.

RECOMMENDATION

That the Council:

- (a) agrees to immediately stop the practice of all Policy Development and Review Panel minutes being sent to Council for receiving and that instead, these minutes are referred to the Scrutiny Board for questions on matters contained within the minutes; and
- (b) authorises the Monitoring Officer to make such consequential amendments to the text of the constitution as may be required.

INTRODUCTION

1. On 11 December 2008, the Council resolved to introduce Policy Development and Review Panels to support the Executive in researching options for improving and developing the Council's services.
2. Members have recently indicated that improvements could be made to the work of the Policy Development and Review Panels and the Scrutiny Board and so the following proposal suggests a possible way forward.
3. There has also been concern that Council meetings have become dominated by the rubber-stamping exercise of receiving minutes from PDR Panels and Committees, rather than an opportunity for meaningful debate amongst Members.
4. This report provides an alternative option for the standard agenda items for Council meetings and provides an opportunity for the review of the format of future meetings of the Council.

PROPOSALS

5. It is proposed that the practice of all Policy Development and Review Panel minutes being sent to Council for receiving be stopped.
6. All minutes must be approved by the next meeting of that particular committee or PDR Panel and so the sending of all minutes to Council is reduced to being a rubber stamping exercise.
7. Instead, the PDR Panel minutes will be referred to the Scrutiny Board to allow Members to raise any questions about matters contained within those minutes. Each Chairman of the PDR Panels is present at the Scrutiny Board and therefore available to answer questions put about matters contained within the minutes.
8. Any Member wishing to raise a question, can do so by attending the Scrutiny Board meeting and putting the question verbally, or by submitting a written question to the Chairman of the Scrutiny Board ahead of the meeting date.
9. The Scrutiny Board would not be required to make recommendations to the Executive based on the minutes of the Policy Development and Review Panels. The PDR Panels will still be able to make recommendations directly to the Executive via the standard Executive agenda item: References from Other Committees.
10. The standard agenda items of Council meetings could therefore be reviewed and amended to provide opportunities for effective debate and to encourage a more interactive and forward-looking meeting.
11. A return to a focus on discussion and debate for Council meetings should result in wider participation from all Members across all political parties.

RISK ASSESSMENT

12. As the reviewing of Committee and Panel minutes is not a legislative requirement for meetings of the Council (other than its own minutes of the last meeting) there are no significant risk considerations in relation to this report.

CONCLUSION

13. That the Council agrees to stop the practice of all Policy Development and Review Panel minutes being sent to Council for receiving and that instead, these minutes are referred to the Scrutiny Board for questions on matters contained within the minutes.
14. All other committee minutes (Executive, Scrutiny Board, Planning Committee, Licensing and Regulatory Affairs Committee, Audit and Governance Committee and Appeals Committee) will continue to be presented to Council meetings for receiving.

Background Papers:

None

Reference Papers:

Report to Council 11 December 2008 – Changes to the Constitution – Policy Development

Enquiries:

For further information on this report please contact Leigh Usher. (Ext 4553)

