

LANDSCAPE AND VISUAL APPRAISAL OF THE STUBBINGTON TO FAREHAM STRATEGIC GAP

STRATEGIC LANDSCAPE AND VISUAL APPRAISAL

FAREHAM, HAMPSHIRE

ON BEHALF OF BARGATE HOMES LTD AND FAREHAM LAND LP

Prepared by: Pegasus Group



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1.0 Introduction

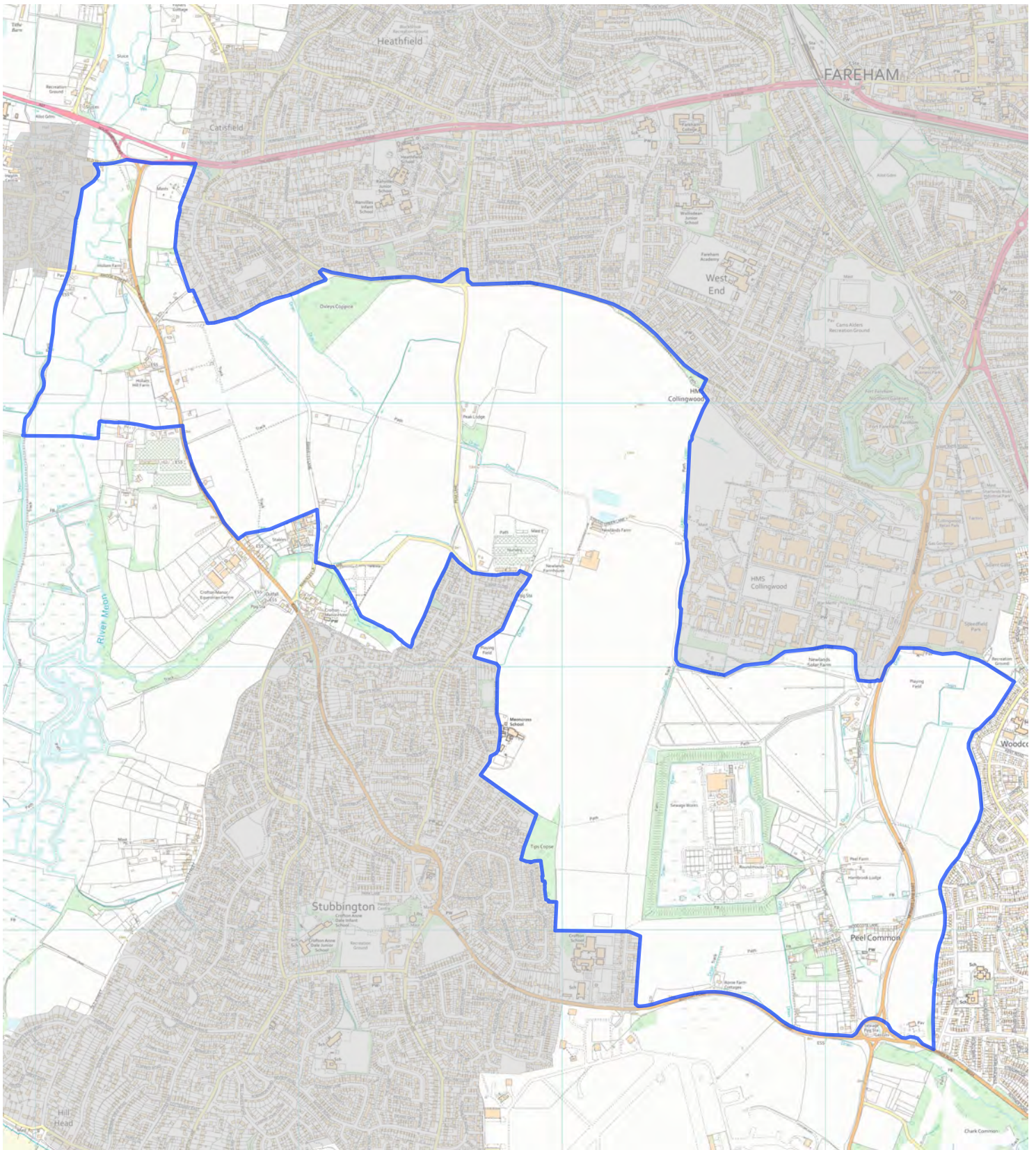
Terms of Reference

- 1.1 Pegasus Group have been instructed jointly by Bargate Homes Ltd and Fareham Land LP to undertake a strategic landscape and visual appraisal of the Stubbington and Fareham 'strategic gap'.
- 1.2 This strategic landscape and visual appraisal (SLVA) has been undertaken to determine the various landscape and visual constraints and opportunities regarding the landscape area between Fareham, Stubbington and Gosport (at Woodcot and Bridgemary) (refer to **Figure 1**).
- 1.3 The study has been applied at a strategic, landscape character scale, and as such does not consider the merits or otherwise of specific development proposals or sites, rather it intends to broadly consider the appropriateness and constraints in relation to potential development within the landscape (considering both residential and/or commercial) and the main areas anticipated for the longer term function of a strategic gap.
- 1.4 Additional information on the physical components, landscape character and visual amenity of the broad study area are set out in later sections of this SLVA.



Background and Purpose

Adopted Local Plan

- 1.5 The Fareham Borough Local Plan consists of three parts and sets out the Planning Strategy for the Borough up to 2026, including Part 1 (the Core Strategy), Part 2 (Development Sites and Policies), and Part 3 (The Welborne Plan).



LEGEND

-  Study area
-  Urban areas

SLVA: Fareham to Stubbington Strategic Gap
Fig. 1: Context of the Fareham to Stubbington Strategic Gap

Drawing Ref: BRS.4989_73
 Client: Bargate Homes Ltd and Fareham Land LP
 Date : 20/03/2020
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 Scale : 1:20000 @ A4



1.6 The Strategic Gap is defined in the local plan under 'Policy CS22 Development in Strategic Gaps'. The Policy justification states that:

"Gaps between settlements particularly between Fareham and the Western Wards and Fareham and Stubbington, help define and maintain the separate identity of individual settlements and have strong local support. Strategic gaps do not have intrinsic landscape value but are important in maintaining the settlement pattern, keeping individual settlements separate and providing opportunities for green infrastructure/green corridors. Continuing pressure for high levels of development mean that maintaining gaps continues to be justified.

Maintaining separation between Fareham and Titchfield Common/Segensworth and Fareham and Stubbington will prevent coalescence of the settlements in this densely settled part of South Hampshire. The countryside separating the settlements is narrow in places and under pressure for development, but it provides opportunities for additional public access. A review of the detailed boundaries will be undertaken as part of the Site Allocations and Development Management DPD to identify the land essential to perform this role and that which cannot be protected by other designations."

1.7 The Policy itself states that:

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

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

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

a) The open nature/sense of separation between settlements cannot be retained by other policy designations;

b) The land to be included within the gap performs an important role in defining the settlement character of the area and separating settlements at risk of

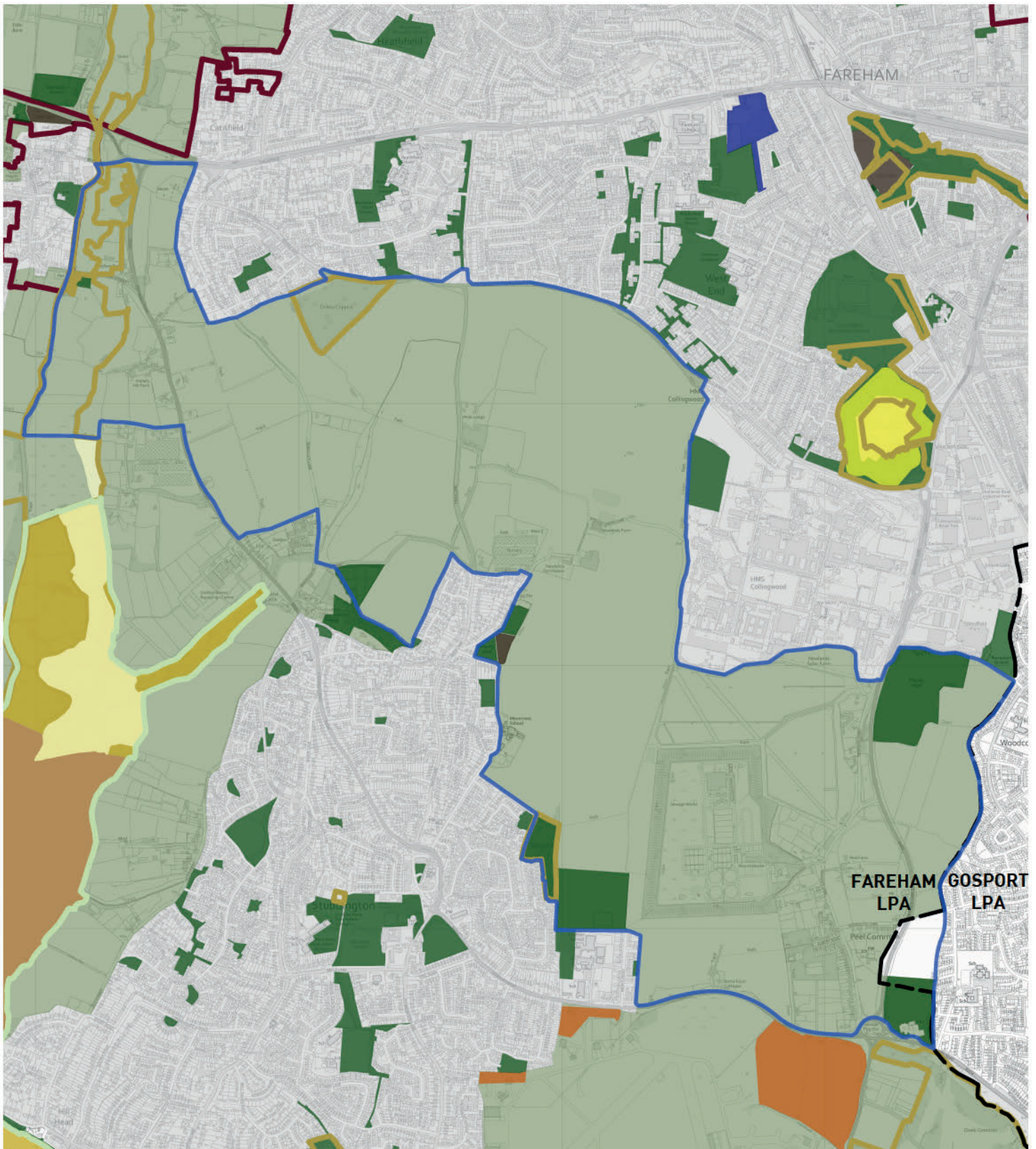
coalescence;

c) In defining the extent of a gap, no more land than is necessary to prevent the coalescence of settlements should be included having regard to maintaining their physical and visual separation."















Plate 1: Extract from Fareham Borough Local Plan Policies Map



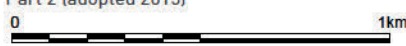
- 1.8 For the context of this SLVA, the Policy reference to the 'Fareham to Stubbington' gap is relevant, including the area of landscape between Titchfield, Fareham, Stubbington, Woodcot and Bridgemarky. The policy also refers to strategic gaps between Western Wards to Whiteley (the Meon gap), Stubbington to Lee on the Solent, and Fareham to Gosport. These separate gaps are not included in the scope of this SLVA.



LEGEND

-  Study area
-  Defined Urban Settlement Boundaries (CS6, CS14, DSP6-10)*
-  Conservation Areas (CS6, DSP5)*
-  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)*
-  Sites of Importance for Nature Conservation (CS4, DSP13)*
-  Allotments (CS21)*
-  Existing Open Space (CS21)*
-  Public Open Space Allocations (CS10, CS21, DSP12)*

Source:
 * Fareham Borough Local Plan Part 2 (adopted 2015)



SLVA: Fareham to Stubbington Strategic Gap
Fig. 2: Relevant Policies and Designations

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Emerging Local Plan

- 1.9 The Council has committed to a review of its Local Plan to reflect emerging housing and employment needs until 2036. The strategic gap issue is addressed in the Draft Fareham Local Plan 2036 which states that:

"The primary purpose of identifying Strategic Gaps is to prevent the coalescence of separate settlements and help maintain distinct community identities. Strategic Gaps do not necessarily have intrinsic landscape value but are important in maintaining the settlement pattern, protecting settlement identity and providing green infrastructure opportunities."

- 1.10 Policy SP6, Development in Strategic Gaps, states that:

"In order to prevent the coalescence of urban areas and to maintain the separate identity of settlements, Strategic Gaps are identified between the following areas:

- 1) Fareham / Stubbington and the Western Wards (Meon Gap)*
- 2) Fareham / Bridgemary and Stubbington / Lee-on-the-Solent*

Development proposals will not be permitted where they cause severe adverse harm to the physical and visual separation of settlements, the settlement pattern and the character of settlements...

Retaining the open farmland gap between Fareham and Stubbington is critical in preventing the physical coalescence of these two settlements together with maintaining the sense of separation. Further to the east, retaining the gap will help maintain the separation of Stubbington and Lee-on-the-Solent from Fareham and Bridgemary along with maintaining the separate identity of Peel Common.

A Strategic Gap designation will have a separate landscape value and could be a highly sensitive landscape which may render it unsuitable for development regardless of whether a gap status is in place at the site or not."

Proposals for Strategic Growth

- 1.11 The Local Plan 2036 included a consultation on the 'Fareham Draft Local Plan

2036 Supplement'. The Supplement sets out the detail of the revised Development Strategy, identifies further proposed development allocations and any additional policies needed to address the amendments to the NPPF.

- 1.12 Notwithstanding the continued adoption of 'Strategic Gap' policies in this part of the Borough, the Supplement goes on to identify a 'Strategic Growth Area' situated across the landscape between Stubbington and Fareham, overlapping with a large part of the Strategic Gap (refer to **Plate 2**).

Plate 2: Extract from Fareham Draft Local Plan 2036 Supplement



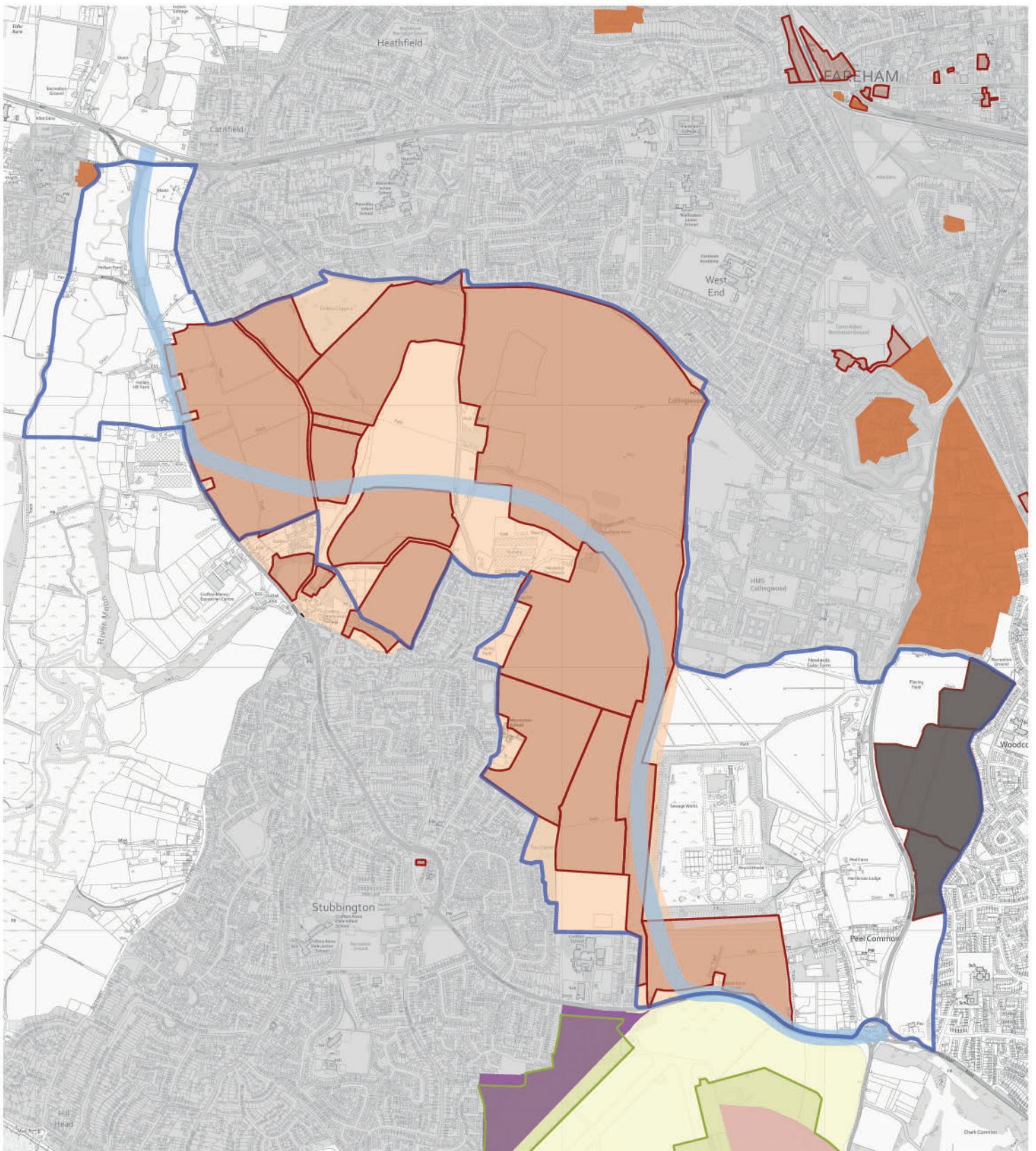
Figure 3.2. Proposed Strategic Growth Area: South of Fareham
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- 1.13 Despite the considerable overlap with the Strategic Gap, the accompanying policy for the 'Proposed Strategic Growth Area: South of Fareham' requires that:











"Development of an area wide masterplan should be informed by the following high-level principles and requirements:

b) The settlements of Fareham and Stubbington will continue to be separated with a Strategic Gap in between the settlements..."

-
- 1.14 Although the Strategic Gap area extends east up to the settlement edge of Bridgemary, including housing allocations and the recently constructed Fareham bypass (New Newgate Lane), the Strategic Growth Area has been drawn to an eastern limit up to the existing sewage works and solar farm that are present to the south-west of the edge of Fareham.



LEGEND

-  Study area
-  Stubbington Bypass Route (P/15/0718/CC)
-  Strategic Growth Area**
-  Employment Areas*
-  Employment Allocation at Hangars East (CS12)*
-  Employment, Open Space & Allotment Allocation at Hangars West (CS12)*
-  Daedalus Airfield Strategic Development Allocation (CS12)*
-  Developable SHELAA Housing Sites***
-  Developable SHELAA Employment Sites***
-  Allocations proposed in draft Local Plan**

Sources:

- * Fareham Borough Local Plan Part 2 (adopted 2015)
- ** Draft Fareham Local Plan 2036 Supplement
- *** Fareham Local Plan 2036 Strategic Housing and Employment Land Availability Assessment (SHELAA) (2019)

SLVA: Fareham to Stubbington Strategic Gap
Fig. 3: Emerging and Potential Strategic Development

Drawing Ref: BRS.4989_75

Client: Bargate Homes Ltd and Fareham Land LP

Date : 20/03/2020

Drawn by : CW

Checked by : JWA

Scale : 1:20000 @ A4



Purpose of the SLVA

- 1.15 Together, the emerging policy of the Strategic Growth Area and the route of the Stubbington Bypass will have a substantial influence on the Strategic Gap between Stubbington and Fareham and there is potential for conflict between the aims of infrastructure provisions, strategic growth, and separation of settlements.
- 1.16 Furthermore, the exclusion of the eastern part of the Strategic Gap (adjacent to Woodcot/Bridgemary) from the proposed Strategic Growth Area prevents a balanced and comprehensive assessment of how growth in this part of the Borough can be delivered whilst addressing matters of separation.
- 1.17 Consequently, this SLVA aims to consider the wider landscape area and its contribution to separation of Fareham and Stubbington; including reference to the parcels of land to the south of Fareham and west of Woodcot/Bridgemary.
- 1.18 The SLVA is undertaken at a landscape character scale to identify the core areas of Strategic Gap which are considered more fundamental to the function of the Strategic Gap, prevention of coalescence between settlements and maintenance of settlement identities. Outside of these Priority Areas the suitability of growth can then be further considered.

2.0 Approach and Methodology

Overview

- 2.1 This document presents a high-level 'strategic' landscape and visual appraisal of the Strategic Gap between Fareham and Stubbington, including the landscape around Peel Common.
- 2.2 The SLVA has been undertaken to present an understanding of the current nature and extent of the Strategic Gap, as currently defined, and how this will potentially work alongside the emerging policy proposals for the 'Strategic Growth Area'.
- 2.3 The appraisal has been undertaken at a landscape character scale, as oppose to a site specific scale, and is intended to give a strategic, high level overview of the characteristics of the landscape through the strategic gap area and the landscape components which define these.
- 2.4 Landscape features and elements provide the physical environment for flora and fauna and the associated importance of biodiversity assets. This SLVA does not consider the value, susceptibility or importance on ecology and biodiversity, nor does it consider impacts from an ecological stance.
- 2.5 Heritage assets such as Scheduled Monuments, Listed Buildings and Conservation Areas all contribute to the overall present-day landscape character, context and setting of an area. These aspects have been given consideration in the SLVA in terms of physical landscape resources (for example trees and hedgerows) and landscape character. However, this SLVA does not address the historic significance, importance or potential impacts on heritage assets and designations; these assets are assessed in the context of landscape and visual matters only.
- 2.6 The approach and methodology used for this SLVA has been developed using the following guidance documents:
- Landscape Institute and Institute of Environmental Management and Assessment (2013) Guidelines for Landscape and Visual Impact Assessment, 3rd Edition;

- Natural England (2014) An Approach to Landscape Character Assessment; and
- Landscape Institute Technical Guidance Note 06/19 (September 2019) Visual Representation of Development Proposals.

- 2.7 Reference has also been made to 'Landscape Character Assessment Guidance for England and Scotland Topic Paper 6: Techniques and Criteria for Judging Capacity and Sensitivity'. This is an older piece of guidance, but the approaches and concepts that it set out are well established and often used in strategic level studies of this type. The topic paper takes a character based approach to defining study areas and for informing judgements on sensitivity and capacity.
- 2.8 Concepts and procedures set out in the guidance have been adopted where appropriate.

Approach and methodology

Study Area

- 2.9 The study area includes the area of the existing Strategic Gap area between Fareham and Stubbington. This extends from the west, initially at the River Meon Valley close to Titchfield, extending east between Stubbington and Fareham, then southward, toward Peel Common, Woodcot and Bridgemary.
- 2.10 This SLVA considers existing landscape and visual receptors in the study area, including:
- physical landscape resources;
 - landscape character;
 - views/visual amenity; and
 - together, how these influence the function and perception of the Strategic Gap.
- 2.11 The approach taken is broadly as follows:
- baseline survey - including desk study and field survey;
 - baseline evaluation - initially establishing constraints, local landscape character and the contributing factors to character;
 - determining the SLVA study parcels – based on local landscape character

and constraints; and

- landscape and visual appraisal - drawing together judgements on the role and function of the SLVA study parcels in relation to the physical and visual separation of settlement areas.

2.12 Field work was undertaken in March 2020 and included site survey across the different parts of the Strategic Gap, as experienced from rights of way, the local highway network and various parts of the settlement edge.

2.13 The SLVA considers the current Strategic Gap designation and a series of factors that influence its character. Relevant factors include:

- **Relevant designations and constraints**

- Landscape and related environmental designations indicate presence of specific elements or features that may contribute to landscape sensitivity. Often an absolute constraint or a constraint that would likely require specific mitigation. Indicative of lower potential for development.

- **Landform**

- Landform is often a distinguishing element in terms of differentiating areas of landscape character but is also influential in relation to the degree of openness or containment of a landscape and inter-visibility between different parts of a landscape.

- **Land use**

- In addition to defining landscape character, different land uses across an area can influence the scale, openness and condition (or quality) of a landscape. Landscapes in poorer condition are likely to have greater development potential.

- **Green infrastructure**

- The extent and nature of green infrastructure is a key component of landscape character, but also has a substantial influence on the openness and scale of a landscape, as well as inter-visibility. Strong green infrastructure networks can create a strong degree of containment or enclosure that can contribute to the capacity of a landscape and a greater development potential. Green infrastructure can form a constraint, although this is less likely to be absolute and more likely to be resolved through general mitigation.

- **Urban edge characteristics**

- The characteristics of the existing urban edge will influence the interface with the adjacent landscape and reflect on its overall character, including its condition (or quality). The nature of the settlement edge (for example, modern residential, or larger scale employment) will form a key part of the baseline in terms of judging development potential but also has a strong influence on inter-visibility (in respect of separation).

- **Landscape character**

- The overarching landscape character of an area will draw together the commonalities of the different landscape elements and features, defining the geographically distinct areas but also presenting sense of place.

- **Public/recreational access**

- Access to the landscape for recreation and/or by the general public in relation to accessible amenity may contribute to landscape sensitivity. This aspect may form a constraint, although this is less likely to be absolute and more likely to be resolved through general mitigation.

- **Views/inter-visibility**

- The views within and across different parts of the landscape, and inter-visibility between areas and also particular features in the landscape contribute to character and sense of place. These matters are also more strongly connected to the perception of separation, where visibility of a settlement edge, or a feature that denotes the presence of a settlement edge (for example a church spire) can help with orientation and understanding of the environment.

2.14 Following the evaluation of the baseline information a total of twelve different sub areas within the Strategic Gap have been identified, reflecting the variations and/or commonality in the physical landscape and local landscape characteristics.

2.15 These form the basis for the SLVA study parcels and subsequent appraisal of the role and function of the respective parcels in terms of the Strategic Gap.

2.16 Having identified the SLVA study parcels, and professional judgement is then applied to identify:

- **Strategic development potential within the relevant SLVA study**

parcel

- Considering at a high level the likely constraints and opportunities that development may need to address and the broad suitability of a part of the landscape to accommodate development (or otherwise).

- **Function within the existing Strategic Gap**

- Considering the role of the SLVA study parcel in the Strategic Gap in terms of how it functions in relation to physical and visual separation between different, relevant, parts of the settlement.

2.17 Having considered these two aspects, the areas of the existing Strategic Gap that are considered to as 'Priority' areas are identified. This is essentially the parts of the Strategic Gap where suitability for development is lowest or where the part of the Strategic Gap is more fundamental to the continued separation of Fareham and Stubbington.

3.0 Baseline Evaluation

Study Area

- 3.1 The study area extends across the landscape that separates Fareham and Stubbington, including the western edge of Fareham (close to Titchfield) and this narrow part of the River Meon valley (as shown on **Figure 1**).
- 3.2 The study area extends across a series of broader agricultural land parcels, crossed by Titchfield Road (to the west), Ranvilles Lane and Peak Lane (in the northern parts) and a series of public rights of way (PROW) around Newlands Farm and at Peel Common. The eastern parts of the study area include the smaller scale field parcels around Peel Common and at Woodcot/Bridgemary, and also the southern edge adjacent to the alignment of the Gosport Road, and the Daedalus Airfield.
- 3.3 In the context of the Strategic Gap, this part of the landscape is narrowest at the River Meon valley but also between the northern edge of Stubbington and the south-western edge of Fareham (associated with the complex of HMS Collingwood). Furthermore, this area will be subject to landscape change following the construction of the Stubbington Bypass, which will pass through the local landscape context, much as the Newgate Lane new road has done, to the west of Bridgemary.

Contextual Overview

- 3.4 There are three broad parts to the study area, based on the overarching physical characteristics. These include the valley formation of the River Meon area; the wider agricultural plain that is elevated above this (also being the largest scale of the broad areas) and the smaller scale enclosed landscape round Peel Common.
- 3.5 Within these areas there is further variation based physical landscape components, as well as a series of relevant policies and environmental designations.

Relevant Designations and Constraints

- 3.6 Environmental designations tend to apply to parts of the wider landscape, with relatively few located within the study area boundary (refer to **Figure 2**). Several nature conservation designations (SPA/SAC/RAMSAR/NNR) are present across the wider extent of the River Meon valley, including areas up to the coast. Scheduled Monuments, Historic Parks and Gardens and Conservation Areas are also present in the wider context, generally present in the urban areas. Within the study area, Oxleys Coppice is a designated SINC.
- 3.7 Aside from the Strategic Gap policy itself, there are numerous pockets of 'Open Space' both within the urban areas as well as situated toward the edges of the Strategic Gap, including the edges of Stubbington at Crofton Cemetery, allotments at Stroud Green Lane/Burnt House Lane and playing fields at Meoncross School and Crofton Secondary School; on the edge of Bridgemary, Brookers Field Recreation Ground Turks Avenue Open Space Play Area and extensive area of sports pitches off Newgate Lane are also present.
- 3.8 Emerging policy and strategic development are potentially influential in terms of the study area (refer to **Figure 3**). The route of the Stubbington Bypass passes through the landscape, broadly dividing the landscape between Fareham and Stubbington, but sitting close to the settlement edge at HMS Collingwood and then at the eastern edge of Stubbington, where the route connects to Gosport Road. Across the area are several SHELAA housing and employment sites which all sit within the context of a proposed Strategic Growth Area. This includes the parcel of land immediately on the western edge of Woodcot/Bridgemary allocated for housing (formerly HA2) which will bring the settlement edge out toward Peel Common at the alignment of 'Newgate Lane East'.

Landform

- 3.9 The overall landform is broadly consistent across the study area, formed as it is by a relative plateau at between +11m and +13m above ordnance datum (AOD); minor undulations add some limited variation across this wider area but otherwise the topography is not a major contributor to local variations in character. Notable variations in landform and topography occur within the Meon Valley, where steeper sided slopes form a localised ridgeline on the edge

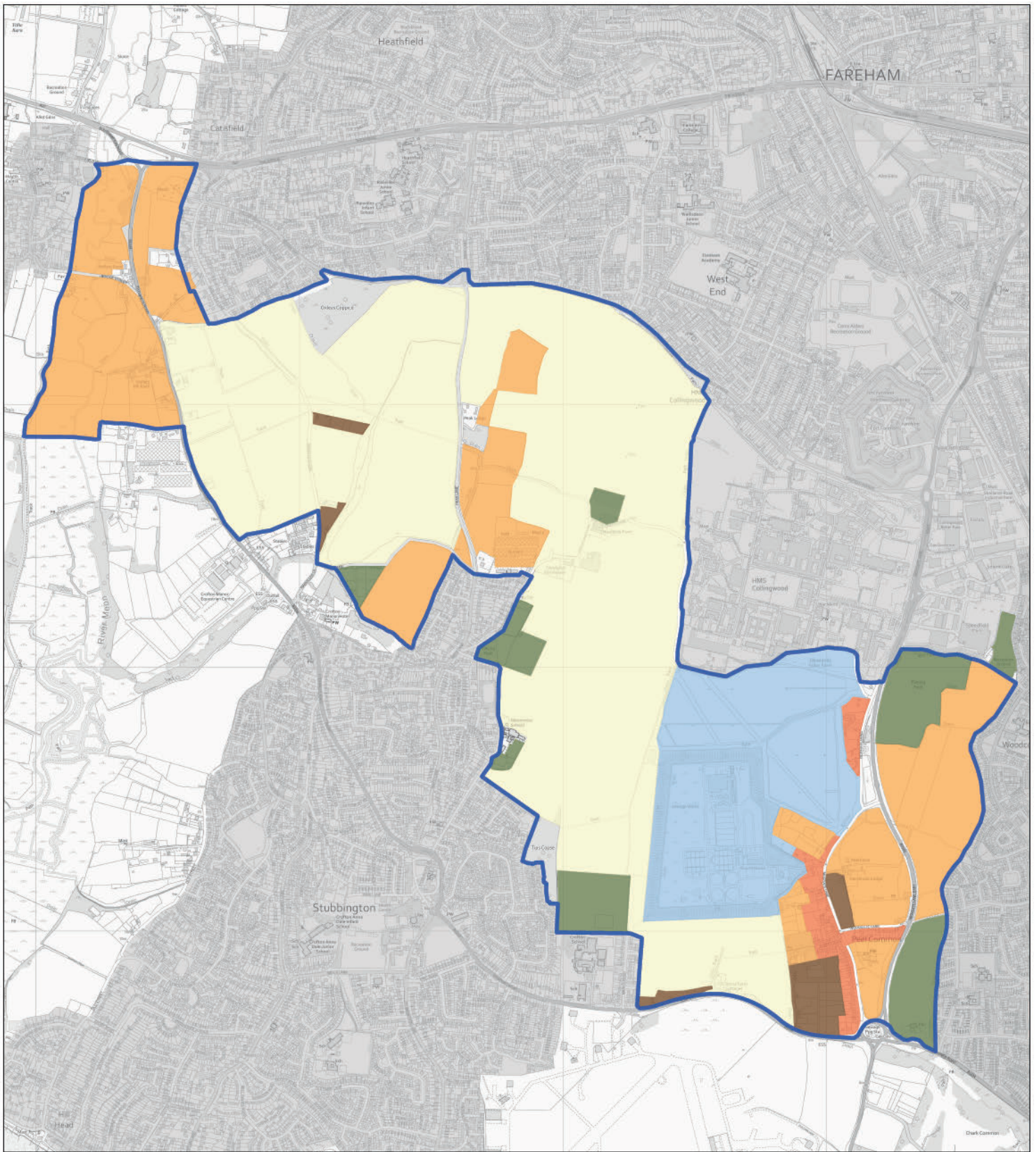
of Fareham that falls down to the valley base at ca. +2m AOD. There is also a shallow, narrow localised valley situated between Ranvilles Lane and Peak Lane.

Land Use









- 3.10 Land use across the study area is broadly consistent, comprising larger scale open or semi-enclosed arable areas. Notable variations are present in discreet locations across the study area, including the large solar installation south of Fareham and Peel Common Sewage Treatment works.
- 3.11 More discreet variations include pockets of pastoral enclosures, often more enclosed and small scale, such as those within the Meon Valley and, including the pastoral valley base of the River Meon and also around Peel Common. Smaller scale still, and often more degraded in terms of landscape condition (or quality) are the equestrian uses present off the Gosport Road, close to Stubbington and also more extensive areas both east and west of Peel Common.

Green infrastructure

- 3.12 The scale and enclosure of the landscape is strongly influenced by the green infrastructure network across the area (refer to **Figures 4 and 6**).
- 3.13 Arable intensification has resulted in fewer field boundaries across much of the agricultural landscape between Fareham and Stubbington, with vegetation cover limited to small scale, shorter tree belts that contribute to an open landscape with more extensive inter-visibility between areas.



LEGEND

-  Study area
-  Large scale arable
-  Defined urban
-  Infrastructure
-  Wayside/ribbon urban
-  Small scale mixed agriculture
-  Small scale animal/equestrian
-  Amenity

SLVA: Fareham to Stubbington Strategic Gap
Fig. 4: Land Use and Green Infrastructure

Drawing Ref: BRS.4989_76
 Client: Bargate Homes Ltd and Fareham Land LP
 Date : 20/03/2020
 Drawn by : CW
 Checked by : JWA
 Scale : 1:20000 @ A4



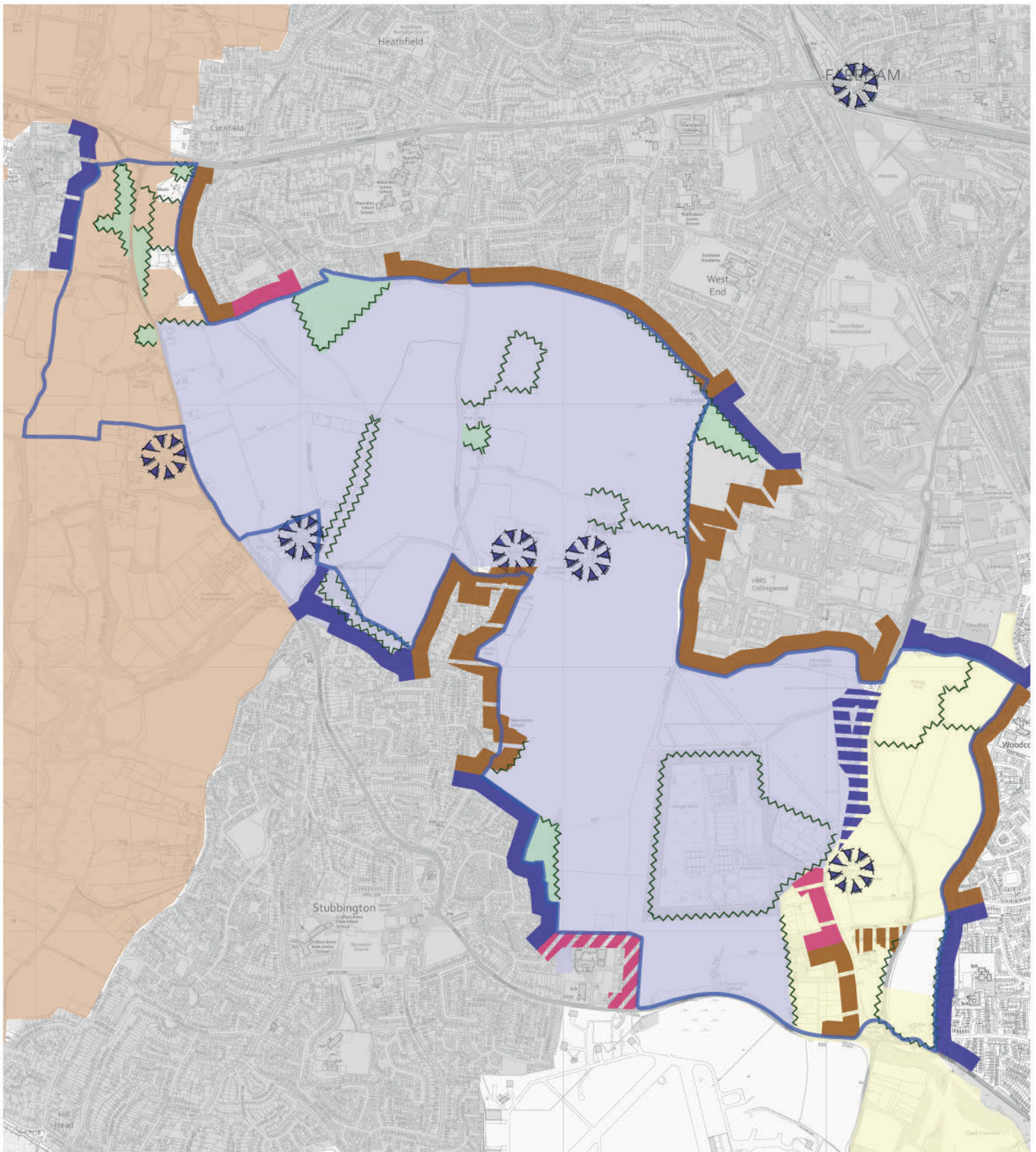
3.14 Green infrastructure is stronger within, and across the associated slopes, of the River Meon valley (to the north-west of the study area). A linear tree belt associated with the localised valley is also present to the north of Stubbington and this creates a feature in the local landscape. In the central parts of the study area green infrastructure tends to comprise tree belts and woodland blocks on the settlement edges. The boundary of Peel Common sewage treatment works is an exception here, with the banks and boundaries to the facility formed of a dense belt of mature trees and woodland and this effectively forms a 'green wall' between the landscape to the east and west. Closer to Woodcot/Bridgemary the smaller scale field patterns include a pattern of hedgerows, hedgerow trees and some tree belts which more strongly enclose this part of the landscape.

Urban edge characteristics














3.15 Despite the variation across the different parts of the settlement areas, the urban fringes are often characterised by a similar context of more modern residential development. Variation then applies subject to the exposure of the edge to the adjacent countryside and/or how strongly defined and identifiable the edge is (refer to **Figure 5**).

3.16 Within the River Meon valley the settlement edge tends to be heavily vegetation and poorly defined, due to the fragmented and slightly more historic settlement patterns.

3.17 Around Fareham, to the north of the study area, much of the urban character is defined by the strongly defined settlement edge (defined by the route of Longfield Avenue) but also by the modern residential built form which is visible across the landscape. Some vegetation cover is present at specific locations (such as Oxleys Coppice) but overall the settlement edge is exposed. The southern parts of Fareham are defined by the larger scale built form of HMS Collingwood. Although the boundaries of the complex are often vegetated, the buildings tend to be taller and of greater massing. On balance these are semi-open influences on the adjacent landscape.



LEGEND

	Study area	Fareham Landscape Assessment 2017: Landscape Character Areas		Settlement Edge Area	
	Isolated features		6: Meon Valley		Open
	Linear vegetation		7: Fareham-Stubbington Gap		Semi vegetated
	Vegetation blocks		8: Woodcot-Alver Valley		Heavily vegetated
					Weakly defined
					Partially defined
					Strongly defined

SLVA: Fareham to Stubbington Strategic Gap
Fig. 5: Landscape and Urban Edge Character

Drawing Ref: BRS.4989_77

Client: Bargate Homes Ltd and Fareham Land LP

Date : 20/03/2020

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Checked by : JWA

Scale : 1:20000 @ A4



- 3.18 Stubbington benefits from a more strongly vegetated edge, with many of the residential areas set back behind tree belts, green spaces (including playing fields) or woodland blocks. The exception here is the small pocket of residential development on the southern edge of Stubbington, off Gosport Road, which remains clearly defined but is more prominent in the local landscape.
- 3.19 To the east of the study area, the settlement edges of Woodcot/Bridgemary are strongly defined in terms of their pattern and, although residential built form is perceptible, tree and woodland cover on the settlement edge (as well as the smaller scale landscape and field parcels) tend to soften the character and appearance here.
- 3.20 Peel Common sits close to the edge of Fareham, connected to the wider settlement edge context by the route of Newgate Lane East and emerging proposals for urban extensions in the remaining pocket of landscape. The current context of Peel Common is relatively indistinct, formed by some wayside and ribbon development along Newgate Lane (potentially dating to ca. early 1900s), but with no overriding or consistent architectural qualities. More notable scale land uses at Peel Common include the solar installation, extensive sports fields to the north and, the sewage treatment works which is strongly enclosed and defined by the mature tree belt that's surrounds it.

Landscape Character

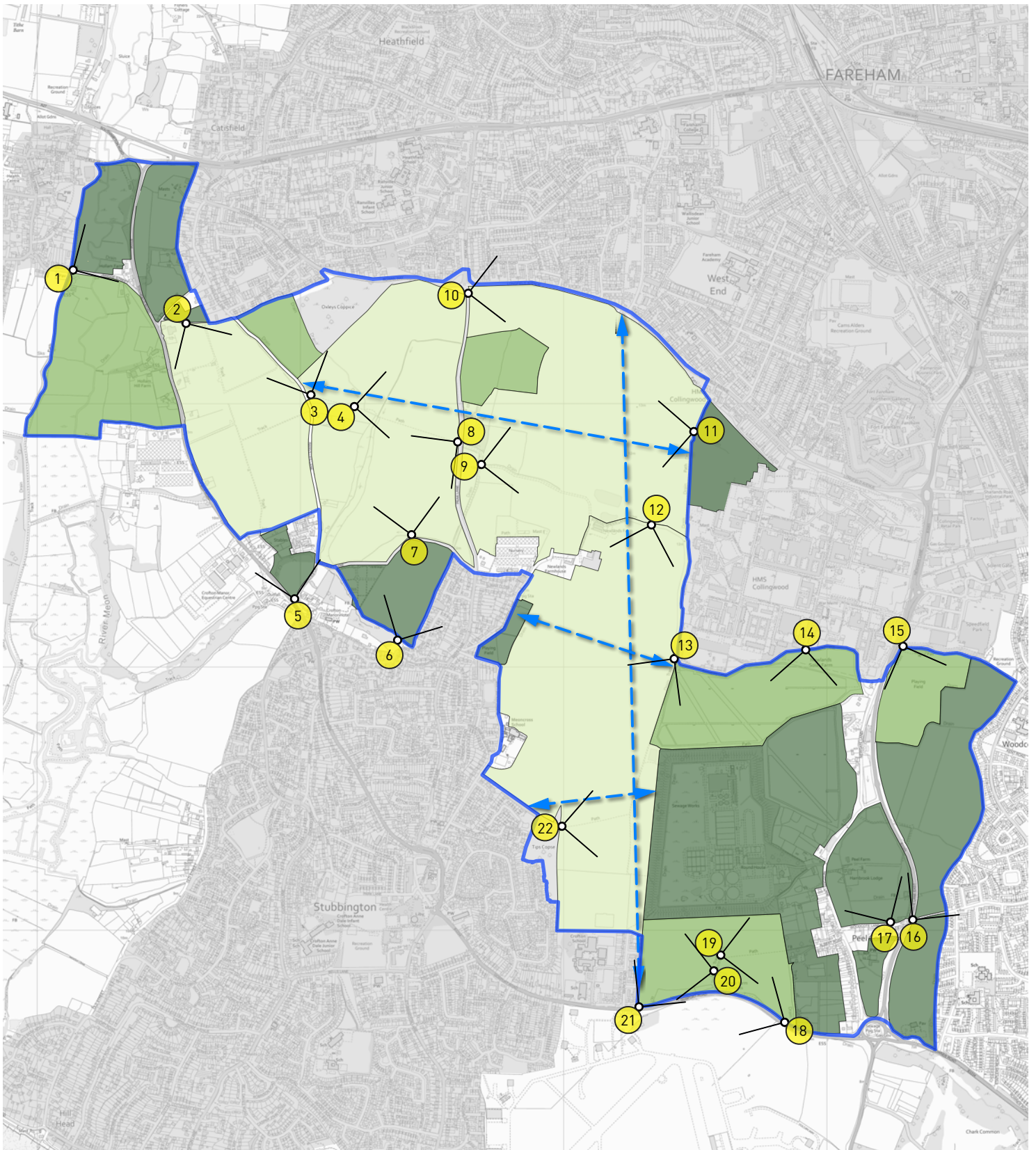
- 3.21 Landscape character in the area is defined formally by the Fareham Landscape Character Assessment (2017) (refer to **Figure 5**). Although the publication (and assessment) date precedes the construction of Newgate Lane East (and likely to omit the Stubbington Bypass) and that character is likely to have changed due to this urbanising influence, the definition of character areas as presented remains a useful starting point for a strategic level study, prior to undertaking more detailed site and local landscape specific assessments.
- 3.22 Three of the defined character areas are relevant to the study area, including a small part of the 'Meon Valley', the wider extent of the 'Fareham to Stubbington Gap', and the northern part of the 'Woodcot/Alver Valley'.

Public/Recreational Access





- 3.23 Public and recreational access to the landscape offer opportunities for the appreciation of landscape and visual amenity in general, whilst also providing the basis for human interpretation and perception of the character and appearance of the landscape.
- 3.24 The road network crossing this part of the landscape is one means of such access, however, is generally transient and gives limited opportunity to appreciate the 'undeveloped' aspects of this part of the landscape. Equally, many parts of the settlement edge tend to be represented by private residential views.
- 3.25 Recreational access to the River Meon valley is available through a number of public footpaths and informal trails, including provision of local car parking. The wider gap between Fareham and Stubbington is accessible from a number of PROW which cross the plateau; these connect Fareham to Stubbington at various locations from north to south.
- 3.26 Aside from the public footpath on the edge of Fareham (connecting Newgate Lane to Turks Avenue) and a PROW along Woodcote Lane, opportunities for access to the smaller scale agricultural landscape between Peel Common and Woodcot/Bridgemary is less frequent, however larger formal open spaces are present, such as Brookers Lane recreation ground.

Views/Inter-visibility

- 3.27 Considered separately from the opportunities for public and recreational access, views and inter-visibility across the landscape is also closely related to the landform (with little differentiating influence) and green infrastructure.
- 3.28 In general, this is an open, arable landscape however there are occasional landscape features present in the form of tree belts or larger scale individual buildings (farmsteads/glasshouses) which form intermittent barriers to longer distance views. The prominence and definition (or otherwise) of different parts of the settlement edges also influences inter-visibility between areas (refer to **Figure 6** and **Appendix B**).



LEGEND

-  Study area
-  Open landscape
-  Illustrative view
-  Semi-enclosed landscape
-  Key inter-visibility
-  Enclosed landscape

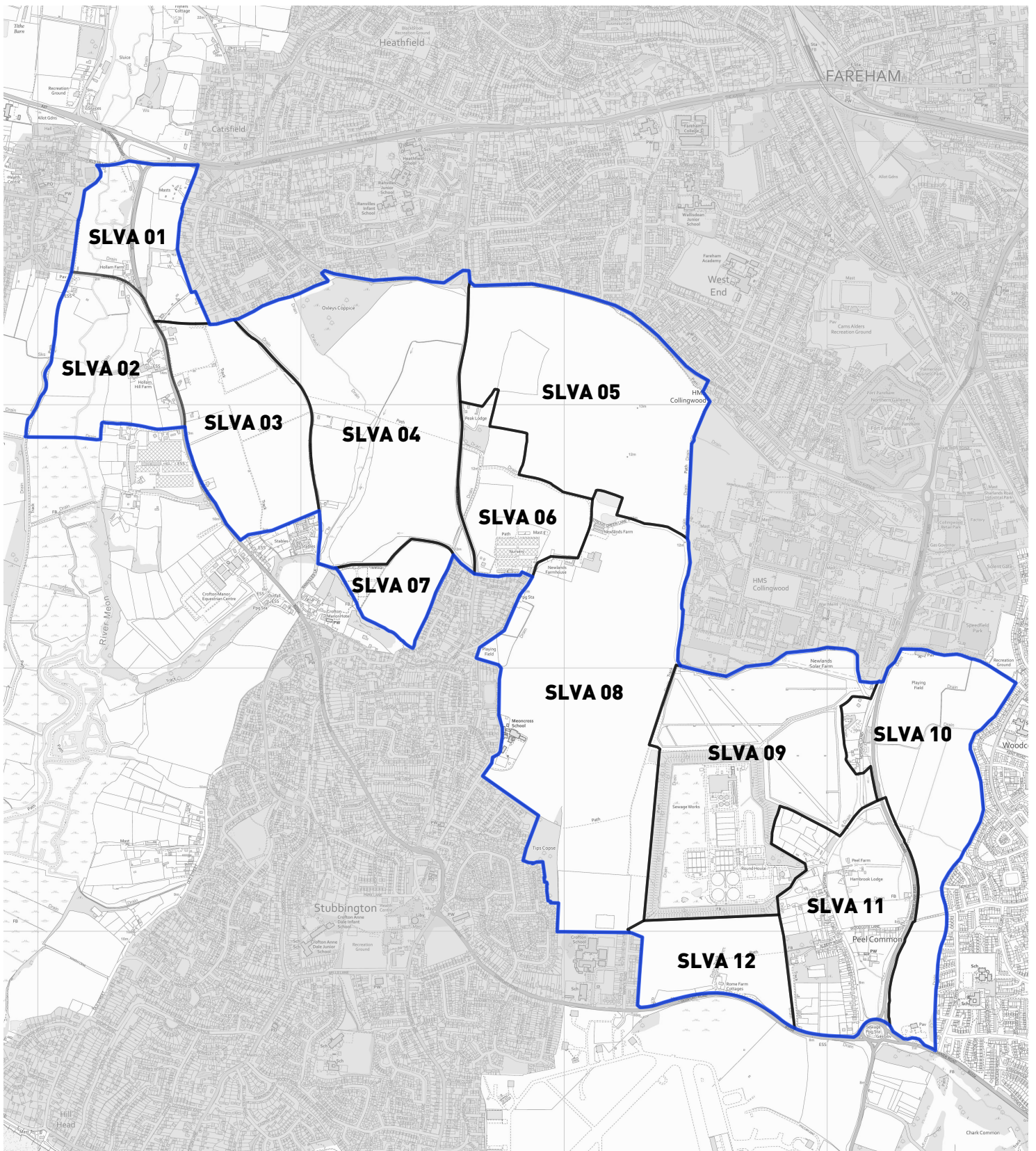
SLVA: Fareham to Stubbington Strategic Gap
Fig. 6: Inter-Visibility and Openness

Drawing Ref: BRS.4989_78
 Client: Bargate Homes Ltd and Fareham Land LP

Date : 20/03/2020
 Drawn by : NF
 Checked by : JWA
 Scale : 1:20000 @ A4



-
- 3.29 In general, inter-visibility across the existing gap is greatest between the northern edge of Stubbington and Fareham, where the settlement edges comprise exposed residential built form. There are clear east/west and north/south across the entirety of the landscape from various vantage points, including roads and PROW.
- 3.30 Variations to the overarching character include the River Meon valley, where the steeper sided sides to the valley and more heavily vegetated valley floor limit the extent of views, and also the landscape on the edges of Woodcot/Bridgemary, which are far more enclosed and smaller scale, defined as they are by the network of hedgerows and mature trees.



LEGEND

-  Study area
-  SLVA Land Parcels

**SLVA: Fareham to Stubbington Strategic Gap
Fig. 7: SLVA Land Parcels**

Drawing Ref: BRS.4989_79

Client: Bargate Homes Ltd and Fareham Land LP

Date : 20/03/2020

Drawn by : NF

Checked by : JWA

Scale : 1:20000 @ A4



4.0 Strategy for Priority Areas of the Strategic Gap

Study Parcels

- 4.1 Following the preliminary stages of this SLVA, and the evaluation of the baseline information, a total of twelve sub-areas to the study area have been identified (as shown on **Figure 7**). These are defined on the basis of the localised variations in landscape character, including the physical elements and features that are present in the landscape and help to distinguish discreet parts of the wider landscape and study area.
- 4.2 These sub parcels have each been considered in relation to the factors described in the previous section, and judgements drawn in terms of the overlap and tension between the proposals for Strategic Growth, and the existing policy of the Strategic Gap (refer to **Appendix A**).

Priority Areas of the Strategic Gap

Overview

- 4.3 Having considered the constraints and opportunities for each parcel, judgements have been made in relation to the location and extent where potential development on the settlement edges may come forward in a way that would be considered acceptable on landscape and visual terms. This process also considers the existing Strategic Gap and the parts of this considered to form a core part of the gap, or where they perform a more fundamental function in relation to physical and visual separation.
- 4.4 These areas have then been combined to form an overall 'priority' area that forms the core of the Strategic Gap going forward. The primary area has then been reviewed and refined based on the alignment of the proposed Stubbington Bypass, where this route (and future highways infrastructure) would contribute to either containment of development parcels, or lend itself to suitable physical boundaries for delineation of the settlement edge.
- 4.5 The Priority Areas of the Strategic Gap are intended to form the basis of more detailed assessment at a site specific level or based on specific proposals.

4.6 As identified by much of the high level analysis, mitigation measures will be a key consideration that influences the nature and extent of the Strategic Gap going forward. An iterative approach to design and mitigation during more refined stages of assessment may identify minor changes to the boundaries of the Primary Areas of the Strategic Gap, where such mitigation can be shown to be effective in avoiding or reducing landscape and visual impacts and successful in maintaining physical and visual separation between Stubbington and Fareham.

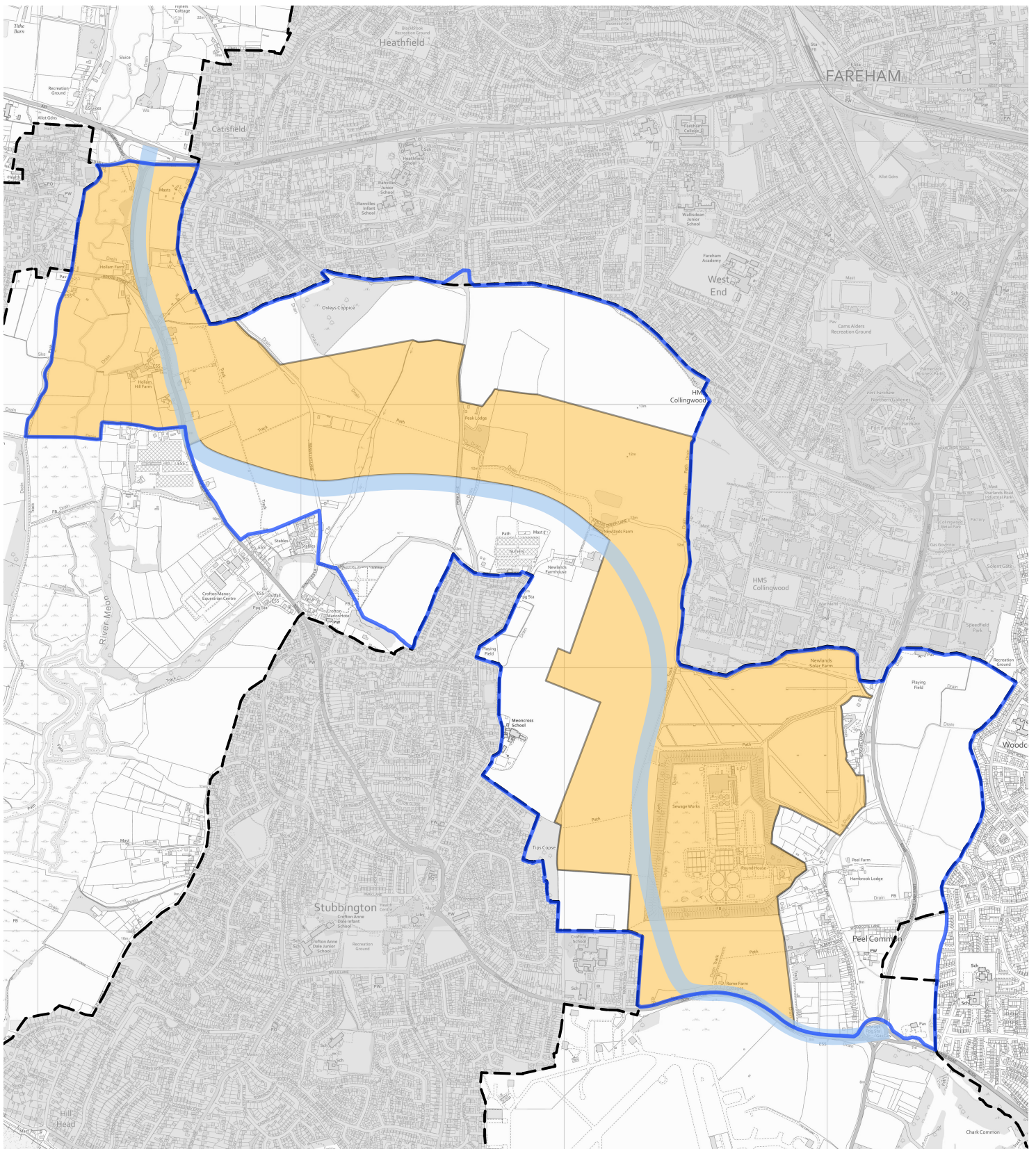
Purpose and Function

4.7 The Priority Areas of the Strategic Gap are largely defined by, and related to, the physical elements and features within the landscape, but also include some offsetting that relates to the alignment of the proposed Stubbington Bypass.





4.8 On the basis of this SLVA, the land proposed to be retained that forms the Priority Areas of the Strategic Gap is considered to:

- Retain recognisable and meaningful areas of open farmland between the main settlement areas;
- Maintain physical separation between the surrounding settlements, preventing physical coalescence;
- Maintain visual separation and retain key views through the landscape, maintaining the separate identities of the main areas of settlement as a consequence; and
- Along with a separate, but linked, consideration of Strategic Growth, present opportunities to maintain or enhance the green infrastructure network and reinforce local landscape character.

4.9 The Priority Areas of the Strategic Gap essentially comprise a broad arcing corridor, generally located centrally between Titchfield, Stubbington and Fareham, that would facilitate Strategic Growth on the settlement edges at Stubbington, Fareham and Woodcot/Bridgemary (refer to **Figure 8**).



LEGEND

-  Study area
-  Strategic Gap (CS22)
-  Stubbington Bypass
-  Priority Areas of the Strategic Gap

SLVA: Fareham to Stubbington Strategic Gap
Fig. 8: Strategy for Priority Areas of the Strategic Gap

Drawing Ref: BRS.4989_80
 Client: Bargate Homes Ltd and Fareham Land LP

Date : 20/03/2020
 Drawn by : NF
 Checked by : JWA
 Scale : 1:20000 @ A4



Summary of Priority Areas

4.10 Priority Areas of the Strategic Gap are summarised as follows:

The Meon Valley (Titchfield and Bellfield to Fareham)

4.11 The landscape between Titchfield and Fareham remains a pinch point in terms of physical distance and is heavily constrained to development by the nature of the river valley corridor and associated designations in this area. Furthermore, the proposed Stubbington Bypass will result in some modifications to the road network here as it is based on the current road alignment of the B3334. Consequently, SLVA parcels 01 and 02 are considered to be priority areas.

Ranvilles Lane West and East, Peak Lane to HMS Collingwood, and West of Newlands Farm

4.12 Notwithstanding some localised pockets of variation, there is some consistency in the character of the broader landscape between the northern edge of Stubbington and south-western edge of Fareham. In these areas the considerable scale of the landscape, and limited presence of landscape features create a strong sense of separation.

4.13 This includes SLVA parcels 03, 04, 05 and 07 which are more open, but relate to the settlement edges in different ways. In these SLVA parcels, a more central corridor is defined as a priority area, based on physical landscape components of the gap to be retained, but also on the basis that the fringes (directly adjacent to the settlement edge) demonstrate a greater capacity to accommodate some form of development.

4.14 This central corridor has also been shaped by the alignment of the proposed Stubbington Bypass, where land to the south of that route might have formed part of the priority area, however its severance has resulted in a strong relationship with land on the northern edge of Stubbington (for example SLVA Parcel 07).

Stubbington North (Oakcroft Lane)

4.15 SLVA Parcel 07 is not considered to be fundamental to the physical and visual

separation with Fareham and is considered to have capacity to accommodate development in landscape and visual terms. Consequently, it is not included as a priority area.

Stubbington East, Fareham South and Gosport Road

- 4.16 This is a broad part of the landscape with an overall consistency in its open, arable context, but also an area that passes through some of the narrowest part of the physical gap between Stubbington, Fareham and Peel Common. Based on the clear distinction, separation and inter-visibility between these parts of the settlement, generally uninterrupted by landscape components, large parts of SLVA Parcels 08, 09 and 12 are considered to be priority areas.
- 4.17 Some parts of the existing settlement edge are retained as open space and woodland, whilst others (often based on green infrastructure and the settlement pattern) reflect some capacity for development. In respect of the proposed Stubbington Bypass, the route arcs through SLVA Parcel 08, before running close to the boundary of this and adjacent parcel 09, consequently there is little scope to redefine the settlement edge of Stubbington along its alignment and maintain a meaningful and functioning part of the Strategic Gap.
- 4.18 SLVA 09 is included as a priority area on the basis that, notwithstanding that it contains low-level built form and infrastructure, the relative permanence of these areas, along with the strong network of green infrastructure mean that they are more fundamental in defining the settlement edge of Fareham in relation to Peel Common, with the gap to the west of this parcel more open and recognisable as an area of physical and visual separation to Stubbington.

Woodcot/Bridgemarky and Peel Common

- 4.19 SLVA Parcels 10 and 11 form an area of landscape that is strongly enclosed by green infrastructure and reflect a smaller scale field pattern, associated with the settlement edge at Woodcot/Bridgemarky that has good capacity for development in landscape and visual terms.
- 4.20 Furthermore, this part of the landscape has seen recent disturbance and severance due to the completion of the Newgate Lane East highways scheme and will see further consolidation of the settlement pattern through the emerging allocation (formerly HA2). Peel Common comprises indistinct

wayside and ribbon development and is strongly contained to the east and west and does not make a strong contribution to separation with Stubbington.

- 4.21 Consequently, SLVA Parcels 10 and 11 are not included as a priority area.

Connections with the wider Strategic Gap

- 4.22 Overall, the concentration of a Strategic Gap which focusses on the priority area identified in this SLVA have the potential to inter-connect with adjacent areas of the Strategic Gap. This includes areas within the River Meon valley, to the north of the A27 and to the west of Titchfield Road (south of Bellfield) and also to the south of Gosport Road, connecting with exiting open space and emerging proposals for strategic open space as a wider part of the Daedelus Airfield allocation.

5.0 Summary and Conclusions

Overview

- 5.1 Pegasus Group have been instructed jointly by Bargate Homes Ltd and Fareham Land LP to undertake a strategic landscape and visual appraisal (SLVA) of the Stubbington and Fareham 'strategic gap'.
- 5.2 This SLVA aims to determine the various landscape and visual constraints and opportunities regarding the landscape area between Fareham, Stubbington and Gosport (at Woodcot and Bridgemary) and draw judgements on its function and contribution in the context of the Strategic Gap that is identified in Local Plan Policy.
- 5.3 The study has been applied at a strategic, landscape character scale, and as such does not consider the merits or otherwise of specific development proposals or sites, rather it intends to broadly consider the appropriateness and constraints in relation to potential development within the landscape (considering both residential and/or commercial) and the main areas anticipated for the longer term function of a strategic gap.

Context

- 5.4 The Fareham Borough Local Plan consists of three parts and sets out the Planning Strategy for the Borough up to 2026, including Part 1 (the Core Strategy), Part 2 (Development Sites and Policies), and Part 3 (The Welborne Plan). The Strategic Gap is defined in the local plan under 'Policy CS22 Development in Strategic Gaps'. The Policy states that:
- 5.5 *"Land within a Strategic Gap will be treated as countryside. Development proposals will not be permitted either individually or cumulatively where it significantly affects the integrity of the gap and the physical and visual separation of settlements."*
- 5.6 Furthermore, the overarching principle of the Strategic Gap policy are proposed to be taken forward through emerging policy of the Draft Local Plan 2036, whereby it notes that 'Retaining the open farmland gap between Fareham and Stubbington is critical in preventing the physical coalescence of these two

settlements together with maintaining the sense of separation'.

- 5.7 However, the emerging Draft Local Plan 2036 (Supplement) also sets out for proposals for a Strategic Growth Area, an area that includes a considerable overlap with the Strategic Gap. There remains a potential conflict between the aims of infrastructure provisions, strategic growth, and separation of settlements.
- 5.8 Consequently, this SLVA aims to consider the wider landscape area and its contribution to separation of Fareham and Stubbington; including reference to the parcels of land to the south of Fareham and west of Woodcot/Bridgemary. The SLVA is undertaken at a landscape character scale to identify the core areas of Strategic Gap which are considered more fundamental to the function of the Strategic Gap, prevention of coalescence between settlements and maintenance of settlement identities. Outside of these Priority Areas the suitability of growth can then be further considered.
- 5.9 The appraisal has been undertaken at a landscape character scale, as oppose to a site specific scale, and is intended to give a strategic, high level overview of the characteristics of the landscape through the strategic gap area and the landscape components which define these.

Appraisal

- 5.10 The study area extends across the landscape that separates Fareham and Stubbington, including the western edge of Fareham (close to Titchfield) and this narrow part of the River Meon valley. The study area then extends across a series of broader agricultural land parcels, crossed by Titchfield Road (to the west), Ranvilles Lane and Peak Lane (in the northern parts) and a series of public rights of way (PROW) around Newlands Farm and at Peel Common. The eastern parts of the study area include the smaller scale field parcels around Peel Common and at Woodcot/Bridgemary, and also the southern edge adjacent to the alignment of the Gosport Road, and the Daedalus Airfield.
- 5.11 In the context of the Strategic Gap, this part of the landscape is narrowest at the River Meon valley but also between the northern edge of Stubbington and the south-western edge of Fareham (associated with the complex of HMS Collingwood).

- 5.12 Furthermore, this area will be subject to landscape change following the construction of the Stubbington Bypass, which will pass through the local landscape context, much as the Newgate Lane new road has done, to the west of Bridgemary.
- 5.13 Following the preliminary stages of this SLVA, and the evaluation of the baseline information, a total of twelve sub-areas to the study area have been identified. These are defined on the basis of the localised variations in landscape character, including the physical elements and features that are present in the landscape and help to distinguish discreet parts of the wider landscape and study area.
- 5.14 These sub parcels have each been considered in relation to a series of factors relevant to landscape and visual matters, and judgements drawn in terms of the overlap and tension between the proposals for Strategic Growth, and the existing policy of the Strategic Gap.
- 5.15 The Priority Areas of the Strategic Gap are largely defined by, and related to, the physical elements and features within the landscape, but also include some offsetting that relates to the alignment of the proposed Stubbington Bypass.


Conclusions

- 5.16 On the basis of this SLVA, the land proposed to be retained that forms the Priority Areas of the Strategic Gap is considered to:
- Retain recognisable and meaningful areas of open farmland between the main settlement areas;
 - Maintain physical separation between the surrounding settlements, preventing physical coalescence;
 - Maintain visual separation and retain key views through the landscape, maintaining the separate identities of the main areas of settlement as a consequence; and
 - Along with a separate, but linked, consideration of Strategic Growth, present opportunities to maintain or enhance the green infrastructure network and reinforce local landscape character.


- 5.17 The Priority Areas of the Strategic Gap essentially comprise a broad arcing corridor, generally located centrally between Titchfield, Stubbington and Fareham, that would facilitate Strategic Growth on the settlement edges at Stubbington, Fareham and Woodcot/Bridgemary.
- 5.18 The areas of the northern and western edges of Stubbington can accommodate growth, as there are at Fareham (along Longfield Avenue) and also at Fareham to the east (between Peel Common and Woodcot/Bridgemary). Development in these areas would not fundamentally undermine the physical separation, nor the sense of separation and a clear distinction can be maintained between Stubbington and Fareham.
- 5.19 On balance it is considered that, following the approach that has identified Priority Areas for the Strategic Gap, emerging proposals for Strategic Growth between Stubbington and Fareham can be brought forward along with an enduring and meaningful Strategic Gap for the longer term.

1.0 APPENDIX A: Strategic Appraisal of Study Parcels

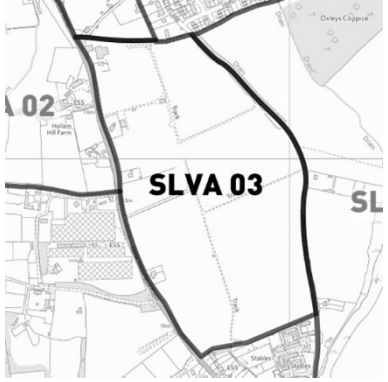
SLVA 01 – Meon Valley: Titchfield to Fareham

<p>Overview: Land parcel between Titchfield and Fareham, south of the A27 Southampton Road and junction with the A3334.</p>	
<p>Relevant designations and constraints:</p> <ul style="list-style-type: none"> • SINC • Conservation Area (nearby) • Strategic Gap • Stubbington Bypass 	
<p>Landform:</p>	<p>Defined by the River Meon valley, with low points ca. +2m AOD rising more steeply to the east and the alignment of the B3334.</p>
<p>Land use:</p>	<p>Smaller scale grazing and equestrian uses. General vegetated slopes/embankments and highways infrastructure also present.</p>
<p>Green infrastructure:</p>	<p>Small scale enclosure defined by tree belts and woodland blocks; additional scrub vegetation on steeper slopes.</p>
<p>Urban edge characteristics:</p>	<p>Generally well screened and heavily vegetated with limited/partial views of occasional residential dwellings.</p>
<p>Landscape character:</p>	<p>Meon Valley</p>
<p>Public/recreational access:</p>	<p>Formal PROW and informal trails within River Meon valley base.</p>
<p>Views/inter-visibility:</p>	<p>Limited inter-visibility between settlements but filtered views to poorly defined edge of both. Narrow gap whereby additional development between the two areas would be prominent.</p>
<p>Development potential within the Strategic Growth Area: Limited development potential due to constraints, both designations and physical landscape, including coalescence between Titchfield and Fareham.</p>	
<p>Function within the existing Strategic Gap: Parcel is bisected by the B3334 (Titchfield Road), the route also forming part of the proposed Stubbington Bypass. The remaining land to the east and west of the route forms the remaining narrow gap between settlement areas, providing a physical break but, given the limited prominence of the nearby settlement edges, also maintains visual separation.</p>	

SLVA 02 – Meon Valley: Bellfield

<p>Overview:</p> <p>Land parcel to the south-east of Titchfield, comprising a wider proportion of the River Meon valley from Bellfield across to Hollam Hill Farm and large-scale glasshouses.</p>		
<p>Relevant designations and constraints:</p> <ul style="list-style-type: none"> • SINC • SPA/SAC/RAMSAR/SSSI/NNR (to the south) • Strategic Gap • Stubbington Bypass (eastern edge) 		
Landform:	Defined by a broader part of the River Meon valley, with low points ca. +2m AOD rising to the east near Hollam Hill Farm and ca. +13m AOD at the B3334 (Titchfield Road).	
Land use:	Smaller scale grazing and mixed agricultural uses within the river floodplain and across valley slopes.	
Green infrastructure:	Small scale enclosure defined by combination of valley side but also presence of hedgerows and tree belts that define field parcels.	
Urban edge characteristics:	Generally well screened and heavily vegetated within the river corridor; parts of Bellfield more visible upslope to the west.	
Landscape character:	Meon Valley	
Public/recreational access:	Formal PROW and informal trails within River Meon valley base and connecting to Titchfield Road.	
Views/inter-visibility:	Limited inter-visibility between adjacent settlements but filtered views to the edge of Bellfield/Titchfield. Limited inter-visibility toward Fareham.	
<p>Development potential within the Strategic Growth Area:</p> <p>Limited development potential due to constraints, both designations and physical landscape.</p>		
<p>Function within the existing Strategic Gap:</p> <p>The parcel forms an open part of the landscape to the south-east of Bellfield. The northern part of the parcel contributes to the physical and visual separation between Titchfield and Fareham, whilst the central and southern parts of the parcel provide a transition out to the wider landscape context of the Meon Valley.</p>		

SLVA 03 – Ranvilles Lane West

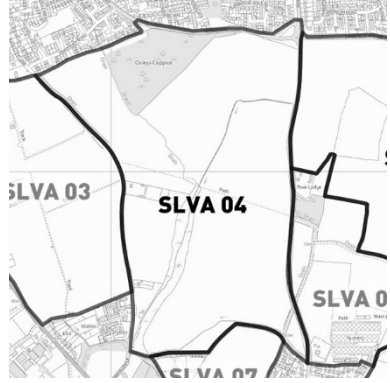
<p>Overview: Land parcel between Titchfield Road (B3334) and Ranvilles Lane (closed to traffic), characterised by an open landscape of small to medium scale geometric arable fields, with generally no physical delineation between field enclosures (other than access tracks)</p>	
<p>Relevant designations and constraints:</p> <ul style="list-style-type: none"> • Strategic Gap • Strategic Growth Area • Stubbington Bypass (southern extent of land parcel) 	
<p>Landform:</p>	<p>Western extent of localised plateau landscape at ca. +13m AOD with slight undulations and overall fall toward the south.</p>
<p>Land use:</p>	<p>Large scale agricultural, predominantly arable with some nursery/market gardening</p>
<p>Green infrastructure:</p>	<p>Limited to tree and woodland belts on the boundaries of the parcel, including a thin hedgerow/tree belt on the eastern edge along Ranvilles Lane.</p>
<p>Urban edge characteristics:</p>	<p>Settlement is located directly to the north and south but generally comprises scattered, less well-defined settlement edges that are partially of heavily vegetated. There are wider views across adjacent parcel so more exposed parts of the settlement edges.</p>
<p>Landscape character:</p>	<p>Fareham/Stubbington Gap</p>
<p>Public/recreational access:</p>	<p>None within the parcel generally however a PROW skirts the northern edge (adjacent to the settlement edge of Fareham) and Ranvilles Lane is closed to traffic for the majority of its length providing a popular route for walking, running and cycling.</p>
<p>Views/inter-visibility:</p>	<p>Open views across the entirety of the parcel from north to south; partial views from adjacent locations also across to east and west. Glasshouses off the B3334 are often a prominent landmark.</p>
<p>Development potential within the Strategic Growth Area: Development adjacent to the existing settlement edges would need to consider the connection with the existing settlement patterns, as well as considering appropriate mitigation regarding the interface and transition with the countryside. Scale of the parcel, along with degree of openness, would facilitate development adjacent to the settlement edges whilst maintaining</p>	

a physical gap between them.

Function within the existing Strategic Gap:

This parcel provides physical and visual separation between the western edge of Fareham and northern edge of Stubbington. The scale of the gap is important here as it is generally experienced from the boundaries of the parcel (and not internally), such as from the route of the B3334, along Ranvilles Lane or from the PROW to the north. The proposed Stubbington Bypass will alter this where it passes closer to Stubbington at this point, reducing the physical separation and perception of the gap from the north.

SLVA 04 – Ranvilles Lane East

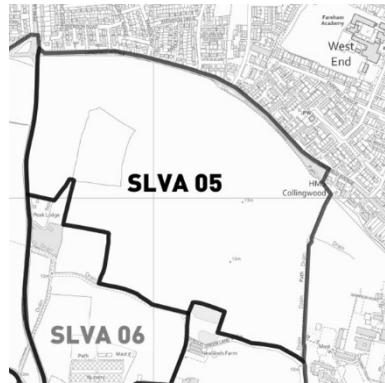
<p>Overview: Land parcel between Ranvilles Lane (closed to traffic) and Peak Lane, which connects the northern edge of Stubbington to Fareham. The land parcel generally comprises open arable land, however includes topographical variation in the form of a shallow valley, the valley itself characterised by an associated linear belt of trees. A woodland copse is located to the north of the land parcel.</p>	
<p>Relevant designations and constraints:</p> <ul style="list-style-type: none"> • SINC (Oxleys Coppice) to the north • Strategic Growth Area • Strategic Gap • Stubbington Bypass (southern extent of land parcel) 	
<p>Landform:</p>	<p>Overall part of wider plateau, generally at between ca. +14m and 12m AOD (sloping broadly down to the south overall), with localised valley crossing the centre of the parcel adding some diversity and presenting the northern edges as 'relatively' more elevated.</p>
<p>Land use:</p>	<p>Open and large scale, arable landscape.</p>
<p>Green infrastructure:</p>	<p>Some division of parcel into medium scale arable field patterns with hedgerows. Localised valley and associated drainage/stream includes a linear tree belt. Oxleys Copse is a notable woodland block to the north of the parcel.</p>
<p>Urban edge characteristics:</p>	<p>To the north the urban edge of Fareham is well defined and generally exposed, with the exception of a specific section that is more heavily screened by Oxleys Coppice.</p>
<p>Landscape character:</p>	<p>Fareham/Stubbington Gap</p>
<p>Public/recreational access:</p>	<p>Limited to adjacent roads with the exception of a connecting PROW through the centre of the parcel. Ranvilles Lane, on the western edge of the parcel, is closed to traffic for the majority of its length providing a popular route for walking, running and cycling.</p>
<p>Views/inter-visibility:</p>	<p>Open views across the entirety of the parcel from north to south and also east to west. Green infrastructure present truncates views occasionally, but other direction tend to remain visible.</p>
<p>Development potential within the Strategic Growth Area:</p>	

Development adjacent to the existing settlement edges would need to consider the connection with the existing settlement patterns, where given existing exposed edges would be broadly consistent, particularly in relation to Fareham. Appropriate mitigation would be required to ensure a suitable interface and transition with the countryside. Scale of the parcel, along with degree of openness, would facilitate development adjacent to the settlement edges whilst maintaining a physical gap between them.

Function within the existing Strategic Gap:

This parcel provides physical and visual separation between Fareham and northern edge of Stubbington. The proposed Stubbington Bypass will alter this where it passes closer to Stubbington at this point, reducing the physical separation and perception of the gap from the north.

SLVA 05 – Peak Lane to HMS Collingwood

<p>Overview: Land parcel to the south of Fareham, and between Peak Lane and HMS Collingwood. The and parcel is predominantly comprised of arable land and its southern edge is defined by incidental green infrastructure and local tracks that provide access to Newlands Farm.</p>	
<p>Relevant designations and constraints:</p> <ul style="list-style-type: none"> • Strategic Growth Area • Strategic Gap • Stubbington Bypass (southern extent of land parcel) 	
<p>Landform:</p>	<p>Broadly uniform across relative plateau, situated at ca. +13 to 14m AOD. Few variations other than a slight rise up to the north-west corner of the parcel, close to a specific local 'high point' of ca. +15m AOD close to the junction between Longfield Avenue and Peak Lane</p>
<p>Land use:</p>	<p>Large scale arable. Route of overhead power lines crossing east to west.</p>
<p>Green infrastructure:</p>	<p>Includes linear tree belts along the boundaries of the parcel; greater density in the north-eastern corner. A mature tree belt is present that defines a smaller scale field parcel to the west. Young planting is located on the boundary between this and adjacent parcels 6 and 8.</p>
<p>Urban edge characteristics:</p>	<p>Generally exposed and well defined residential edge, with short sections remaining defined but more heavily screened. Open space within the grounds of HMS Collingwood adds to the green edge before eastern edges of the parcel become more strongly defined by the built form of the complex.</p>
<p>Landscape character:</p>	<p>Fareham/Stubbington Gap</p>
<p>Public/recreational access:</p>	<p>Limited to adjacent roads with the exception of a connecting PROWs along the eastern end southern edges.</p>
<p>Views/inter-visibility:</p>	<p>Strong degree of inter-visibility east to west and north to south, including longer distance views through the broader gap, toward Gosport Road. Generally, a clear understanding of the settlement pattern, but with the northern edge of Stubbington more complex due to the larger scale agricultural buildings around Newlands Farm which are prominent.</p>

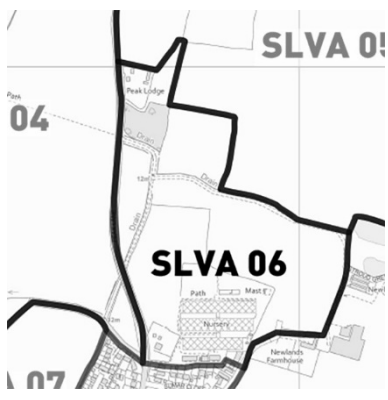
Development potential within the Strategic Growth Area:

Strong connection to the existing settlement edge provides an appropriate baseline and contributes to capacity, with land further south encroaching into the gap and wider countryside context. In this part of the landscape, the route of Stubbington Bypass runs closer to Stubbington and Newlands Farm, leaving a greater degree of separation to the north of the route.

Function within the existing Strategic Gap:


This is a larger scale parcel that currently sits adjacent to the settlement edge contributing to the broad sense of separation between Fareham and Stubbington. There is also contrast between these areas with Stubbington being more heavily vegetated. Perception and interpretation of the gap within this parcel is heightened due to the opportunities for public access on the edges.

SLVA 06 – West of Newlands Farm

<p>Overview:</p> <p>Smaller scale parcel overall, situated to the north of Stubbington and defined by the variation in character between Peak Lane and Newlands Farm.</p>	
<p>Relevant designations and constraints:</p> <ul style="list-style-type: none"> • Strategic Growth Area • Strategic Gap • Stubbington Bypass (northern extent of land parcel) 	
<p>Landform:</p>	<p>Landform is generally situated at ca. +12m AOD and is similar to the wider context of the broader localised plateau that extends to the north and east.</p>
<p>Land use:</p>	<p>Smaller scale agricultural land parcel, including larger scale agricultural buildings, arable with some smaller scale pasture.</p>
<p>Green infrastructure:</p>	<p>Strong containment by linear tree belts and hedgerows, creating a smaller scale pattern of irregular field enclosures.</p>
<p>Urban edge characteristics:</p>	<p>Residential edge is visible to the east but contained locally by green infrastructure and not prominent in the wider landscape.</p>
<p>Landscape character:</p>	<p>Fareham/Stubbington Gap</p>
<p>Public/recreational access:</p>	<p>Limited access generally although a PROW crosses the northern part of the parcel, connecting to an access track to Newlands Farm.</p>
<p>Views/inter-visibility:</p>	<p>Vegetation and built form associated with the parcel presents some disruption to views and inter-visibility in close proximity. Further afield agricultural buildings can appear quite prominent and serve to denote this parcel, and its proximity to the settlement edge.</p>
<p>Development potential within the Strategic Growth Area:</p> <p>Overall this parcel is considered to have some capacity to accommodate development, based on its containment and context of the existing agricultural buildings within and adjacent to the parcel.</p>	
<p>Function within the existing Strategic Gap:</p> <p>The parcel is partially separated from the wider extent of the gap due to existing green infrastructure along its boundaries and the physical alignment of the farm access track. The</p>	

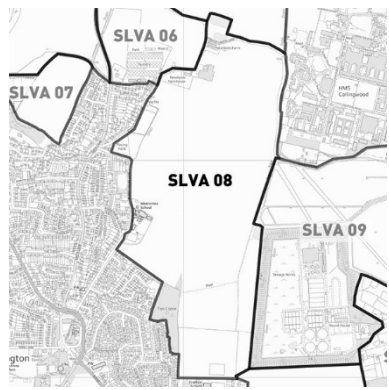
nature and scale and field pattern of the parcel also differentiate it from the wider large-scale arable areas. Although there are partial views across the gap toward Fareham the proximity to Stubbington is apparent.

SLVA 07 – Stubbington North: Oakcroft Lane

<p>Overview: Smaller scale parcel, enclosed by existing settlement pattern of residential areas, open space and local road network. The parcel is defined to the north by Oakcroft Lane, with the existing cemetery and open space to the south-west and residential settlement edge of Stubbington to the east and south.</p>	
<p>Relevant designations and constraints:</p> <ul style="list-style-type: none"> • Strategic Growth Area • Strategic Gap • Existing Open Space (Crofton Cemetery and associated green space) 	
<p>Landform:</p>	<p>Landform is generally situated at ca. +10m AOD but topography falls to the south and south-west into a small localised valley and minor watercourse.</p>
<p>Land use:</p>	<p>Smaller scale agricultural land parcel.</p>
<p>Green infrastructure:</p>	<p>Strong containment by linear tree belts along its northern (Oakcroft Lane) and eastern (residential) edges, with a further and denser belt of woodland along the south/south-west.</p>
<p>Urban edge characteristics:</p>	<p>Residential edge is visible to the east but contained locally by green infrastructure and not prominent in the wider landscape.</p>
<p>Landscape character:</p>	<p>Fareham/Stubbington Gap</p>
<p>Public/recreational access:</p>	<p>Limited access immediately outside of the parcel related to PROW to the south and access to the cemetery to the west. No direct access is apparent to the land parcel.</p>
<p>Views/inter-visibility:</p>	<p>Limited inter-visibility to and from the wider landscape with vegetation along Oakcroft Lane largely screening and, from within the settlement of Stubbington, existing built form and vegetation screening views.</p>
<p>Development potential within the Strategic Growth Area: Overall this parcel is considered to have a good capacity to accommodate development, based on its generally containment and limited overarching features that may contribute to landscape sensitivity (such as recreational access, features etc). Adjacent residential context also influences the parcel.</p>	
<p>Function within the existing Strategic Gap: Parcel remains a relatively isolated part of the landscape with a lack of inter-visibility to</p>	

nearby, and separate, areas of settlement. As such, whilst it remains an undeveloped part of the landscape there is limited contribution to a direct sense of visual separation. Physically the parcel is contained by road highways infrastructure of Oakcroft Lane and also Peak Lane.

SLVA 08 – Stubbington East:

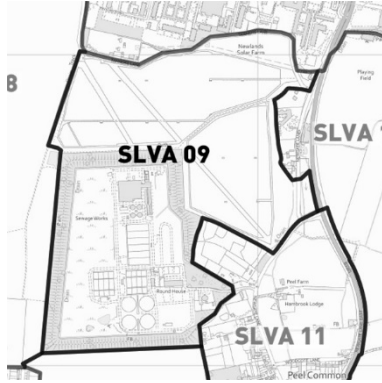
<p>Overview: Larger scale area of landscape character forming the core of the current landscape character and associated strategic gap, providing belt of physical separation between Stubbington to the west and Peel Common to the east (including the existing solar installation and sewage treatment works).</p>	
<p>Relevant designations and constraints:</p> <ul style="list-style-type: none"> • SINC (Tips Copse) • Strategic Growth Area • Strategic Gap • Existing Open Space (including school playing fields) • Allotments • Stubbington Bypass (northern and eastern extent of land parcel) 	
<p>Landform:</p>	<p>Uniform topography, falling gradually from north to south between ca.+13m down to +11m AOD.</p>
<p>Land use:</p>	<p>Large scale, open, arable landscape.</p>
<p>Green infrastructure:</p>	<p>Limited green infrastructure present within the parcel, however the boundaries are strongly defined. In the north-east, by linear tree belts along the edge of the HMS Collingwood complex, to the east by the dense woodland belt that defines the edge of Peel Common sewage treatment works and to the west by tree belts and woodland blocks that generally characterises this edge of Stubbington.</p>
<p>Urban edge characteristics:</p>	<p>Settlement to the west is defined by Stubbington which is generally strongly defined and heavily vegetated. Where the edge pattern breaks down this is associated with amenity green spaces such as school playing fields and allotments.</p>
<p>Landscape character:</p>	<p>Fareham/Stubbington Gap</p>
<p>Public/recreational access:</p>	<p>Public access is available along the northern edge of the parcel and centrally through the parcel, generally providing east/west access between Stubbington and Peel Common/Fareham via the PROW network.</p>
<p>Views/inter-visibility:</p>	<p>PROW allow views from within the parcel, outward, and there is a distinct perception of the two separate areas of settlement. Partial views are also available north to other parts of the edge of Fareham and also south to Gosport Road.</p>
<p>Development potential within the Strategic Growth Area:</p>	

Openness in general and strongly defined settlement edges (with little reference to built-form) limit the potential capacity of this parcel for development. The introduction of the proposed Stubbington bypass will alter this somewhat and it is likely that location on the north-eastern edge of Stubbington will be more strongly contained by the highways infrastructure.

Function within the existing Strategic Gap:

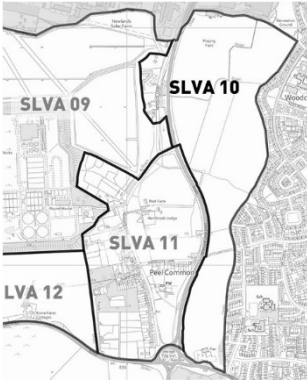
This parcel forms one of the narrowest parts of the gap between the distinct settlement area of Stubbington (to the west) and the strongly defined infrastructure of Peel Common sewage works (and adjacent solar installation) to the east. There are also parts of the parcel adjacent to the built form of HMS Collingwood, which denotes the edge of Fareham.

SLVA 09 – Fareham South

<p>Overview: Parcel comprises the solar installation and sewage treatment works at Peel Common. These existing elements are considered permanent within the landscape but both sit discreetly in terms of character, both being generally contained/screened by vegetation.</p>	 <p>The map shows three Strategic Landscape View Areas (SLVA) labeled SLVA 09, SLVA 10, and SLVA 11. SLVA 09 is the central focus, located south of HMS Collingwood and north of Peel Common. SLVA 10 is to the east, and SLVA 11 is to the south. The map also shows surrounding streets like Newgate Lane and the location of the sewage treatment works and solar installation.</p>
<p>Relevant designations and constraints:</p> <ul style="list-style-type: none"> • Strategic Gap • Stubbington Bypass (adjacent to western extent of land parcel) 	
<p>Landform:</p>	<p>Broadly uniform at ca. +10m AOD with a gradual fall to the south, across the embankments and profiled landform of the sewage treatment works.</p>
<p>Land use:</p>	<p>Includes large solar installation and sewage treatment works.</p>
<p>Green infrastructure:</p>	<p>Strong boundary vegetation enclosing the sewage treatment works with lower level vegetation and some tree belts present around the solar installation, including along Newgate Lane.</p>
<p>Urban edge characteristics:</p>	<p>To the north present in the form of the partially vegetated edge at HMS Collingwood.</p>
<p>Landscape character:</p>	<p>Fareham/Stubbington Gap</p>
<p>Public/recreational access:</p>	<p>PROW are present through, and adjacent to, the solar installation, providing access between the edge of Fareham and Peel Common (at Newgate Lane) and the open landscape to the west of the parcel.</p>
<p>Views/inter-visibility:</p>	<p>Limited inter-visibility due to the strong degree of containment by existing green infrastructure. Some partial views available across the existing gap toward Stubbington from the open parts of the parcel, away from the solar infrastructure.</p>
<p>Development potential within the Strategic Growth Area: Development potential is considered to be limited on the basis of existing land uses.</p>	
<p>Function within the existing Strategic Gap: Notwithstanding the presence of the solar infrastructure (which is generally low-level) and various built aspects of the sewage treatment works (which itself is not prominent due to surrounding green infrastructure) the parcel is considered to make a good contribution to the gap, given the physical and visual separation that they form between Peel Common and</p>	

Stubbington.

SLVA 10 – Woodcot/Bridgemary

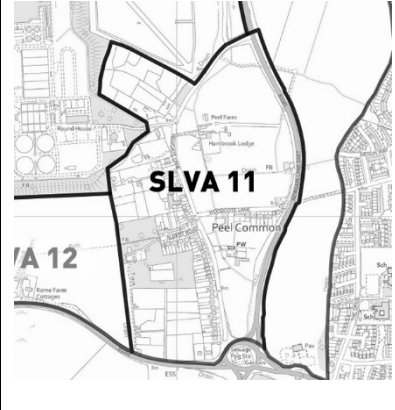
<p>Overview: Parcel forming the eastern extent of the current strategic gap, inclusive of a smaller scale landscape overall that contains existing agricultural parcels along with some larger recreational facilities. The western edge of this parcel is defined by the highways corridor of the recently completed Newgate Lane East.</p>	
<p>Relevant designations and constraints:</p> <ul style="list-style-type: none"> • Strategic Growth Area (formerly HA2 urban extension) northern part of land parcel • Strategic Gap • Existing Open Space (sports fields to the north, Brookers Field Recreation Ground to south) 	
<p>Landform:</p>	<p>Broadly uniform at ca. +10m AOD with a gradual fall to the south, and Brookers Field Recreation Ground where the topography sits at ca. +9m AOD.</p>
<p>Land use:</p>	<p>Small to medium scale mixed agriculture, with larger scale amenity sports and recreation grounds.</p>
<p>Green infrastructure:</p>	<p>More extensive green infrastructure present in the form of hedgerows with mature hedgerow trees, defining the more intricate field pattern than is present in other parts of the gap.</p>
<p>Urban edge characteristics:</p>	<p>Residential edge of Woodcot/Bridgemary is often visible but partially screened by linear tree belts and hedgerows. Otherwise, to the north and south, defined by green infrastructure. The recently completed Newgate Lane East forms the western boundary to the parcel and is an urbanising feature, including substantial proportions of acoustic barrier fencing. A small parcel of wayside dwellings sits to the west of Newgate Lane East</p>
<p>Landscape character:</p>	<p>Fareham/Stubbington Gap & Woodcot/Alver Valley</p>
<p>Public/recreational access:</p>	<p>PROW present across the northern edge of the parcel, but with limited visibility into the wider extent. Playing fields are a mix of private sports pitches and public playing fields.</p>
<p>Views/inter-visibility:</p>	<p>Localised views often truncated or foreshortened by green infrastructure. Views into the local area of small-scale agricultural land. Some limited inter-visibility with Peel Common to the west, with little or no perception of the wider gap to Stubbington.</p>
<p>Development potential within the Strategic Growth Area:</p>	

There may be some capacity for development within this parcel, based on the adjacent context of the existing settlement edge, along with the containment, structure and screening provided by existing green infrastructure. However, this presents a change in character to the more open and somewhat degraded field patterns seen in the wider gap. Furthermore, the strong network of green infrastructure forms a specific constraint that will need to be given appropriate consideration as part of a mitigation strategy. Emerging policy includes for strategic development in this area (formerly HA2).

Function within the existing Strategic Gap:

This parcel makes a limited contribution to the wider context of the strategic gap, and is physically and visually separated from Stubbington, and the open parts of the existing gap, by the presence of green infrastructure across the parcel, the existing pattern of development at Peel Common and the physical built and green components of the sewage treatment works.

SLVA 11 – Peel Common

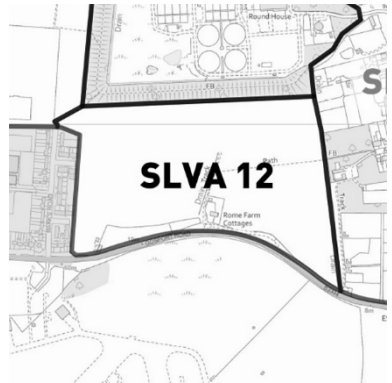
<p>Overview: Parcel situated to the west of Newgate Lane East and contained to the west by the sewage treatment works and solar installation. This includes the visible area of Peel Common which broadly comprises ribbon development along Newgate Lane.</p>	
<p>Relevant designations and constraints:</p> <ul style="list-style-type: none"> • Strategic Gap • Existing Open Space (Brookers Field Recreation Ground) (immediately to the east/south-east) 	
<p>Landform:</p>	<p>Small pocket of landform situated at ca. +9m AOD.</p>
<p>Land use:</p>	<p>Mixed land use including wayside and ribbon residential development along with individual farmsteads, churches and small commercial yards. These are set within a small scale pattern of mixed agricultural and equestrian land uses.</p>
<p>Green infrastructure:</p>	<p>Mixed hedgerows with hedgerow trees and short sections of more mature tree belts.</p>
<p>Urban edge characteristics:</p>	<p>Limited reference to formal boundaries of Peel Common, with the settlement appearing to be based on the progression of wayside and ribbon development since the early twentieth century. Relatively modern residential development and some small scale commercial centres are located close to occasional and older farmsteads. Overall it is not well defined as a coherent area of settlement character.</p>
<p>Landscape character:</p>	<p>Fareham/Stubbington Gap & Woodcot/Alver Valley</p>
<p>Public/recreational access:</p>	<p>PROW provides access from Peel Common (and Newgate Lane) to the west, toward Stubbington) and to the east, toward the edge of Bridgemary. The amenity of the latter has altered since completion of the Newgate Lane East highways scheme.</p>
<p>Views/inter-visibility:</p>	<p>Limited to localised views within the area and partial views across the existing settlement edge at Woodcot/Bridgemary.</p>
<p>Development potential within the Strategic Growth Area: There may be some capacity for development within this parcel, based on the adjacent context of the existing settlement pattern of Peel Common, along with the containment, structure and</p>	

screening provided by existing green infrastructure, adjacent sewage treatment works and context of Newgate Lane East. However, the network of green infrastructure forms a specific constraint that will need to be given appropriate consideration as part of a mitigation strategy.

Function within the existing Strategic Gap:

This parcel makes a limited contribution to the wider context of the strategic gap and is physically and visually separated from Stubbington, and the open parts of the existing gap, by the presence of green infrastructure across the parcel, the existing pattern of development at Peel Common and the physical built and green components of the sewage treatment works.

SLVA 12 – Gosport Road

<p>Overview:</p> <p>This parcel is located to the southern extent of the study area and strongly defined between the settlement areas of Peel Common (to the east) and the southern edge of Stubbington (to the west). Gosport Road and the sewage treatment works define the parcel to the south and north respectively.</p>	
<p>Relevant designations and constraints:</p> <ul style="list-style-type: none"> • Strategic Growth Area • Strategic Gap • Stubbington Bypass (western extent of land parcel) 	
<p>Landform:</p>	<p>Contained land parcel situated at ca. +10m AOD, falling gradually to the south at ca. 9m AOD, close to Gosport Road.</p>
<p>Land use:</p>	<p>Generally medium scale compartment of arable land, with isolated residential properties centrally, and also some equestrian uses fronting the Gosport Road.</p>
<p>Green infrastructure:</p>	<p>Liner belts of trees and woodland form strong boundaries along the northern and eastern edges of the parcel. Some limited tree and hedgerow vegetation within the parcel, situated around the residential dwellings</p>
<p>Urban edge characteristics:</p>	<p>Short section of more exposed residential development on the western edge of the parcel which forms the eastern extent of Stubbington. To the east, the settlement pattern of Peel Common is physically and visually separated by the shelter belt and a series of small scale paddocks.</p>
<p>Landscape character:</p>	<p>Fareham/Stubbington Gap & Woodcot/Alver Valley</p>
<p>Public/recreational access:</p>	<p>Some limited public access across the eastern edge of the parcel with a PROW that connects Gosport Road to the western edge of Peel Common.</p>
<p>Views/inter-visibility:</p>	<p>Open views across the parcel from Gosport Road, however these are highly transient based on vehicle users. Some narrow vistas north from a short section of Gosport Road, extending up to the distant edge of Fareham. Otherwise views are largely contained.</p>
<p>Development potential within the Strategic Growth Area:</p> <p>Given the strong degree of containment provided by physical features such as tree belts and highways infrastructure, this area has some capacity for development, however this would be physically separated by the alignment of the proposed Stubbington Bypass, creating more</p>	

isolated development areas to the east.

Function within the existing Strategic Gap:

In the context of the southern part of the study area and gap, this is a relatively narrow part of the gap with only limited physical separation between the western edge of Peel Common and Stubbington. The perception of this part of the landscape as a break between Stubbington and the wider extent of Fareham is influenced by the open character of the arable land, coupled with its relatively small scale and the well defined settlement edges to the east and west.

2.0 APPENDIX B: Illustrative Views



Viewpoint 1 | View looking north-east, from the public footpath at Bridge Street in the Meon Valley.



Viewpoint 2 | View looking south, from the public footpath between Titchfield Road and Ranvilles Lane.

SLVA: Fareham to
Stubington Strategic Gap
Viewpoint Photographs

Drawing Ref: BRS.4989_81
Client: Bargate Homes Ltd and
Fareham Land LP
Date : 23/03/20
Drawn by : CW
Checked by : JWA





Viewpoint 3 | View looking north, from the public footpath between Ranvilles Lane and Peak Lane.



Viewpoint 4 | View looking east, from the public footpath between Ranvilles Lane and Peak Lane.

SLVA: Fareham to
Stubbington Strategic Gap
Viewpoint Photographs

Drawing Ref: BRS.4989_81
Client: Bargate Homes Ltd and
Fareham Land LP
Date : 23/03/20
Drawn by : CW
Checked by : JWA





Viewpoint 5 | View looking north, from the junction of Titchfield Road and Ranville Lane.



Viewpoint 6 | View looking north, from the amenity space off Marks Tey Road.

SLVA: Fareham to
Stubbington Strategic Gap
Viewpoint Photographs

Drawing Ref: BRS.4989_81
Client: Bargate Homes Ltd and
Fareham Land LP
Date : 23/03/20
Drawn by : CW
Checked by : JWA





Viewpoint 7 | View looking north, from Oakcroft Lane.



Viewpoint 8 | View looking west, from the public footpath east of Peak Lane.

SLVA: Fareham to
Stubbington Strategic Gap
Viewpoint Photographs

Drawing Ref: BRS.4989_81
Client: Bargate Homes Ltd and
Fareham Land LP
Date : 23/03/20
Drawn by : CW
Checked by : JWA





Viewpoint 9 | View looking east, from the public footpath east of Peak Lane.



Viewpoint 10 | View looking south-east, from Peak Lane (close to Longfield Avenue).

SLVA: Fareham to
Stubbington Strategic Gap
Viewpoint Photographs

Drawing Ref: BRS.4989_81
Client: Bargate Homes Ltd and
Fareham Land LP
Date : 23/03/20
Drawn by : CW
Checked by : JWA





Viewpoint 11 | View looking west, from the public footpath south of Longfield Avenue.



Viewpoint 12 | View looking south, from the public footpath on Tanners Lane, east of Newlands Farm.



Viewpoint 13 | View looking south-west, from the public footpath on Tanners Lane, adjacent to HMS Collingwood.



Viewpoint 14 | View looking south, from the public footpath on Tanners Lane, north of the solar farm.

SLVA: Fareham to
Stubbington Strategic Gap
Viewpoint Photographs

Drawing Ref: BRS.4989_81
Client: Bargate Homes Ltd and
Fareham Land LP
Date : 23/03/20
Drawn by : CW
Checked by : JWA





Viewpoint 15 | View looking south-east, from Newgate Lane.



Viewpoint 16 | View looking north-east, from the public footpath east of Woodgate Lane.



Viewpoint 17 | View looking north-west, from Woodgate Lane.



Viewpoint 18 | View looking north-west, from Gosport Road.

SLVA: Fareham to
Stubbington Strategic Gap
Viewpoint Photographs

Drawing Ref: BRS.4989_81
Client: Bargate Homes Ltd and
Fareham Land LP
Date : 23/03/20
Drawn by : CW
Checked by : JWA





Viewpoint 19 | View looking east, from the public footpath west of Peel Common.



Viewpoint 20 | View looking west, from the public footpath north of Gosport Road.

SLVA: Fareham to
Stubbington Strategic Gap
Viewpoint Photographs

Drawing Ref: BRS.4989_81
Client: Bargate Homes Ltd and
Fareham Land LP
Date : 23/03/20
Drawn by : CW
Checked by : JWA





Viewpoint 21 | View looking north-east, from Gosport Road on the edge of Stubbington.



Viewpoint 22 | View looking north-east, from the public footpath on the edge of Stubbington.

