

# FAREHAM

BOROUGH COUNCIL

Fareham Local Plan – Shaping Fareham’s Future

## **Local Plan Part 2: Development Sites and Policies**

February 2014

- Issues and Options
- Draft Plan
- **Publication Plan**
- Adopted

## 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](http://www.fareham.gov.uk/ldf).

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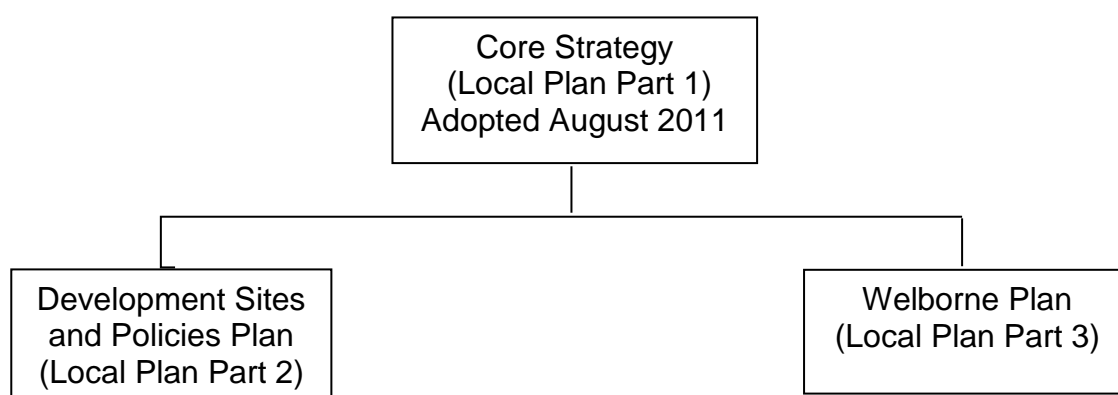
# Chapter 1

## Introduction

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### 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. Once adopted, the Development Sites and Policies Plan will replace 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. Once adopted, the policies and proposals will form part of Fareham's statutory development plan. It will be a key document in the future planning of the area, and in the determination of planning applications. It will replace 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.

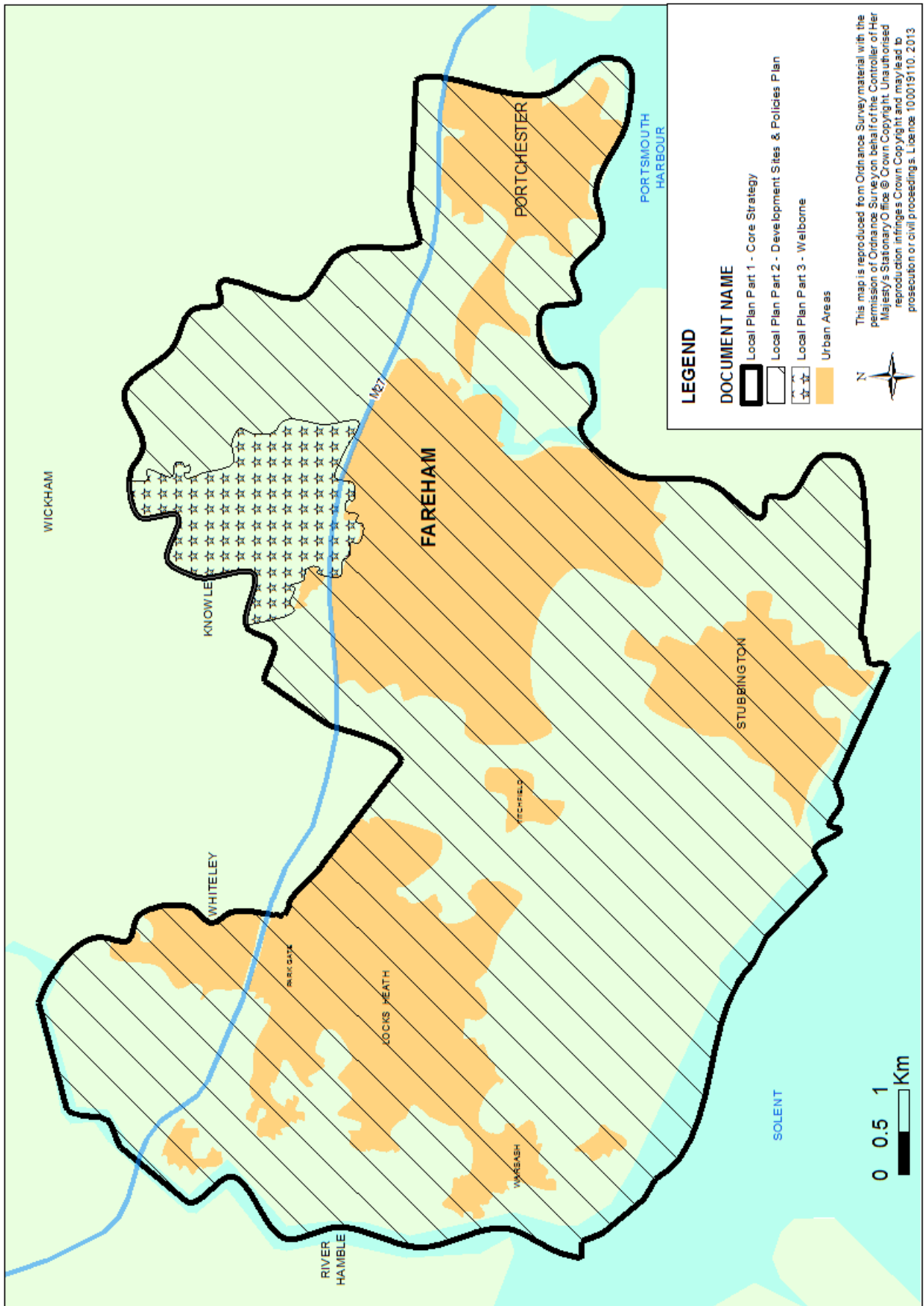


Figure 2: Map showing the coverage of three parts of the Local Plan

## National Planning Policy Context

- 1.5 The Government's planning policies for England are set out in the National Planning Policy Framework (NPPF)<sup>1</sup>. 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 has 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 land<sup>2</sup>;
  - 41,000 m<sup>2</sup> of employment floorspace<sup>3</sup>;
  - 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 2026<sup>4</sup>, 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

<sup>1</sup> DCLG (March 2012) National Planning Policy Framework ,

<sup>2</sup> Figure does not take account of dwellings completed in the period since 1 April 2006.

<sup>3</sup> Figure does not take account of floorspace completed in the period since 1 April 2006.

<sup>4</sup> Partnership for Urban South Hampshire (PUSH) (October 2012) South Hampshire Strategy: A Framework to Guide Sustainable Development and Change to 2026



projections. It provides a framework to inform and support the preparation of statutory local plan. Its preparation jointly by the PUSH authorities largely fulfils the 'duty to cooperate'.

### **Role of Local Plan Part 2: Development Sites and Policies**

- 1.9 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.
- 1.10 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).

### **Evidence Base and Sustainability Appraisal**

- 1.11 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)<sup>5</sup> that have not been implemented, but were reviewed and taken forward where appropriate.
- 1.12 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).
- 1.13 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

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<sup>5</sup> Fareham Borough Council (June 2000) Fareham Borough Local Plan Review.

approach set out in the Plan.

- 1.14 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.
- 1.15 All the policies and proposals in this plan have been assessed through the SA and HRA process.

### **Consultation**

- 1.16 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.
- 1.17 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 Breezes, Gypsy and Traveller accommodation and Fareham College site redevelopment, have also taken place throughout 2013.

### **Monitoring and Implementation**

- 1.18 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

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### 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:**

- 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**
- specific policies in the National Planning Policy Framework indicate that development will not be supported.**

# Chapter 3: The Existing Settlements

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## LIST OF POLICIES

DSP2: Design

DSP3: Environmental Impact

DSP4: Impact on Living Conditions

DSP5: 'Ransom Strips'

DSP6: 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"*<sup>6</sup>.
- 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.

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<sup>6</sup> Paragraph 17 of the National Planning Policy Framework

- 3.12 The Council commissioned consultants to review the Strategic and Local Gaps<sup>7</sup> designated in the Fareham Borough Local Plan Review (June 2000)<sup>8</sup>. 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 that the land provided.
- 3.13 Policy CS22: Development in the 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"*.<sup>9</sup>
- 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.

### **Policy DSP2: Design**

**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.**

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<sup>7</sup> Fareham Borough Gap Review (September 2012) David Hares Landscape Architecture

<sup>8</sup> Fareham Borough Local Plan Review (June 2000) (paragraph 4.54 onwards)

<sup>9</sup> National Planning Policy Framework (2012) (Paragraphs 56 & 58)

## 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.
- 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)<sup>10</sup>, which sets out targets for water quality in the Borough.

### **Policy DSP3: 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, dust, fumes, heat, smoke, liquids, vibration, light or air pollution.**

**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 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 DSP4: Impact on Living Conditions**

**Development proposals should ensure that there will be no unacceptable adverse impact upon living conditions or neighbouring development, by way of the loss of sunlight, daylight, outlook and/or privacy.**

### **'Ransom Strips'**

- 3.25 In order to ensure that development makes the most efficient use of land, comprehensive schemes will be encouraged where possible. The Council has a long-standing policy of seeking to prevent the establishment of ransom strips which prevent access to adjacent land. This was re-emphasised 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

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<sup>10</sup> South East River Basin Management Plan (2009) Environment Agency

ensure ransom strips are avoided as smaller parcels of land are developed.

#### **Policy DSP5: 'Ransom Strips'**

**Where piecemeal development could delay or prevent the provision of access to adjacent land, a legal agreement will be required, to prevent the use of land as a 'ransom strip'.**

### **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 principles<sup>11</sup> 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 conservation and enjoyment of the historic environment to include:
- a continued programme of conservation area appraisal;
  - monitoring of buildings at risk of neglect and decay;
  - 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

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<sup>11</sup> DCLG (2012) National Planning Policy Framework (Paragraph 17)

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, two Grade II\*, and over 400 Grade II entries in the list. The Planning (Listed Buildings and Conservation Areas) Act 1990<sup>12</sup>, 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 and appearance. The Borough has thirteen designated Conservation Areas. The character of each area is derived from several 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 Areas<sup>13</sup>. 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.

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<sup>12</sup> The Planning (Listed Buildings and Conservation Areas) Act 1990 Section 16

<sup>13</sup> For more detail regarding Conservation Area Appraisals and Conservation Areas follow this link: <http://www.fareham.gov.uk/council/departments/planning/conservation/cacas.aspx>

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.

#### ***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 Interest<sup>14</sup>. 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**

<b>Designated Heritage Assets</b>	<b>Location of Heritage Asset</b>
<i>Listed Buildings</i>	Entries <sup>15</sup> 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
<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
<b>NOTE: This list will be reviewed and revised should further designations be made or existing designations be altered.</b>	
*Boundaries illustrated on the Policies Map	

<sup>14</sup> English Heritage Register of Parks and Gardens of Special Historic Interest

<sup>15</sup> As at 1 April, 2013, there are 432 listed buildings.

**Table 1b: Fareham's Non-Designated Assets**

<b>Non-Designated Heritage Assets</b>	<b>Location of Heritage Asset</b>
<i>Locally Listed Buildings</i>	Entries <sup>16</sup> 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  <i>(Note: Bath Lane Recreation Ground and Cams Hall are within the boundary of conservation areas, which are Designated Heritage assets.)</i>
<i>Sites of archaeological importance</i>	Records held by Hampshire County Council and contained within the Archaeology and Historic Buildings Record
<b>NOTE: This list will be kept under review and revised should further designations be made or existing designations be altered.</b>	
*Boundaries illustrated on the Policies Map	

**Policy DSP6: 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 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

<sup>16</sup> As at 1 April, 2013, there are 107 locally listed buildings.

**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 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

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### LIST OF POLICIES

- DSP7: New Residential Development Outside of the Defined Urban Settlement Boundaries
- DSP8: 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
- 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 value<sup>17</sup>".*

- 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 landscapes<sup>18</sup>. 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 NPPF<sup>19</sup> 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 changes of use to residential garden area. Subject to other planning policies, exceptions may be made for the conversion of existing buildings, one-for-one replacement of existing dwellings, the development of a residential building of exceptional quality or innovative nature in design or where there is a proven requirement for a new dwelling to support an agricultural workers employment requirements to live in close proximity to their place of work.

#### **Policy DSP7 New Residential Development Outside of the Defined Urban Settlement Boundaries**

**New residential development outside of the defined urban settlement boundaries (as identified on the Policies Map) will only be permitted in instances where:**

- 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 is for a residential dwelling of exceptional quality or innovative nature in design; or**
- iii. 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**

<sup>17</sup> DCLG (NPPF 2012) of the National Planning Policy Framework (Paragraph 17)

<sup>18</sup> National Planning Policy Framework, paragraph 17.

<sup>19</sup> National Planning Policy Framework, paragraph 110

**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.**

**A change of use of land outside of the defined urban settlement boundary to residential garden will not normally be permitted unless other environmental benefits can be secured.**

**New buildings should be well designed to respect the character of the area and, where possible, be grouped with existing buildings.**

**Proposals should have particular regard to the requirements of Core Strategy Policy CS14: Development Outside Settlements and 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.**

#### **Leisure and Recreation Development Outside of the Defined Urban Settlement Boundaries**

- 4.7 The coastline between the River Hamble and Stubbington, and along the River Wallington, River Meon and River Hamble, provides opportunities for informal recreation.
- 4.8 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.
- 4.9 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 the defined urban settlement boundaries (as identified on the Policies Map) will be permitted , where:**

- I. they meet the requirements of a sequential test;**
- II. subject to their scale<sup>20</sup>, they meet the requirements of an impact assessment; and**
- III. they do not have an unacceptable adverse impact on the strategic and/or local road network.**

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<sup>20</sup> As set out in national standards

**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 within 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 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, be grouped with existing buildings.**

#### **Economic Development Outside of the Defined Urban Settlement Boundaries**

- 4.10 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.
- 4.11 It is recognised, however, that there are a number of existing employment sites outside of the DUSBs, 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.
- 4.12 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 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, be grouped with existing buildings.**

**Proposals should have particular regard to the requirements of Core Strategy Policy CS14: Development Outside Settlements and 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**

4.13 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.

4.14 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

4.15 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.

4.16 The educational establishments to which Policy DSP10: Economic Development Outside 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 for 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 grouped with existing buildings on site, where possible;**

- 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; and**
- 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;**
- 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 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**

- 4.17 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.
- 4.18 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.
- 4.19 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 that limits occupancy to a maximum of ten months each calendar year.
- 4.20 Limited 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. 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.

### **Policy DSP11: Development Proposals within Solent Breezes Holiday Park**

**Within the Solent Breezes Holiday Park (as defined on the Policies Map), planning permission will not be granted to vary planning conditions to allow the occupation of any existing chalets and mobile homes on a permanent or year-round basis.**

**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 a calendar year.**

## **OPEN SPACE AND GREEN INFRASTRUCTURE**

4.21 The NPPF provides protection for open space, sports and recreational buildings and land, including playing fields, which should not be developed unless very special circumstances<sup>21</sup> 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 Fields<sup>22</sup> or King George Fields<sup>23</sup>. 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**

4.22 The NPPF<sup>24</sup> requires local planning authorities to ensure that sufficient open space is provided to meet the needs of communities. The Greenspace Study (2007)<sup>25</sup> and its Addendum<sup>26</sup> 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. In order to address these deficiencies two new publically accessible open spaces have been allocated.

4.23 In Fareham the land between the M27 and Kiln Road is proposed for public

<sup>21</sup> DCLG (2012) National Planning Policy Framework (Paragraph 74).

<sup>22</sup> Bath Lane Recreation Ground, Wicor Recreation Ground & Seafield Park

<sup>23</sup> Fleet End (Locks Heath)

<sup>24</sup> DCLG (2012) National Planning Policy Framework (Paragraph 73).

<sup>25</sup> Fareham Borough Council (Mat 2007) Greenspace Study

<sup>26</sup> Fareham Borough Council (Emerging) Greenspace Study Addendum

open space in the Welborne Plan. While this is required to meet the recreational needs of 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.

- 4.24 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 site<sup>27</sup>. 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.
- 4.25 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 development<sup>28</sup> 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.**
- 4.26 In addition to the new open space allocations, the Council will explore opportunities to address any further open space deficiencies through a land management approach. This 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 to increase the accessibility and attractiveness of public open space so it is available and attractive to a larger population.

### **Green Infrastructure**

- 4.27 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.
- 4.28 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 Strategy<sup>2930</sup>. The Strategy

<sup>27</sup> Core Strategy Policy CS10 and planning application.

<sup>28</sup> Core Strategy Policy CS12, outline planning permission and Local Development Order.

<sup>29</sup> UE Associates (2010) PUSH Green Infrastructure Strategy (2010) UE Associates



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.

- 4.29 In addition to the sub-regional GI strategy work, Fareham has produced its own local Green Infrastructure Strategy<sup>31</sup>. 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 across the sub-regional level, including linkages with neighbouring districts. 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.

## **BIODIVERSITY**

### **Wildlife Sites, Habitats and Protected Species**

- 4.30 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.
- 4.31 Internationally designated sites<sup>32</sup>, and European Protected Species<sup>33</sup> 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 designated<sup>34</sup>, and will also be addressed and protected through planning decisions, in accordance with the nature conservation hierarchy. Nationally designated sites including SSSIs and NNRs<sup>35</sup>, and

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<sup>30</sup> Partnership for Urban South Hampshire (2010) PUSH Green Infrastructure Strategy (2010) : Implementation Plan

<sup>31</sup> Fareham Borough Council (Emerging) Fareham Green Infrastructure Strategy

<sup>32</sup> Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsars, 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').

<sup>33</sup> Species protected under the Conservation of Habitats and Species Regulations 2010 (as amended).

<sup>34</sup> 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).

<sup>35</sup> Sites of Special Scientific Interest and National Nature Reserves, designated and declared respectively under the Wildlife and Countryside Act 1981 (as amended).

species (including in some cases their habitats) protected under the Wildlife and Countryside Act 1981 (as amended) receive protection under national legislation and policy.

- 4.32 The Council will protect locally designated sites including SINC<sup>36</sup>s and LNRs<sup>36</sup>. SINC<sup>36</sup>s 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 SINC<sup>36</sup>s as shown on the most up to date SINC maps.<sup>37</sup>
- 4.33 The Council will also protect other sites of nature conservation value. Such sites may include residential gardens, where local importance can be demonstrated and include:
- those containing Priority habitats<sup>38</sup>;
  - areas supporting Priority<sup>39</sup> or protected species (and the habitats which support them); and
  - other areas which may not have intrinsic value but have functional value for example as habitat buffers, ecological networks<sup>40</sup>, stepping stones or wildlife corridors, as part of the wider biodiversity network.
- 4.34 The Council will ensure that the functional integrity of SINC<sup>36</sup>s 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.
- 4.35 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**

- 4.36 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, and other cross boundary initiatives such as Biodiversity Opportunity

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<sup>36</sup> 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).

<sup>37</sup> Held by Hampshire Biodiversity Information Centre (HBIC)

<sup>38</sup> Priority Habitats as defined by the Section 41 list 'Habitats of Principal Importance' of the Natural Environment and Rural Communities Act 2006.

<sup>39</sup> Priority Species as defined by the Section 41 list 'Species of Principal Importance' of the Natural Environment and Rural Communities Act 2006.

<sup>40</sup> As defined in the Fareham Green Infrastructure Strategy

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 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, priority and target 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;**

- 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 of those impacts.**

**Enhancements that contribute to the habitat restoration targets (and population strengthening), set out in the Hampshire Biodiversity Action Plan (or its equivalent) will be supported.**

### **Sites for Brent Geese and Waders**

- 4.37 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. Ongoing 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. Consideration should also be given to the potential impact of development upon 'uncertain' and 'important' sites located in neighbouring districts.

- 4.38 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.
- 4.39 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).
- 4.40 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) 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), and 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 Solent Special Protection Areas. 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**

- 4.41 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.
- 4.42 Through work of the Solent Disturbance and Mitigation Project (SDMP) it has been concluded that any net increase in residential development will give rise to likely significant effects on the Solent Coastal SPAs, either ‘alone’ or ‘in combination’ with other development proposals. All new residential development will be required to mitigate the negative impact.
- 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 (or as subsequently adopted)
- 4.44 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**

**Planning permission for proposals resulting in a net increase in residential units may be permitted where ‘in combination’ effects of recreation on Solent Coastal Special Protection Areas are mitigated. In the absence of mitigation an Appropriate Assessment may be required to demonstrate that any ‘in combination’ negative effects can be avoided.**

**Any application for development involving a net increase in residential units shall either be supported by an Appropriate Assessment to demonstrate that any ‘in combination’ negative effects can be avoided or can be satisfactorily mitigated through a developer provided package of measures.**

**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 Habitats Regulations Assessment. This may result in the need for additional site-specific avoidance and/or mitigation measures and maintained in perpetuity. Where an adverse effect on the integrity of any Solent Special Protection Areas will result, planning permission will be refused.**

## **COASTAL MANAGEMENT**

### **Coastal Change Management Areas (CCMAs)**

- 4.45 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."*<sup>41</sup>

4.46 The NPPF also sets out what should be considered appropriate when assessing applications in a Coastal Management Area<sup>42</sup>.

4.47 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)"*<sup>43</sup>

4.48 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.

4.49 Policy CS14 does not address matters of coastal erosion or stipulate circumstances in which development will be permitted in coastal areas.

4.50 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 Plan<sup>44</sup>, the Environment Agency's Flood Zones<sup>45</sup>, South Hampshire Strategic Flood Risk Assessment<sup>46</sup> and National Coastal Erosion Risk Mapping<sup>47</sup>, alongside local engineering knowledge from the Eastern Solent Coastal Partnership.

4.51 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

<sup>41</sup> DCLG (2012) National Planning Policy Framework (Paragraph 106)

<sup>42</sup> DCLG (2012) National Planning Policy Framework (Paragraphs 107 & 108)

<sup>43</sup> DCLG (2012) National Planning Policy Framework (Annex 2)

<sup>44</sup> New Forest District Council (December 2010) North Solent Shoreline Management Plan

<sup>45</sup> As illustrated on the Environment Agency's website ([www.environment-agency.gov.uk](http://www.environment-agency.gov.uk))

<sup>46</sup> Atkins (December 2007) PUSH Strategic Flood Risk Assessment

<sup>47</sup> –As illustrated on the Environment Agency's website ([www.environment-agency.gov.uk](http://www.environment-agency.gov.uk))

- forwards, with management to control or limit movement; and
- No Active Intervention: A decision not to invest in providing or maintaining any defences.

4.52 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 of likely inundation and coastal erosion risk maps to draft the CCMA area.

4.53 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 <sup>48</sup> , SAC <sup>49</sup> , Ramsar <sup>50</sup>	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

<sup>48</sup> Special Protection Area (SPA) - give protection under the Birds Directive to rare and vulnerable birds, and for regularly occurring migratory species.

<sup>49</sup> Special Areas of Conservation (SAC) - given special protection under the European Union's Habitats Directive to a variety of wild animals, plants and habitats.

<sup>50</sup> Ramsar Sites - wetlands of international importance designated under the Ramsar Convention.

			erosion predictions when developing the CCMA. Any Mineral extraction activities within this area could cause further destabilisation of cliffs.
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- 4.54 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.
- 4.55 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, 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 Plan<sup>51</sup>.
- 4.56 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.
- 4.57 Two Coastal Change Management Areas are designated on the Policies Map with Policy DSP16: 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**

<sup>51</sup> Hampshire County Council (October 2013) Hampshire Minerals and Waste Plan



**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.**

# Chapter 5

## Planning For Growth

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### 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 People
- DSP43: Improvements to Existing Older People's Housing
- DSP44: Change of Use or Redevelopment of Older People's 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 at 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 21<sup>st</sup> century."*<sup>52</sup>

5.5 The Borough's employment floorspace target is informed from work undertaken by the Partnership for Urban South Hampshire (PUSH)<sup>53</sup> and the Fareham Employment Study 2013 (Wessex Economics). The Employment Study<sup>54</sup> 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)<sup>55</sup> 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;

<sup>52</sup> DCLG (2012) National Planning Policy Framework, (Paragraph 20)

<sup>53</sup> PUSH (October 2012) South Hampshire Strategy: A Framework to Guide Sustainable Development and Change to 2026 (

<sup>54</sup> Wessex Economics (2013) Fareham Employment Study

<sup>55</sup> Fareham Borough Council (December 2013) Employment Land Review

- 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.

**Table 3: Employment Floorspace Supply 2011-2026**

Source	B1	B2/B8	B1-B8	Total
<b>Completions 2011-2013</b>	200	1,030	270	1,500
<b>Excess Vacancies</b>	3,400	8,600		12,000
<b>Permissions</b>	25,800		7,100	32,900
<b>Potential Sites</b>				
Solent Enterprise Zone	2,300	47,900		50,200
Little Park Farm			11,200	11,200
Kites Croft			3,090	3,090
<b>Welborne</b>	4,400	15,900		20,300
<b>Total</b>	<b>36,100</b>	<b>73,430</b>	<b>21,660</b>	<b>131,190</b>
Requirement	40,700	59,400	0	100,100
<b>Surplus/Deficit</b>	<b>-4,600</b>	<b>+14,030</b>	<b>+21,660</b>	<b>+31,090</b>

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 part of the overall supply from above which is shown as B1-B8 (21,660sq.m), where the final use has yet to be determined. It is conceivable that a proportion of this will be for offices, although it is difficult to ascertain at this juncture what this figure is likely to be.

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 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 DSP17: 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 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, should be completed prior to an application being submitted, in order to clearly demonstrate a site's lack of suitability for economic development uses.
- 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 DSP17: Existing Employment Sites and Areas, and undertake a full sequential assessment as set out in paragraph 24 of the NPPF<sup>56</sup>. 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:**

- **it would not have unacceptable amenity or traffic implications;**
- **it would not have an unacceptable impact on neighbouring uses;**
- **an appropriate size and range of units is provided (where appropriate); and**
- **appropriate levels of parking are provided.**

**Changes of use between different uses that contribute towards economic development will be permitted provided that, where possible, the proposed use will supply employment opportunities of similar quality and quantity as those that previously existed.**

<sup>56</sup> DCLG (2012) National Planning Policy Framework (Paragraph 24)

**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 the employment areas that would result in a loss of floorspace for economic development uses will be not be permitted unless:**

- **all 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 financially unviable; and**
- **the proposal is accompanied by details of extensive marketing of the vacant site/building covering a period of not less 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 2013 Employment Study 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 (as 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 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:**

- **it accords with other Policies in the Local Plan in terms of design, impact on neighbouring development and/or land; and**
- **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 promoted<sup>57</sup>. Given that the marine industry plays such an important role in the local economy, a point highlighted in the Solent Waterfront Strategy<sup>58</sup>, 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.

<sup>57</sup> DCLG (2012) National Planning Policy Framework (Paragraph 21)

<sup>58</sup> Adams Hendry (December 2007) Solent Waterfront Strategy

- 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:**

- **the built character of the area;**
- **traffic and parking problems;**
- **nature conservation and environmental interests in accordance with Policy DSP12 and Core Strategy Policy CS4: Green Infrastructure, Biodiversity and Geological Conservation;**
- **the special character of the coast when viewed from the land or water; and**
- **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 if they are outside the defined urban settlement boundaries. Proposals should have regard to Policy DSP12 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.

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**

5.35 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.

5.36 The need for retail growth is identified in the GVA Retail Study 2012<sup>59</sup>. 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

<sup>59</sup> GVA (October 2012) Fareham Retail Study

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.

- 5.37 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.
- 5.38 The demand for new comparison retail development comes from Fareham'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.
- 5.39 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.
- 5.40 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.
- 5.41 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:**

- **is focused towards the primary and secondary shopping area and their edges;**

- 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
- meets the other policy guidance in this document in terms of incorporating an active shop frontage and site specific objectives (DSP26 to DSP32), as well as the design principles in Core Strategy Policy CS17 of the Core Strategy and the Design SPD.

**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**

- 5.40 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.
- 5.41 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.
- 5.42 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.
- 5.43 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.
- 5.44 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.

- 5.45 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 NPPF 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**

- 5.46 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.
- 5.47 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.

- 5.48 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.
- 5.49 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.
- 5.50 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.
- 5.51 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:**

- **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**



- the proposed use falls within the definition of ‘main town centre use’ as defined in the NPPF; and
- 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 NPPF 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**

- 5.52 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.
- 5.53 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.
- 5.54 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 NPPF) will be permitted provided that:

- 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 and the Design SPD);

- **the development would have no impact on the amenity of neighbouring or adjacent properties and businesses; and**
- **areas that are designated for refuse storage are appropriately sized and easily accessible.**

### **Mix of Uses in Fareham High Street**

- 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 as a result of the uses as it is the high quality nature of the architecture and the layout of the street.

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.

- 5.56 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**

**Subject to the resultant impact upon the character and appearance of any listed building and the character of the High Street Conservation Area;**

**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 must not conflict with the principles of Policy DSP22 regarding the Secondary Shopping Area.**

**At first floor level, changes of use to, and between, offices (A2 or B1) and residential will be permitted.**

### **Fareham Waterfront**

- 5.57 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 Centre 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.

- 5.58 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.
- 5.59 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.
- 5.60 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 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 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**

- 5.61 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.

5.62 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:

- H16: Maytree Road;
- H17: Land to the rear of Red Lion Hotel, East Street and Bath Lane; and
- H18: Fareham Station West.

5.63 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**

5.64 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.

5.65 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**

5.66 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.

5.67 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.

5.68 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.

- 5.69 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.
- 5.70 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.
- 5.71 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.
- 5.72 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"*.
- 5.73 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.
- 5.74 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.

- 5.75 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, DSP28, and DSP29 to allow for approximately 90 residential units, a multi-storey car park and parkland with a mix of the following:**

- **Retail (A1);**
- **Cafes and Restaurants (A3);**
- **Hotel (C1);**
- **Residential Institution (C3)**
- **Offices (B1); and/or**
- **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**

- 5.76 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.

- 5.77 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.
- 5.78 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.
- 5.79 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.
- 5.80 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"*.
- 5.81 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.
- 5.82 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.
- 5.83 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.
- 5.84 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.

- 5.85 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, DSP28 and DSP29 to allow for up to 60 residential units and a mix of the following uses:**

- **Library and entertainment/arts;**
- **Replacement car parking;**
- **Cafes and restaurants (A3), pubs/bars (A4);**
- **Hotel (C1); and/or**
- **Public open space.**

**The following uses will also be sought where these can be delivered in addition to the above uses:**

- **Assembly and leisure (D2);**
- **Retail (A1);**
- **Offices (B1a); and/or**
- **Public and Community facilities.**

#### **Fareham: Shopping Centre**

- 5.86 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.

- 5.87 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.
- 5.88 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"*.
- 5.89 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.
- 5.90 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:**

- **Residential (C3);**
- **Offices (B1a);**
- **Hotel (C1)**
- **Assembly and leisure (D2);**
- **Retail (A1);**
- **Professional or financial services (A2);**
- **Public and Community Facilities; and/or**
- **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**

- 5.91 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.
- 5.92 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).
- 5.93 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**

- 5.94 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 Plan<sup>60</sup> 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.
- 5.95 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.
- 5.96 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.
- 5.97 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.
- 5.98 Initial estimates show that the development could yield up to 90 new

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<sup>60</sup> Hampshire County Council (October 2013) Hampshire Minerals and Waste Local Plan

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 less. The viability study did not show a positive land value for a number of different options, and as 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.

- 5.99 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:**

- **Residential (C3);**
- **Offices (B1a);**
- **Cafes, restaurants, pubs/bars and takeaways (A3, A4 and A5);**
- **Assembly and leisure (D2);**
- **Professional and financial services (A2);**
- **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:**

- **new buildings are designed to respect the character of the area, with due regard given to the amenity of neighbouring development;**
- **ground floor commercial space shall be designed to ensure a mix of smaller scale units are provided;**
- **sufficient parking to serve the rail station is retained on site;**
- **a direct pedestrian and cycle link from Gordon Road can be delivered; and**
- **a wide footway, which includes street trees, is provided to accommodate foot traffic and outside seating.**

### **Russell Place**

- 5.120 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.
- 5.121 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.
- 5.122 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 be 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.
- 5.123 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.
- 5.124 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 the 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:**

- **development fronts onto Russell Place and due regard is given to the character of the surrounding area;**
- **sufficient parking is provided to serve the existing residential and commercial premises and any new residential units proposed;**
- **adequate access to commercial units along West Street is retained where required; and**
- **Russell Place is upgraded to adoptable standards with sufficient space for high quality landscaping.**

**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**

- 5.125 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.
- 5.126 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.
- 5.127 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.

- 5.128 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<sup>61</sup> 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.
- 5.129 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.
- 5.130 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.
- 5.131 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:**

- **A community centre in the region in the region of 1000sq.m;**
- **Residential accommodation; and**
- **Public car park.**

**Proposals will be required to ensure that new buildings are designed 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**

- 5.132 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.
- 5.133 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.
- 5.134 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.
- 5.135 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.
- 5.136 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.
- 5.137 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 Berywn Walk, with particular care being given to traffic and parking issues.

- 5.138 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 other 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.
- 5.139 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.
- 5.140 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 publically 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.
- 5.141 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.
- 5.142 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.

- 5.143 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.
- 5.144 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:**

- **sufficient levels of car and cycle parking are provided on site to serve all of the existing and proposed uses;**
- **the existing open space is opened up for wider community use, together with appropriate changing facilities;**
- **the landscaping surrounding the existing college buildings should be enhanced where practicable, with particular attention to the key frontage along The Avenue (A27);**
- **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;**

- **due regard is given to the amenity of surrounding residential units and neighbouring educational facilities; and**
- **significant trees that have a positive impact on the site are retained, where possible.**

## **DEVELOPMENT IN DISTRICT CENTRES, LOCAL CENTRES AND LOCAL PARADES**

- 5.145 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 area<sup>62</sup>. 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).
- 5.146 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.
- 5.147 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 DSP35 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.
- 5.148 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 development in one centre could impact the vitality and viability of other neighbouring centres.
- 5.149 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;

<sup>62</sup> DCLG (2012) National Planning Policy Framework (Paragraph 23)

- 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.

- 5.150 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.
- 5.151 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.
- 5.152 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:

- it would not result in an unacceptable continuous group of non-retail uses on the same side of the street; and
- 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:

- 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;
- it provides a suitable use for the proposed location; and
- adequate parking is provided.

### Locks Heath District Centre

- 5.153 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.
- 5.156 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.
- 5.157 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 Study<sup>63</sup> 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

<sup>63</sup> GVA (2012) Fareham Retail Study

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).

- 5.158 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.m<sup>64</sup> of convenience floorspace that could be accommodated in, or adjoining, Locks Heath District Centre. Recently Waitrose committed to opening a new store in the Centre to replace the existing Co-operative store. This new Waitrose store is set to provide around 850sq.m of additional convenience floorspace by re-organising the internal layout, which will reduce the overall potential requirement at the Centre to around 2,000sq.m.
- 5.159 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.
- 5.160 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.
- 5.161 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:**

- **Additional convenience floorspace of up to 2,000sq.m; and**

<sup>64</sup> 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.

- **Additional cafes, restaurants and comparison retail units of a scale appropriate to the District Centre.**

**Proposals will be required to ensure that:**

- **Any new development is well-related and interconnected with the existing Centre, and the surrounding residential footpath network;**
- **The Community Centre and Library are either retained or incorporated into new buildings in the Centre;**
- **Sufficient levels of parking are provided to accommodate both new and existing uses;**
- **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;**
- **An acceptable amount of high quality and usable public open space is retained in the vicinity of the Centre; and**
- **It has no adverse impact on the amenity of existing development both within, and adjacent to, the Centre.**

**Portchester District Centre**

- 5.162 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.
- 5.163 The 2012 Retail Study concludes that Portchester District Centre requires some additional retail floorspace during the plan period. 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. 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. Also, new development will need to take account of flood risk issues in accordance with the Technical Guidance to the National Planning Policy Framework<sup>65</sup>.
- 5.164 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. The commercial premises to the east of Castle Street, Castle Court, Portchester Methodist Church and Portchester Parish Hall have been included alongside the car park and lorry park behind West

<sup>65</sup> DCLG (March 2012) Technical Guidance to the National Planning Policy Framework,  
For further information please contact [planningpolicy@fareham.gov.uk](mailto:planningpolicy@fareham.gov.uk)

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 appropriate expansion of the retail offer, and means the Centre is not overly restricted or confined.

### **Policy DSP36: Portchester District Centre**

**Proposals for the expansion of the retail offer in Portchester District Centre will be permitted provided that:**

- **the level of car parking meets the needs of both the existing retail offer and the proposed expansion;**
- **the new development relates and responds positively to the existing layout of the Centre and provides good access to West Street;**
- **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**
- **the new development has no unacceptable adverse impact on the amenity of existing neighbouring residential and other development.**

### **Out-of-Town Shopping**

- 5.165 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.
- 5.166 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.
- 5.167 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 NPPF<sup>66</sup>. 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

<sup>66</sup> DCLG (2012) National Planning Policy Framework (Paragraph 23)



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 parades will only be permitted where:**

- a full sequential test has been carried out demonstrating that there are no more centrally located sites that are available, suitable or viable;
- appropriate levels of parking are provided;
- the site is not located outside the defined urban settlement boundaries and is accessible, particularly by public transport;
- the scale and design of the buildings are appropriate to their surroundings; and
- 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**

- 5.168 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.
- 5.169 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:**

- **there is an alternative local shop that can conveniently serve the area; and**
- **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**

5.170 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.

5.171 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:**

- **damage the vitality and viability of the centre or area contrary to Policies DSP20, DSP21, DSP22, DSP23 and/or DSP34;**
- **adversely affect the character of the area, particularly within Conservation Areas; and**
- **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**

5.172 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*<sup>67</sup>.

- 5.173 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<sup>68</sup>, which required the Borough to deliver 3,729 dwellings between 2006 and 2026. A total of 2,514 dwellings have been delivered between April 1 2006 and March 31 2013; this leaves a residual balance of 1,216 dwellings to be delivered during the remaining part of the plan period (April 2013 - March 2026).
- 5.174 Since the adoption of the Core Strategy, the Partnership for Urban South Hampshire (PUSH) has updated the South Hampshire Strategy<sup>69</sup> 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 2026, revised individual local planning authorities' housing targets up to 2026. Taking account of completions in the period 2006 to 2013, Fareham is now required to deliver 1,687 dwellings across the remainder of the plan period between 2013 and 2026 (excluding Welborne) - see row J of Table 6 below.
- 5.175 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 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.
- 5.176 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.

<sup>67</sup> DCLG (2012) National Planning Policy Framework (Paragraph 47)

<sup>68</sup> Partnership for Urban South Hampshire (December 2005), South Hampshire Sub-regional Strategy – Final Advice to SEERA,

<sup>69</sup> Partnership for Urban South Hampshire (October 2012) South Hampshire Strategy: A Framework to Guide Sustainable Development to 2026,

- 5.177 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)<sup>70</sup> and Viability Assessment of Site Allocations (2013)<sup>71</sup>. 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 an extant planning consent where development is currently in progress (see Appendix E, Table 11).
- 5.178 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 market for land<sup>72</sup>. 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 period<sup>73</sup>. 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**

- 5.179 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. 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.
- 5.180 Small sites (less 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, the Borough has a commitment of 109 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 109 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.

<sup>70</sup> Fareham Borough Council (January 2014) Strategic Housing Land Availability Assessment

<sup>71</sup> Knight Frank (August 2013) Viability Assessment of Site Allocations

<sup>72</sup> DCLG (2012) National Planning Policy Framework (Paragraph 47, bullet point 2)

<sup>73</sup> For a definition of deliverable and developable sites, see footnote 11 and 12 and the National Planning Policy Framework.

### Self Build Housing

- 5.181 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"*<sup>74</sup>. 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.

### Housing Allocations

- 5.182 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).
- 5.183 The housing supply that is needed to ensure that the Borough meets its overall housing requirements is set out in Table 4. The total from the various sources shows a supply surplus of 136 dwellings in meeting the housing requirement for Fareham Borough (excluding Welborne). The information set out below is correct as at 31 March 2013. The information will be updated through the Strategic Housing Land Availability Assessment (SHLAA) and the Monitoring Report.
- 5.184 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 South Hampshire Strategy Refresh document produced in October 2012. These allocations have been identified as a result of extensive public consultation, stakeholder engagement, detailed research (including the SHLAA<sup>75</sup>) and using extant residential planning permissions where a material start on the site has not been made (see Appendix C).

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<sup>74</sup> DCLG (2012) National Planning Policy Framework (Paragraph 50)

<sup>75</sup> Fareham Borough Council (January 2014) Strategic Housing Land Availability Assessment

**Table 4: Housing Delivery Overview (2006 - 2026)**

Source	Number of Dwellings (net)	
<b>Housing requirements</b>		
	Core Strategy* (2006-2026)	<b>South Hampshire Strategy (2011-2026)</b>
Strategy Requirements	3,729	<b>2,200</b>
Housing completions		
1 April 2006 - 31 March 2013	2,514	
1 April 2011 - 31 March 2013		<b>513</b>
<b>Outstanding requirement for plan period at 1 April 2013</b>	1,215	<b>1,687</b>
<b>Projected housing supply 1 April 2013 - 31 March 2026</b>		
Core Strategy Allocation at Coldeast	240	
Planning permissions (in progress)	359	
Planning permissions (not started)	139	
Allocations rolled forward from existing Local Plan	370	
New Allocations (including Town Centre Development Opportunity Area)	615	
Projected Windfall	100	
<b>Total projected housing supply</b>	<b>1,823</b>	
<b>Projected surplus (1 April 2013 - 31 March 2026)</b>		<b>136</b>

\*Core Strategy (2006-26) figures are presented in the above table for information only. The Council will deliver the housing requirement as set out in the South Hampshire Strategy (2011-2026) (i.e. the figures presented in bold text in the table above).

- 5.185 In order to guide development of the proposed housing allocations, individual site briefs have been prepared for each of the sites proposed for allocation in the DSP Plan. Prospective developers of the sites should have regard to the development principles and planning requirements as set out in the briefs.
- 5.186 The SHLAA (January 2014)<sup>76</sup> identifies housing sites that have a capacity of five or more dwellings. It does not include sites within 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.
- 5.187 The sites included in this document have also been assessed as part of the combined SHLAA, Viability Assessment of Site Allocations, Sustainability Appraisal (SA) and Habitat Regulations Assessment (HRA) process. 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.**

#### **Sub-Division of Residential Units**

- 5.188 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, which in turn may eliminate 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

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<sup>76</sup> Fareham Borough Council (January 2014) Strategic Housing Land Availability Assessment

households and may have detrimental impact on the character of the area or the amenity of local residents.

- 5.189 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 Person's Housing**

- 5.190 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 including Fareham<sup>77</sup>. 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.
- 5.191 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 (2.7%) are aged 85 or over<sup>78</sup>. According to the Hampshire Long Term Population Projections<sup>79</sup>, 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

<sup>77</sup> Hampshire County Council (November 2009.) Housing Provision for Older People in Hampshire: Older Persons Housing Study.

<sup>78</sup> Census 2011, Population Estimates Summary Tables

([http://www3.hants.gov.uk/factsandfigures/population-statistics/census\\_pages.htm](http://www3.hants.gov.uk/factsandfigures/population-statistics/census_pages.htm))

<sup>79</sup> 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>).



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 into older age, either as part of a new development or facilitating adaptations to existing housing.

- 5.192 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 percentage<sup>80</sup>. It is evident 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.
- 5.193 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.
- 5.194 As set out above, the vast majority of older people own their own property. According to the Wanless Review, 'Securing Good Care for Older People'<sup>81</sup>, 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 (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.

### **Sheltered Accommodation**

- 5.195 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

<sup>80</sup> Hampshire County Council Older Peoples Services, (not published), Pensioner Tenure Mapping

<sup>81</sup> Wanless, D., 2006, Securing Good Care for Older People: Taking a long-term view. King's Fund.

owned or affordable.

### Retirement Communities

- 5.196 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.
- 5.197 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

- 5.198 ‘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.<sup>82</sup> It is also known as ‘very sheltered housing’, ‘housing with care’, ‘assisted living’ and ‘close care’.<sup>83</sup>
- 5.199 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’<sup>84</sup>. 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 care<sup>85</sup>.

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<sup>82</sup> 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

<sup>83</sup> Royal Town Planning Institute (2007) Good Practice Note 8: Extra Care Housing. RTPi

<sup>84</sup> Department of Health (2004) Models of Extra Care and Retirement Communities, London: Department of Health.

<sup>85</sup> R. Tetlow (2006) Continuing Care Retirement Communities: A Guide to Planning; Joseph Rowntree Foundation

### **Developer Contributions and Community Infrastructure Levy**

- 5.200 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, in line with the provision set out in Core Strategy Policy CS18: Provision of Affordable Housing.

### **Policy DSP42: New Housing for Older Persons**

**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.**

### **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)

- 5.201 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 tenancies<sup>86</sup>.
- 5.202 The definition of an HMO is described by standard tests detailed in S.254 Housing Act 2004<sup>87</sup>. The use of properties for multiple occupations can provide small units of accommodation and typically include shared houses, bedsits and hostels.
- 5.203 The Private Sector Housing Condition Survey (2009)<sup>88</sup> estimated that within the Borough, 50 buildings are being used to house multiple households. This equates to approximately 0.1% of the total housing stock; the national average for HMOs is around 2%. HMOs form only a very small proportion of the private sector stock in Fareham Borough. It is, however considered appropriate to have a HMO policy in place that considers HMOs proposals that may come forward in the future.
- 5.204 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**

<sup>86</sup> Definition provided on the Fareham Borough Council website:  
<http://www.fareham.gov.uk/council/departments/healthcommunity/hmos.aspx>

<sup>87</sup> Housing Act, 2004: <http://www.legislation.gov.uk/ukpga/2004/34>

<sup>88</sup> Private Sector House Condition Survey 2009, April 2010, CPC

**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 SPD; and**
- iii. appropriate outdoor amenity space, bin storage and parking provision are provided.**

### **Self-Contained Annexes and Extensions**

5.206 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**
- iv. 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 legal agreement will be required to prevent the use of the annexe as a separate dwelling.**

## **GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE**

- 5.207 Planning Policy for Traveller Sites<sup>89</sup> 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"*<sup>90</sup>.

### **Permanent Pitches for Gypsies/Travellers**

- 5.208 The Travellers Accommodation Assessment for Hampshire 2013<sup>91</sup> 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.
- 5.209 The Travellers Accommodation Assessment breaks down this requirement of 12 permanent pitches cumulatively (as at April 2013), so that:
- by 2017, 10 pitches<sup>92</sup> are required;
  - by 2022, an additional 1 pitch is required; and
  - by 2027, a further 1 pitch is required.
- 5.210 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.
- 5.211 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.
- 5.212 Planning Policy for Traveller Sites states that in producing the Local Plan the

<sup>89</sup> DCLG (March 2012) Planning Policy for Traveller Sites

<sup>90</sup> DCLG (March 2012) Planning Policy for Traveller Sites (Paragraph 8)

<sup>91</sup> Forest Bus Limited (April 2013) Travellers Accommodation Assessment for Hampshire

<sup>92</sup> The 10 pitches are inclusive of existing 4 pitches with either temporary and permanent planning permissions.

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 density."*<sup>93</sup> *Designing Gypsy and Traveller Sites: Good Practice Guide*<sup>94</sup> 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"*<sup>95</sup>.

- 5.213 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"*<sup>96</sup>. 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.
- 5.214 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**

- 5.215 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.
- 5.216 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.

<sup>93</sup> DCLG (March 2012) Planning Policy for Traveller Sites (Paragraph 9d)

<sup>94</sup> DCLG (May 2008) Designing Gypsy and Traveller Sites: Good Practice Guide

<sup>95</sup> DCLG (May 2008) Designing Gypsy and Traveller Sites: Good Practice Guide (Paragraph 4.7)

<sup>96</sup> DCLG (2008) Designing Gypsy and Traveller Sites: Good Practice Guide

## **Plots for Travelling Showpeople**

5.217 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 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:**

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

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### 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.
- 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.

### **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 82 and 86 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 Phases<sup>97</sup> 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.**

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<sup>97</sup> BRT Future Phases, Hampshire County Council

## **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 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 Over recent months, work has been progressing in relation to programmed improvements on the B3385 Newgate Lane, leading to the delivery of a scheme on the northern section of Newgate Lane, between its junctions with Tanners Lane and Palmerston Drive, with works commencing later in 2013/14. The improvements aim to provide additional capacity and better manage traffic flow along Newgate Lane they also 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 Speedfield Park junctions. In addition, the proposals will provide improved facilities for pedestrians, cyclists and bus passengers.
- 6.11 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.

### ***Peel Common Roundabout Interim Scheme***

- 6.12 In conjunction with the work progressing on the B3385 Newgate Lane (Northern Section), an interim improvement scheme is being progressed for Peel Common Roundabout. A longer-term scheme will be informed by and following the identification of a preferred corridor for a Stubbington Bypass. The interim scheme 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.

### ***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 widening single carriageway sections to dual two lane and improvements to the following junctions: Ranvilles Lane; Highlands Road; Catisfield Road / Peak Lane; and Bishopsfield Road. It is possible that the land associated with approximately 12 properties 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

### ***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 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. A series of potential route options are being assessed. While there is a significant amount of work yet to be completed in order to determine the feasibility and viability of this scheme, the development work is now being afforded a high priority by the County Council. Land will be required to deliver this scheme, if it proves to be feasible, and will be safeguarded once the requirements are known.

***Newgate Lane (Southern Section) and Peel Common Roundabout (Longer Term Scheme)***

- 6.20 Options for 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. Improvements based upon the current alignment of Newgate Lane and also a possible new alignment to the east are currently being considered. 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 these can be safeguarded once the detailed requirements are known. A longer term solution for Peel Common roundabout will be further developed once the outcome of investigations into the feasibility of Stubbington Bypass are known and land requirements will be safeguarded if and where appropriate.

**Policy DSP49: Improvements to the Strategic Road Network**

**The alignment shown on the Policies Map, is safeguarded for the following proposal, which will improve and maintain the effectiveness of the Strategic Road Network:**

- (A) B3385 Newgate Lane, Palmerston Drive – Tanners Lane ;**

**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**

6.21 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 within 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.

6.22 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.

### **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:**

- **The remaining section of Rookery Avenue linking the Whiteley Area Distributor Road to Botley Road.**

**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.**



## Parking

- 6.23 The Council has adopted a new parking strategy for Fareham Town Centre<sup>98</sup>. 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.
- 6.24 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.

### 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

- 6.25 The NPPF<sup>99</sup> 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"*.
- 6.26 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 "*.
- 6.27 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.

<sup>98</sup> Fareham Borough Council (December 2012) Fareham Town Centre Parking Strategy 2012-2017

<sup>99</sup> DCLG (2012) National Planning Policy Framework (Paragraph 70)

- 6.28 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.
- 6.29 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.
- 6.30 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.
- 6.31 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. 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.
- 6.32 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.
- 6.33 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.

6.34 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.

6.35 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.

6.36 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.

6.37 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.

- 6.38 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.
- 6.39 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.
- 6.40 Any proposals for new or extended community facilities will be considered against the policy in this plan.

### **Education Facilities**

- 6.41 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.
- 6.42 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.
- 6.43 As all the planned new school development<sup>100</sup> 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**

- 6.44 Hampshire NHS has no new facilities currently planned for the Borough outside of Welborne. Fareham Health Centre in Fareham town centre is

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<sup>100</sup> Welborne is anticipated to deliver three primary schools and one secondary school. The mechanism for their delivery is set out within the Welborne Plan.

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.

- 6.45 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:**

- i. New or extended facilities of suitable quality are provided on the site or at a suitable alternative location; or**
- ii. 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**

- 6.46 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 any gaps, in 2012 the Council undertook an Indoor Sports Assessment, and a Playing Pitch Study.

- 6.47 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.

- 6.48 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 690m<sup>2</sup> 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).
- 6.49 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". If this site is not considered deliverable then the open space to the north of Locks Heath District Centre could be an alternative location.
- 6.50 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.
- 6.51 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.
- 6.52 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.
- 6.53 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.

6.54 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**

6.55 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.

6.56 Evidence studies have identified the site as having potential for outdoor sports and playing pitches. Key action points from the Playing Pitch Study (2012)<sup>101</sup> 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.

6.57 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;**

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<sup>101</sup> Ashley Godfrey Associates (2012) Playing Pitch Study

- 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 DSP8: 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**

6.58 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).

6.59 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.

6.60 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.

- 6.61 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. 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**

- 6.62 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.”*<sup>102</sup>
- 6.63 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.
- 6.64 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.
- 6.65 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

<sup>102</sup> DCLG (2012) National Planning Policy Framework (Paragraph 43)

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 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**

6.62 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.”*

- 6.63 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.
- 6.64 The Council has undertaken a Renewable Energy Capacity Study<sup>103</sup> 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.
- 6.65 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 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.
- 6.66 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.
- 6.67 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.
- 6.68 Maps have been produced (Appendix I: 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

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<sup>103</sup> Parsons Brinckerhoff (August 2013) Renewable Energy Capacity Study

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.

- 6.69 The maps in Appendix I 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.
- 6.70 For wind energy, all properties within Fareham Borough were buffered by three distances: 300m, 400m and 500m (as shown in Appendix I). 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.
- 6.71 Areas not identified as ‘least constrained’ on the maps in Appendix I 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 I.
- 6.72 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.
- 6.73 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.
- 6.74 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.

6.75 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.

- 6.77 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 Renewable Energy Strategy Plan (Appendix K). 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

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### LIST OF DEVELOPMENT SITES

- Employment Site E1: Solent 2
- Employment Site E2: Little Park Farm
- Employment Site E3: Kites Croft
- Employment Site E4: Midpoint 27, Cartwright Drive
- Employment Site E5: The Walled Garden, Cams Hall
- Housing Site H1: Croft House, Redlands Lane
- Housing Site H2: Hope Lodge, Fareham Park Road
- Housing Site H3: Former Community Facilities, Wynton Way
- Housing Site H4: Land between 335 and 357 Gosport Road
- Housing Site H5: Peters Road, Sarisbury
- Housing Site H6: East of Raley Road, Locks Heath
- Housing Site H7: Land at Fleet End Road, Warsash
- Housing Site H8: Land off Church Road, Warsash
- Housing Site H9: Land to the Rear of 399-411 Hunts Pond Road
- Housing Site H10: 33 Lodge Road
- 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
- 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

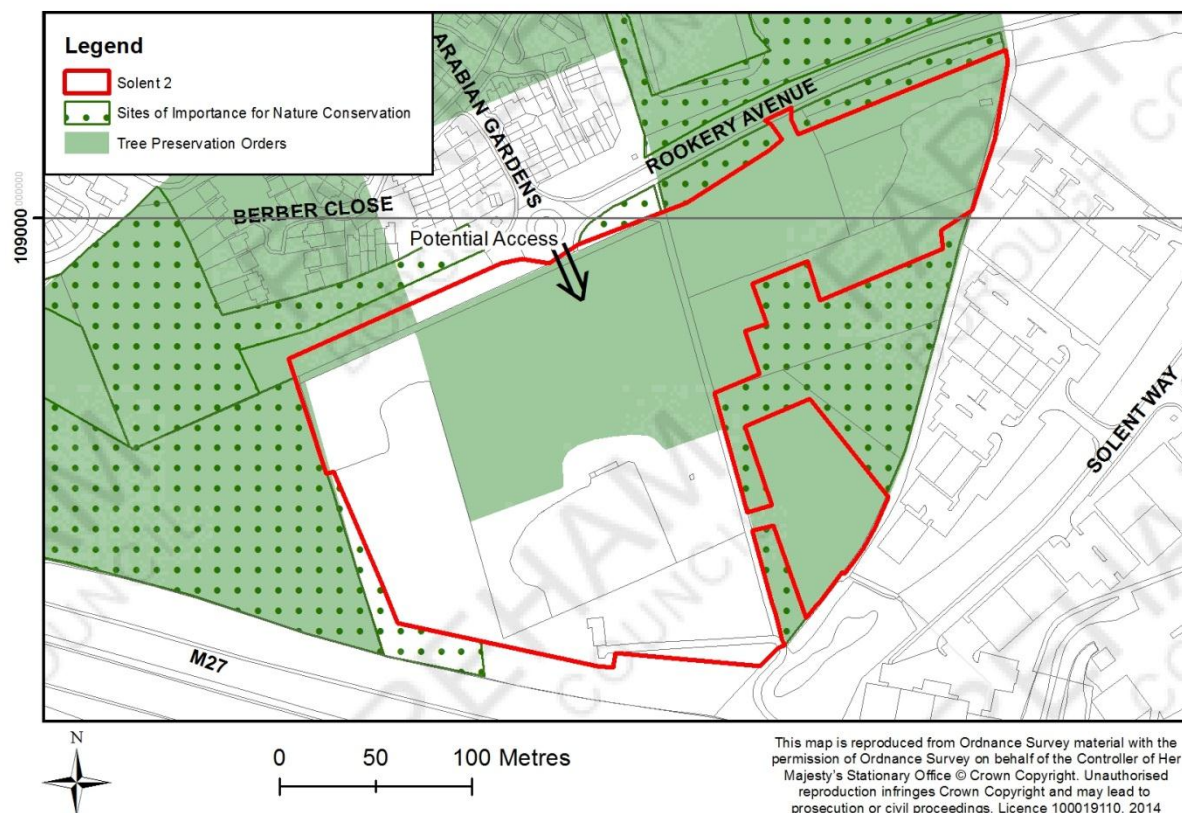


## INTRODUCTION

- 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 supersede 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).

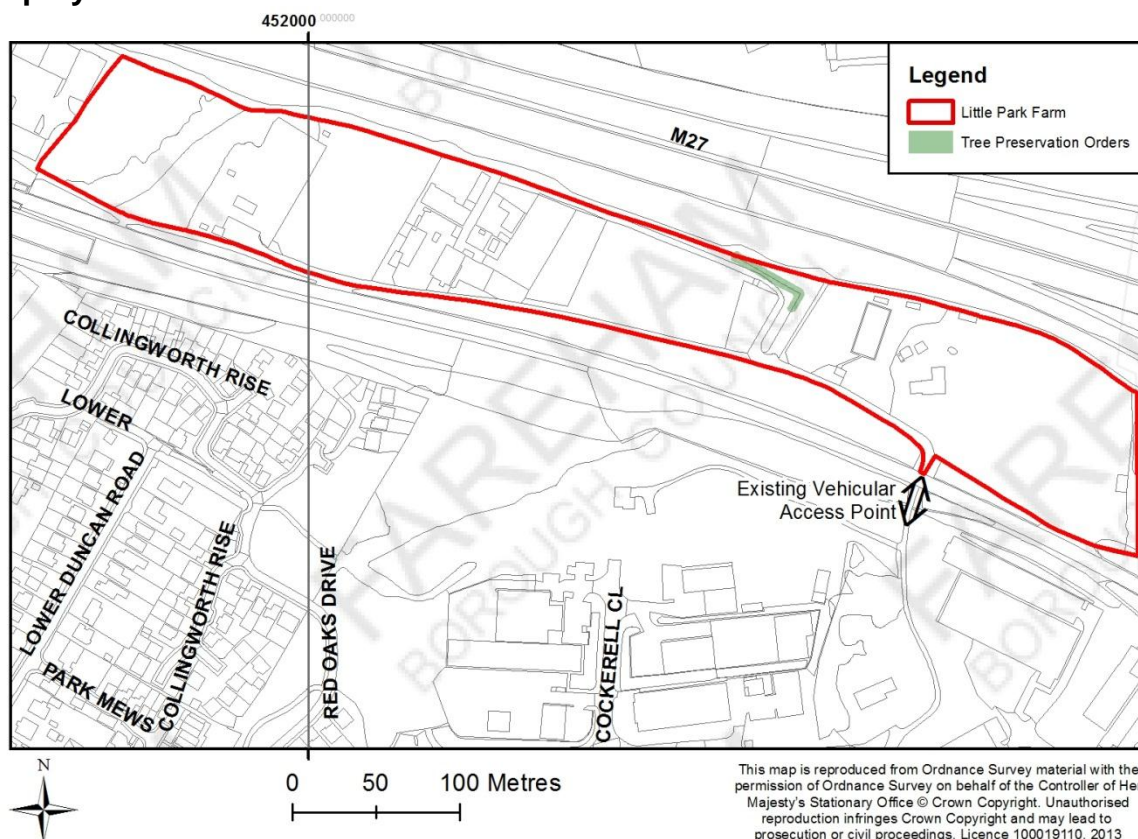
## **EMPLOYMENT ALLOCATIONS: DEVELOPMENT BRIEFS**

### **Employment Site E1: Solent 2**



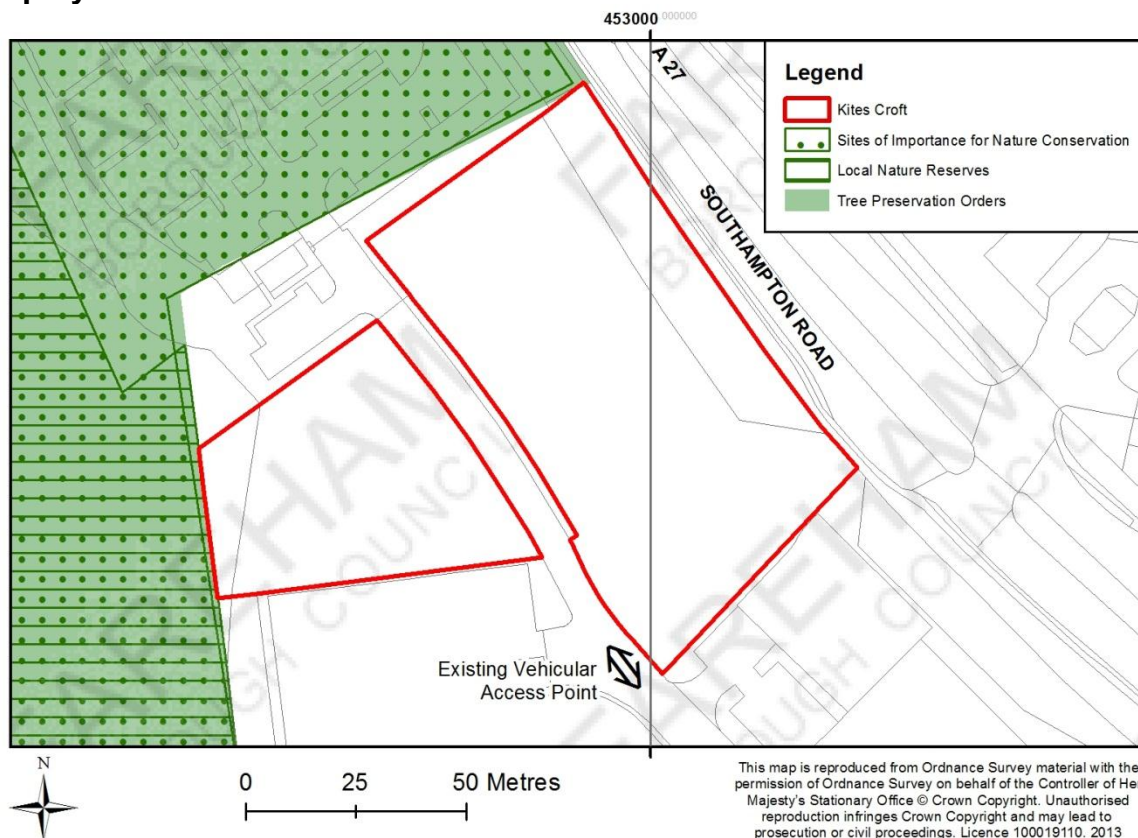
Site Address	Solent Business Park - Phase 2, Rookery Lane
Location	South of Rookery Lane
Ward	Sarisbury
Site Area	5.92 ha
Planning Status	Full planning permission for employment uses granted in 2006, with a material start in 2010.
Potential Use	Employment (B1)
Relevant Local Plan Policies	CS1, CS4, CS6, 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>The site should be developed in accordance with the current approved planning application. 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>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**

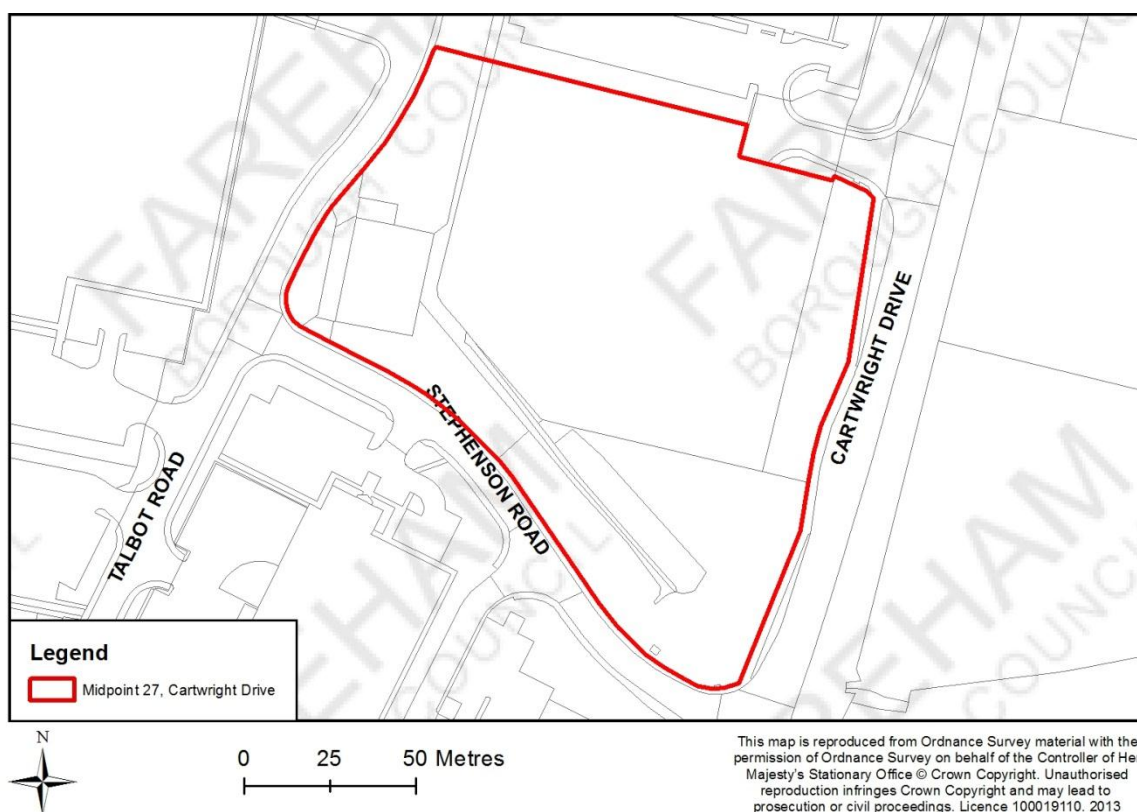
Site Address	Little Park Farm, Little Park Farm Road
Location	Northern end of Little Park Farm Road, between M27 and railway line
Ward	Park Gate
Site Area	5.3ha
Planning Status	None
Potential Use	Employment (low intensity)
Relevant Local Plan Policies	CS1, CS4, CS6, CS9, CS15, CS16, CS17, CS20  This 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	Employment (B1, B2 or B8)
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.  Screening from Southampton Road should be retained.

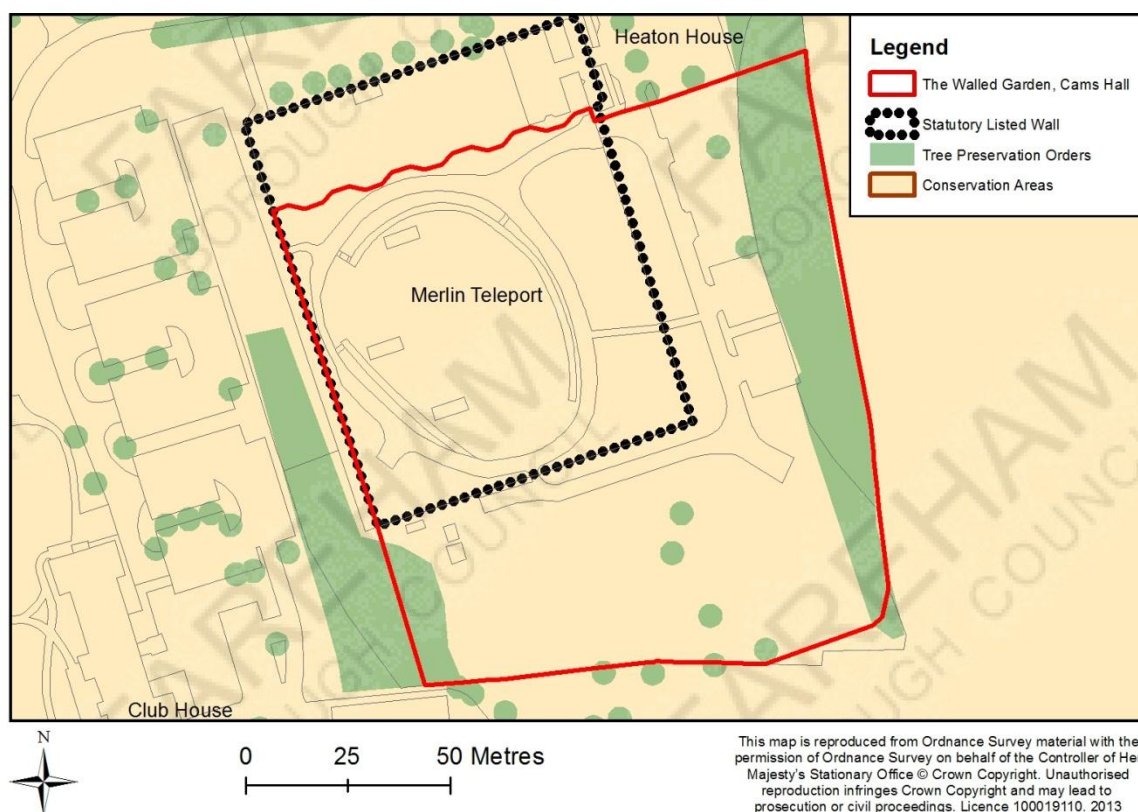
	<p>The site should be accessed via the internal access road. No new access to Southampton Road will be permitted.</p> <p>The site is immediately adjacent to the Kites Croft Local Nature Reserve and Bowling Green and Kites Croft Site of Importance for Nature Conservation, designated for its ancient woodland 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	None
Potential Use	Employment (B1, B2 or B8)
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.  Any new units should be accessed via Stephenson Road or Talbot Road. New accesses off of Cartwright Drive should be



	<p>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>

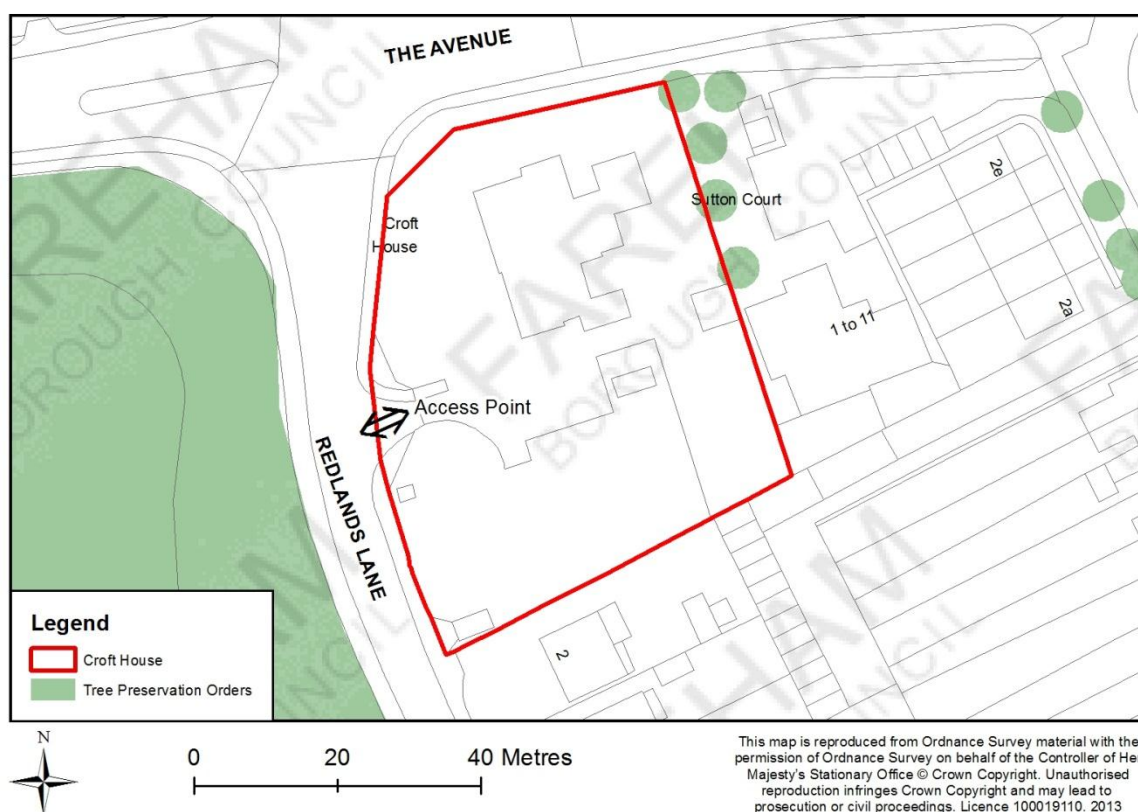
**Employment Site E5: The Walled Garden, Cams Hall**

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 1,843 sq.m of B1 floorspace
Potential Use	Employment (B1)
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:  The site is set within the grounds of a conservation area and a

	<p>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**

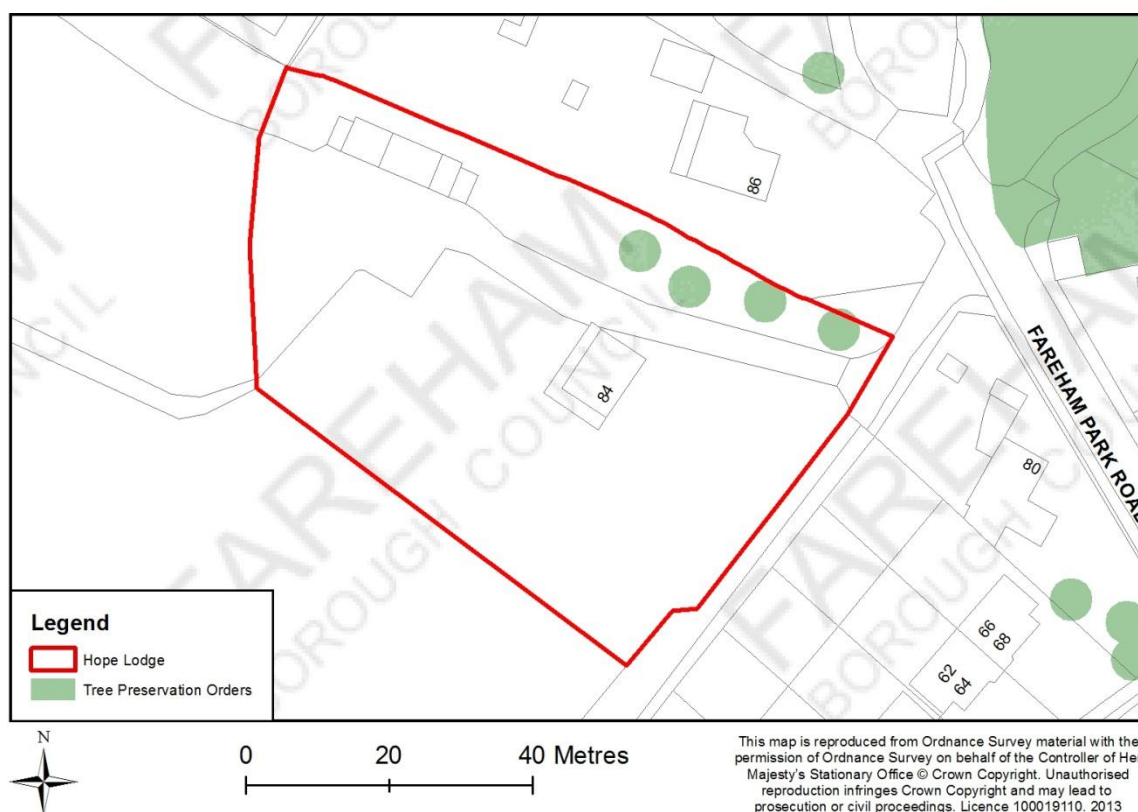
### **Housing Site H1: Croft House, Redlands Lane**



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 day centre. It is currently operated by Hampshire County Council, but has been deemed surplus to requirements.

	<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</p>

	<p>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 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 2012<sup>104</sup>). 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.</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 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 all high quality trees are retained, 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</p>

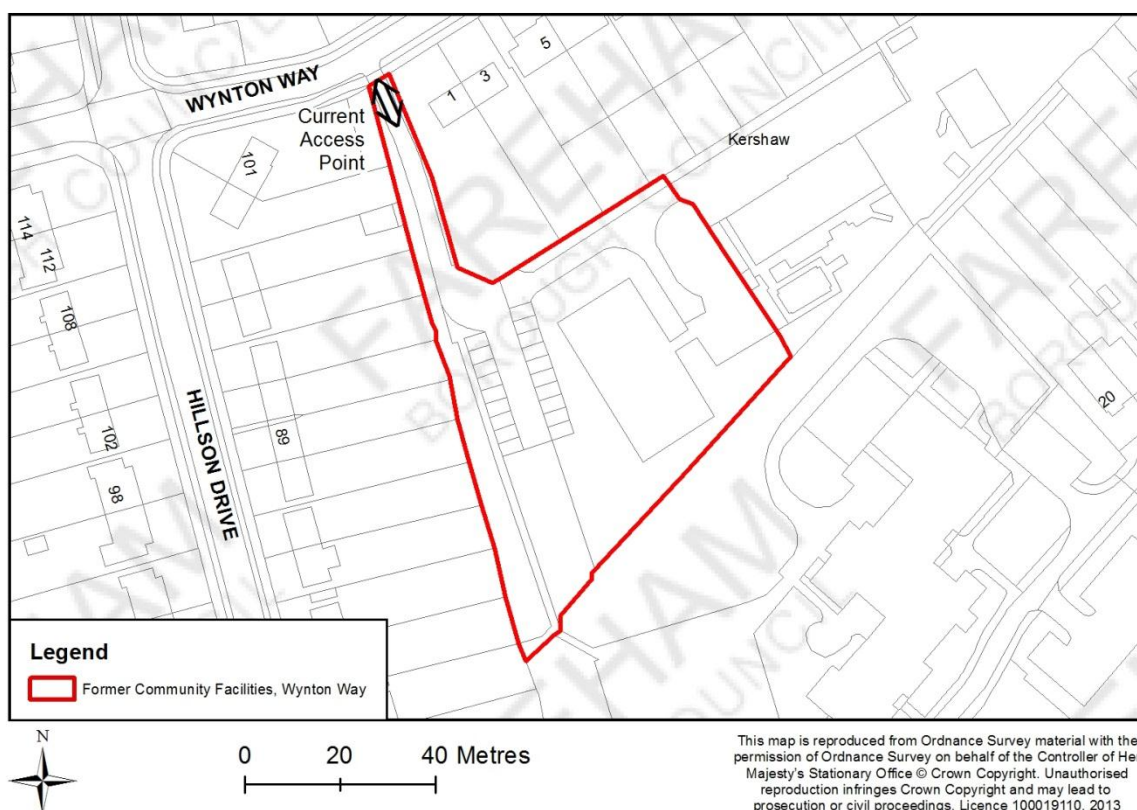
<sup>104</sup> Supporting information for planning application: P/13/0059/OA



	<p>proposals and determine whether or not a contaminated land desk study and limited investigation is required.</p> <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 Wight<sup>105</sup> (2009).</p> <p>Potential for previously unknown heritage assets but development site history may have removed some archaeological potential. Any planning application must include 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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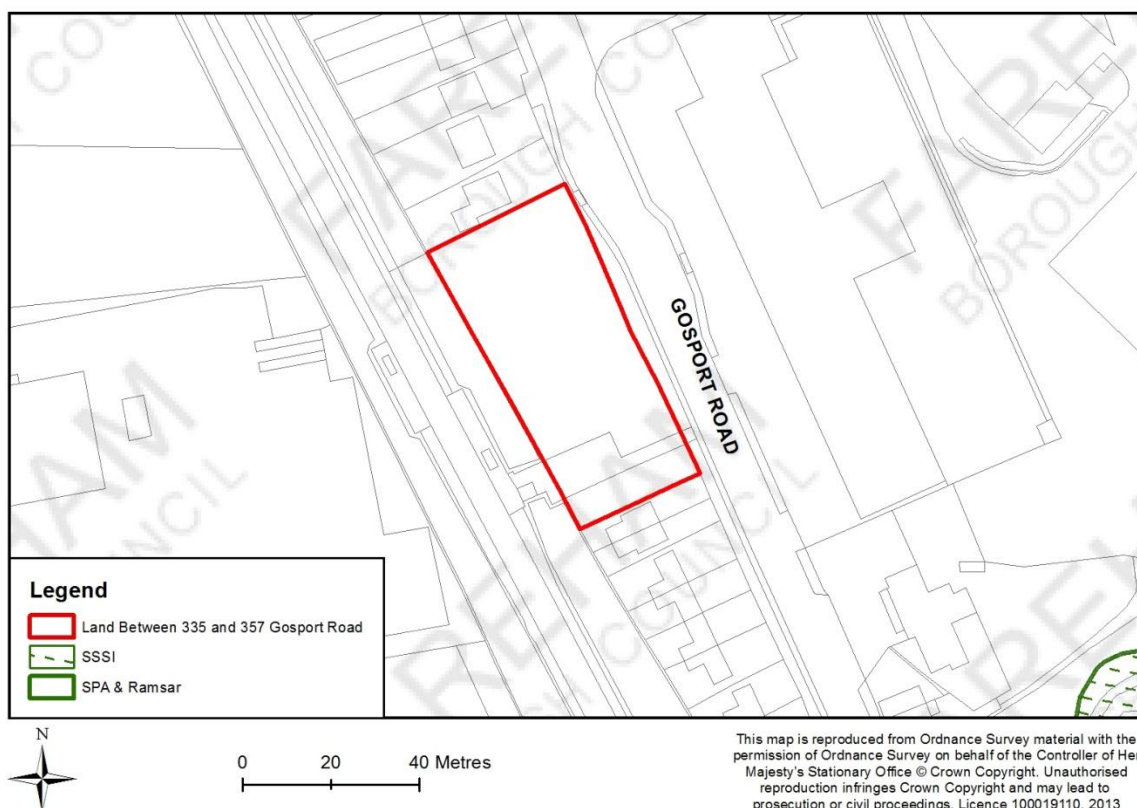
<sup>105</sup> Landscape Checklist for New Development in Hampshire and the Isle of Wight (2009) Hampshire Local Government Landscape Group

**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 relatively low density. The site itself is located between the

	<p>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>No protected trees although there are significant Fareham Borough Council &amp; Hampshire County Council owned trees, mostly oak, with the site.</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>Desktop survey 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</p>

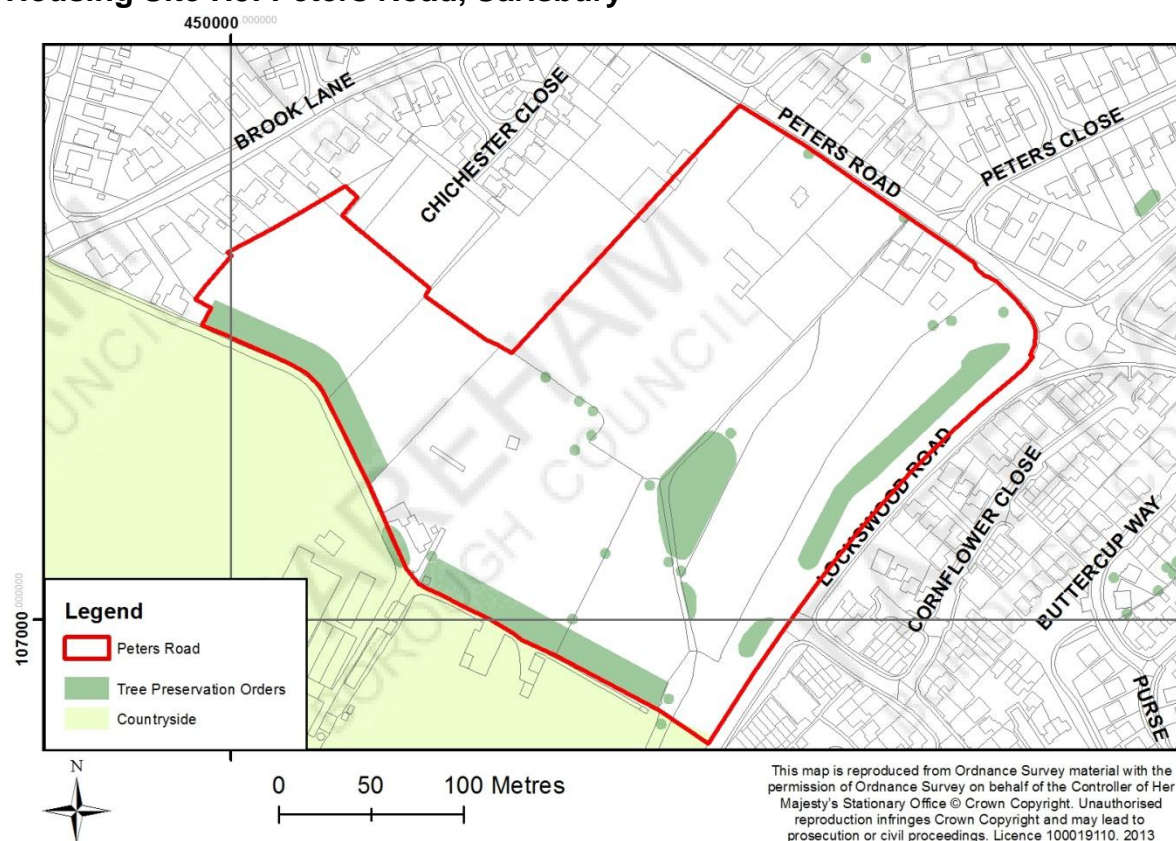
	<p>will be no impacts to bat roosts. Any ecological impacts highlighted will need to be appropriately mitigated.</p> <p>Potential for previously unknown heritage assets but site history may have removed some archaeological potential. Any planning application must include Heritage Statement that addresses archaeology.</p> <p>Development 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

	<p>timescale for the construction 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: 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	<p>Reflecting the prevailing surrounding residential character across the whole site area could yield between 8-10 semi-detached houses.</p>
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</p>

	<p>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: 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 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**

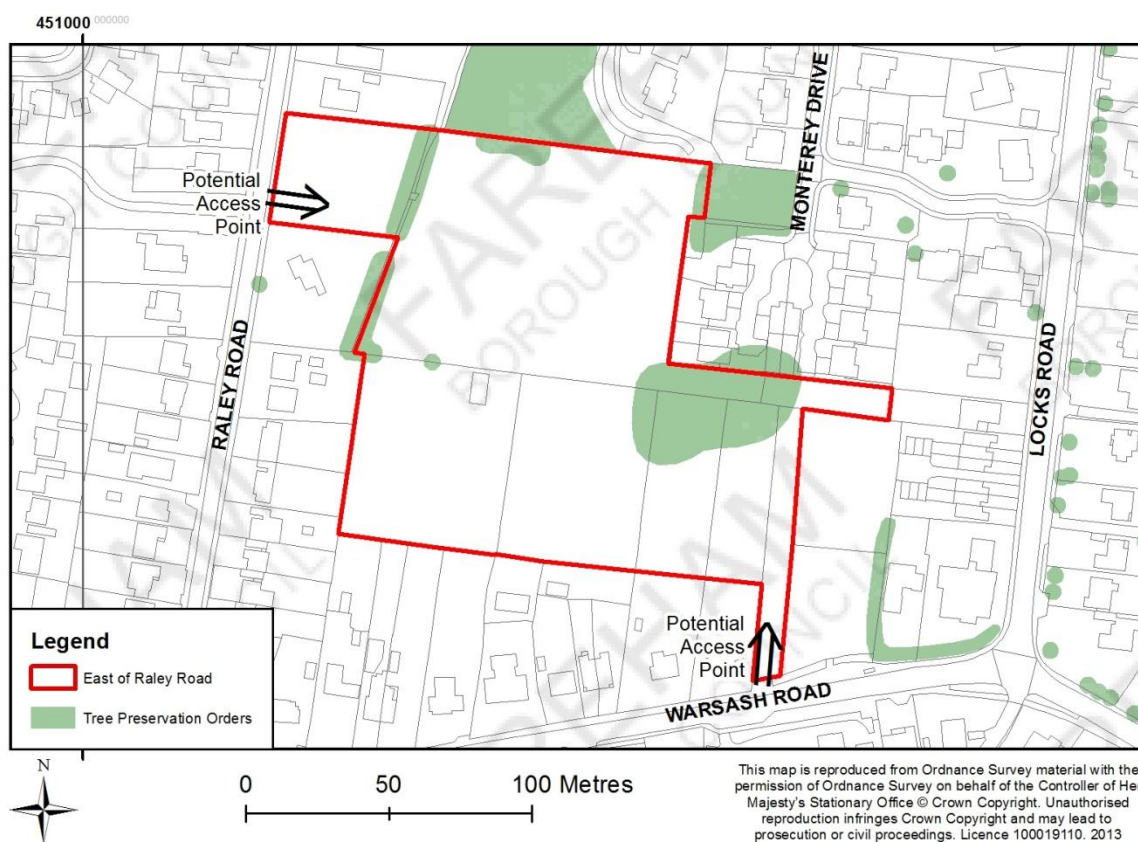
Site ID (referenced in SHLAA)	41
Site Address	Peters Road, Sarisbury
Location	South of Peters Road, between Lockswood Road and Brook Lane.
Ward	Sarisbury
Settlement Area	Western Wards and Whiteley
Site Area	7.586 ha
Planning Status	<p>Hybrid planning application for 307 dwellings. Renewal of hybrid application 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 granted for 49 units on part of the site</p>



	<p>to the northwest corner submitted in 2012 and approved 2013.</p> <p>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.</p>
Potential Use & Indicative Capacity	Residential (230 dwellings) <sup>106</sup>
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 Lockswood Road and along old field boundaries. An area TPO covers the site. A water course runs parallel to the Lockswood 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>

<sup>106</sup> This indicative capacity estimate differs slightly from that set out in the 'capacity rationale' section due to rounding.

	<p>A scheme for 206 dwellings was refused in 2013 (appeal pending), which represents an average density across the site of 32 dph. The 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>An assessment of the trees on site will be needed to ensure all important trees and groups of trees that contribute to the amenity of the new development and for biodiversity are positively retained.</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**

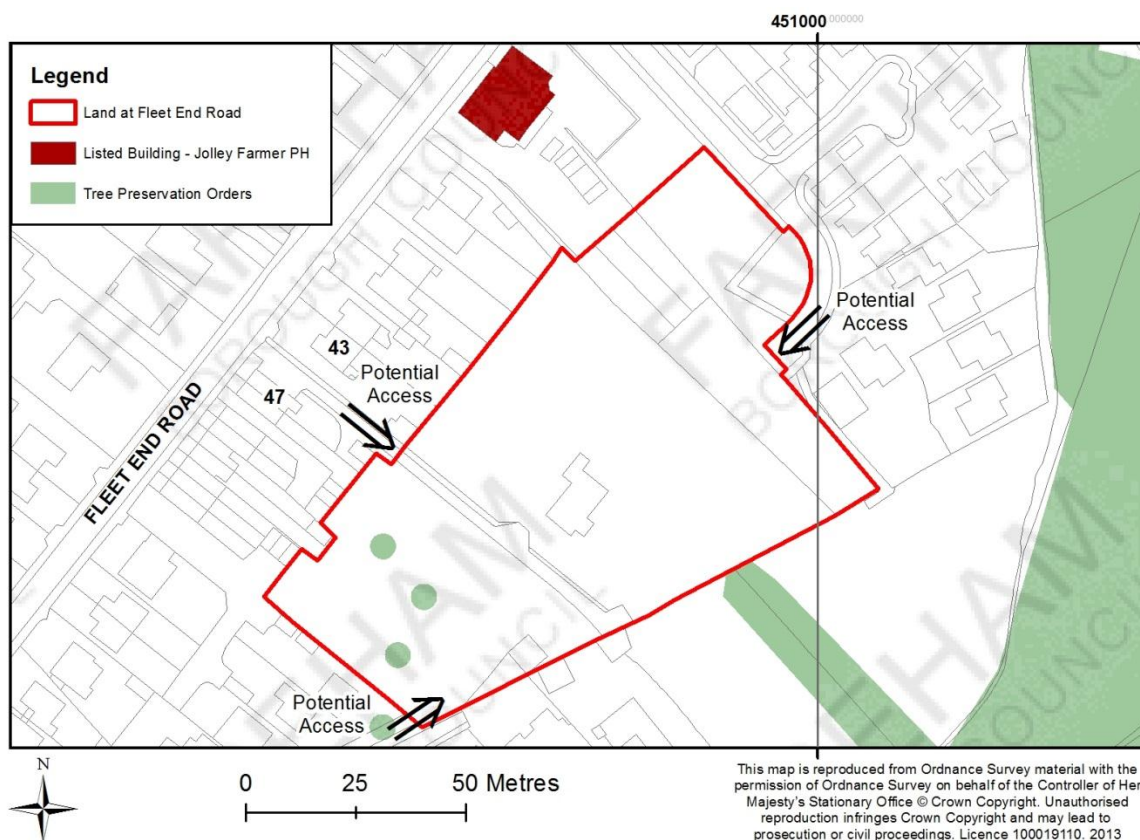
Site ID (referenced in SHLAA)	58
Site Address	East of Raley Road, Locks Heath
Location	Situated in Locks Heath to the north of Warsash Road, East of Raley Road and to the West of Locks Road.
Ward	Locks Heath
Settlement Area	Western Wards and Whiteley
Site Area	2.12 ha
Planning Status	None
Potential Use & 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. The row of

	<p>TPO trees to the rear of 24 Raley Road should be kept intact as far as possible.</p> <p>The TPO group of trees to the east of the site should be used positively, possibly as an extension to the open space/play area to the south east corner.</p> <p>Opportunities should also be explored to provide a 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Proposals for development would be required to provide an ecological survey and assessment. Any potential ecological</p>
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	<p>impacts highlighted will need to be appropriately mitigated.</p> <p>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.</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 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 parcels. This should be addressed by the applicant(s)/developer(s) through the preparation of an indicative master plan for the whole site.</p> <p>A number of trees with TPOs are located within the site. Proposals will require a Tree Survey and impact assessment to be completed in consultation with the Council's Tree Officer. An assessment of the trees on site will be needed to ensure all high quality trees are retained where possible.</p> <p>Archaeological data in the wider area, including archaeological evidence encountered during development, suggest that there is some potential for prehistoric evidence. Potential for previously unknown heritage assets but site history may have removed any</p>

	<p>archaeological potential. Any planning application must include Heritage Statement that addresses archaeology.</p> <p>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>
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### Housing Site H7: Land at Fleet End Road, Warsash



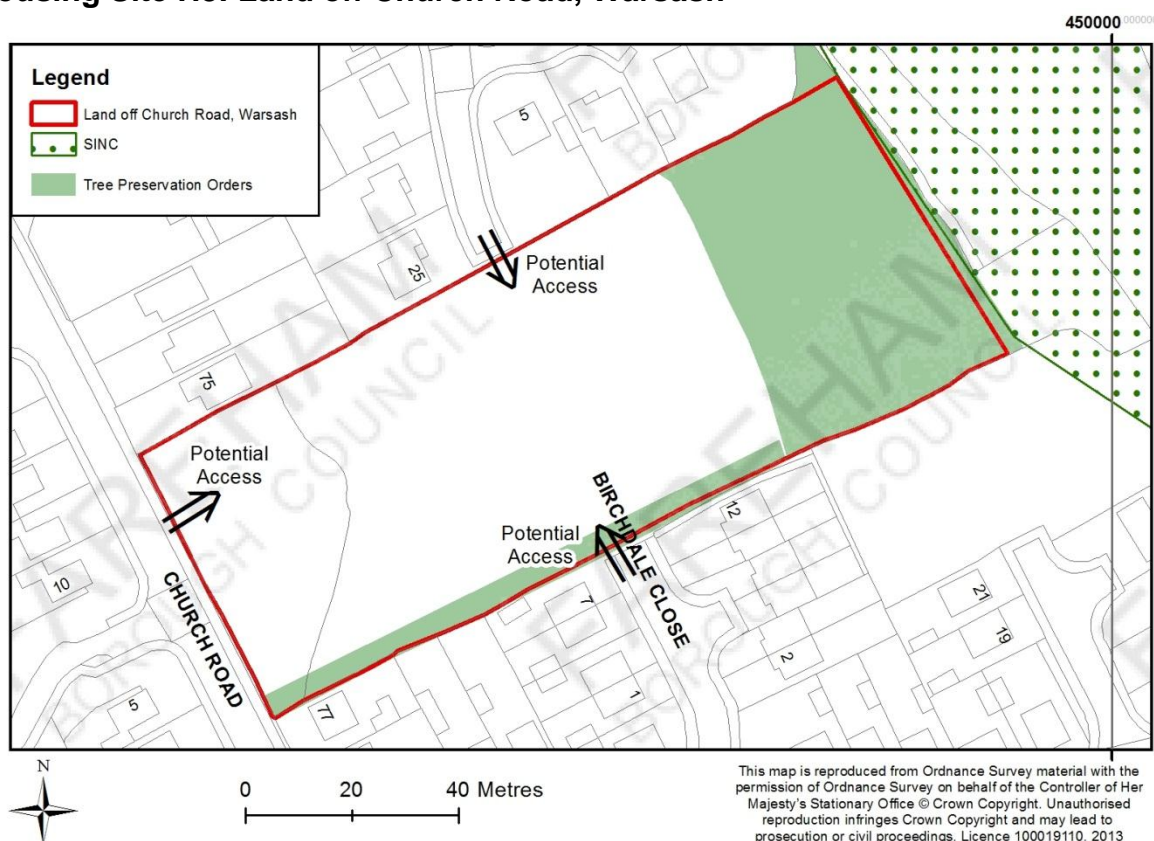
Site ID (referenced in SHLAA)	1068
Site Address	Land at Fleet End Road, Warsash
Location	The site consists of a number of land parcels: part of the Jolley Farmer pub garden, the property and garden of 45 Fleet End Road, part of the front garden of 32 Green Lane and a strip of land to the rear to 47 Fleet 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	Residential (10 dwellings). The capacity of the site is dependent on access arrangements and the availability of land for

Capacity	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. 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 Jolley 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 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 and 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 &amp; 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 required, will inevitably influence the overall capacity of the site. However, it is a density of between 10and 25dphdph could be considered appropriate.</p>
Information Required	<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 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 Jolley 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>A number of trees with TPOs are located within the site. Proposals will require a Tree Survey and impact assessment to be completed in consultation with the Council's Tree Officer. An assessment of the trees on site will be needed to ensure all high</p>

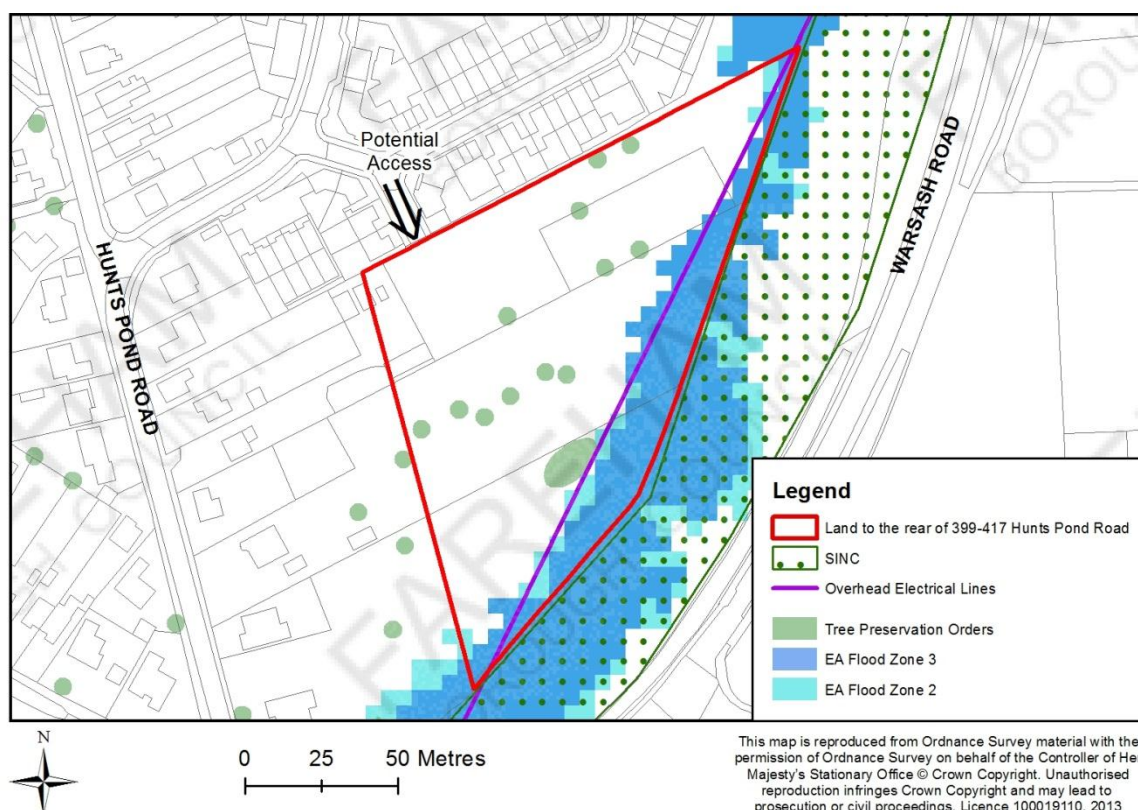
	<p>quality trees are retained where possible.</p> <p>It is also important that developer contributions (including but not limited to affordable housing and open space provision) are considered for the site as a whole and not for each individual land parcel. This should be addressed by the applicant(s)/developer(s) through the preparation of an indicative master plan for the whole site.</p>
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**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.

	<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 is 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</p>

	the south of the site has a density of 30-40dph.
Information Required	<p>Historic land-use records indicate that there is the possibility of contamination at the site. The site is adjacent to former scrap yard and within 250m of an 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 the 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>A group TPOs trees is located to the east of the site. Proposals will require a Tree Survey and impact assessment to be completed in consultation with the Council's Tree Officer. An assessment of the trees on site will be needed to ensure all high quality trees are retained where possible.</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>

**Housing Site H9: Land to the rear of 399-417 Hunts Pond Road**

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 <sup>107</sup> .
Potential Use & Indicative Capacity	Residential (20 dwellings)
Key Planning &	Proposals would need to be restricted to the eastern edge to

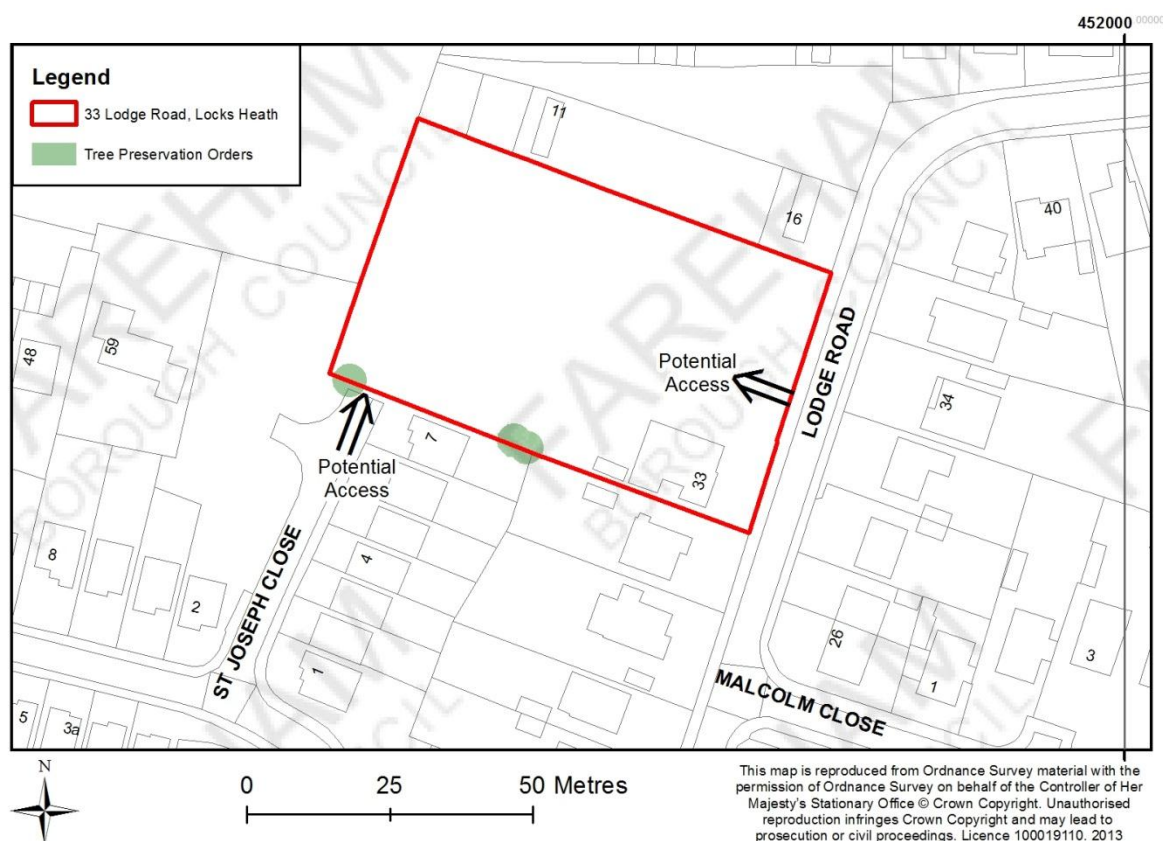
<sup>107</sup> HGP Architects (January 2007) Hunts Pond Road Development Brief

Design Issues	<p>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.</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>
Information Required	<p>Historic land use record indicates that a contamination assessment may be required.</p>

	<p>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 demonstrate that no impacts to the stream, SINC or protected species within or adjacent to the land 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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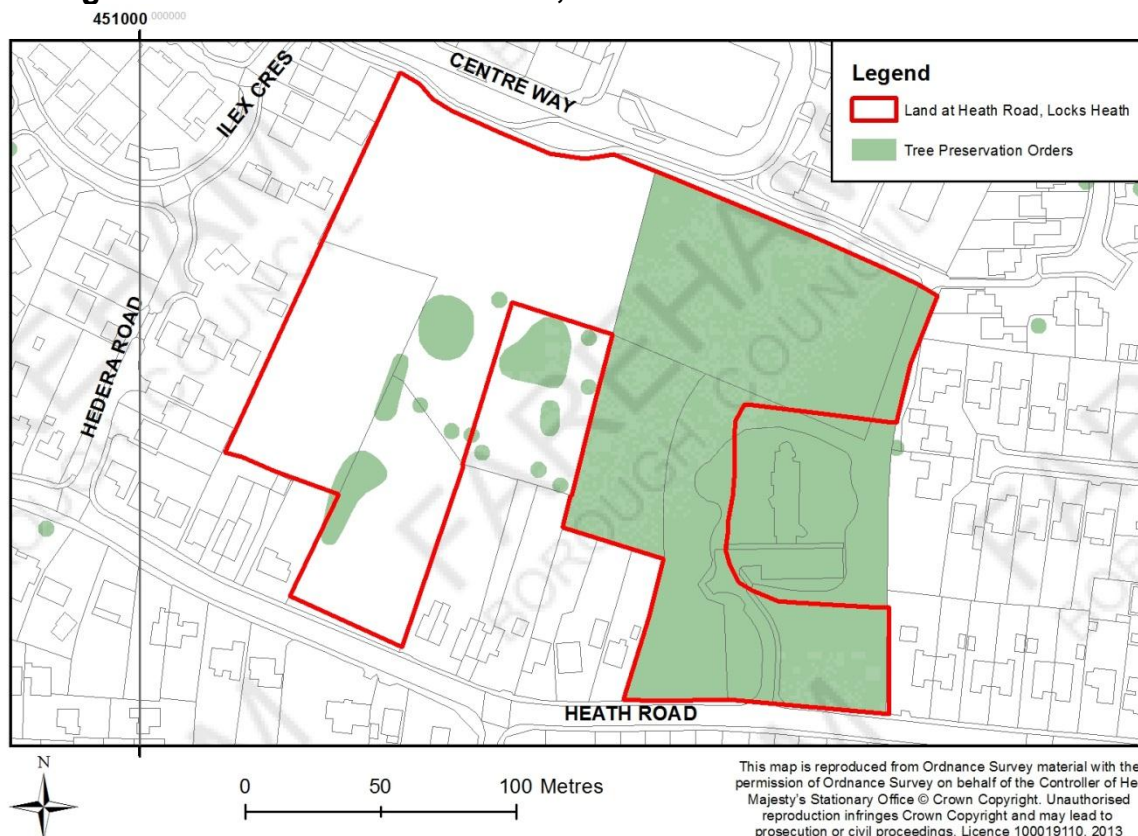


## Housing Site H10: 33 Lodge Road



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.

	<p>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 impact on the trees with TPOs should be considered in consultation with the Council's Tree Officer.</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. 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 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>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**

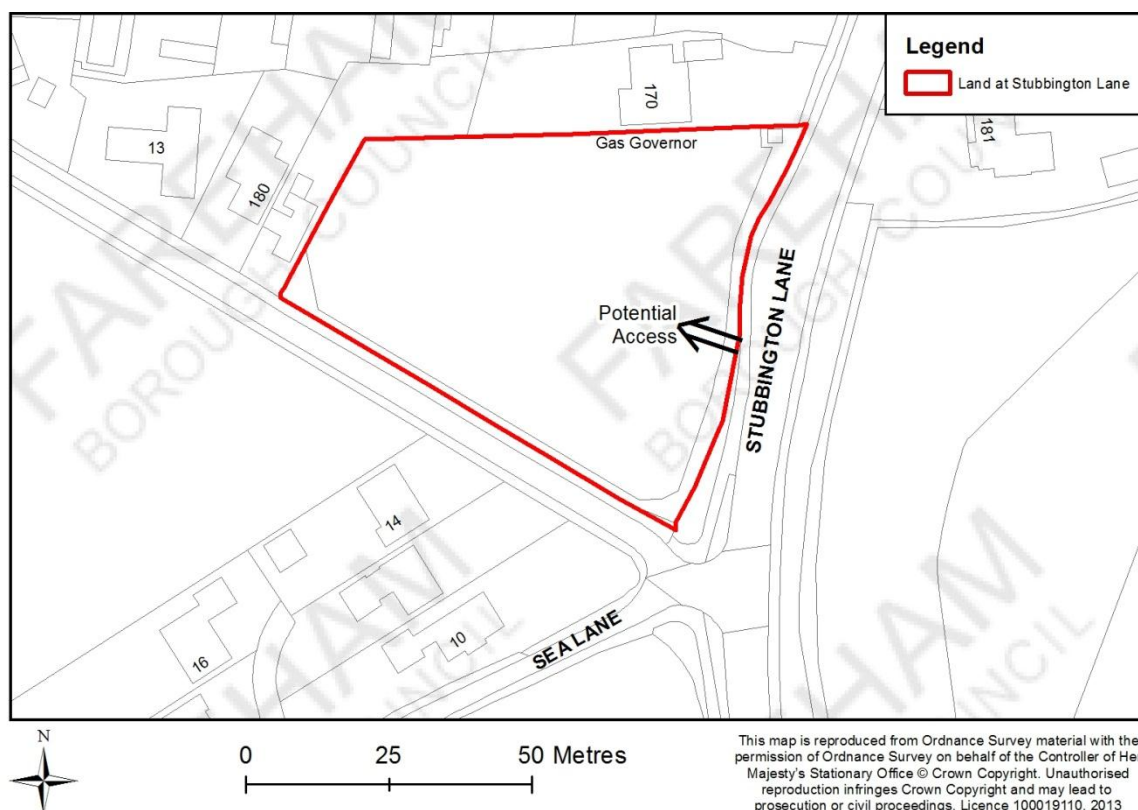
Site ID (referenced in SHLAA)	1007
Site Address	Land at Heath Road, Locks Heath
Location	This site is located to the south of Locks Heath District Centre and Centre way. The site is bounded to the south by Heath Road.
Ward	Locks Heath
Settlement Area	Western Wards and Whiteley
Site Area	2.978ha
Planning 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	Proposals on the site should have due regard to any future proposals to redevelop the District Centre, which is located to the

	<p>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 or buildings and substantial tree planting should provide for a suitable easement for future maintenance and upsizing.</p> <p>Ownership of the site is split between two parties. There is an adjoining piece of land 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>
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 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. Heritage Statement must address potential for Pleistocene archaeology.</p> <p>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 Wight<sup>108</sup> (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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<sup>108</sup> 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**

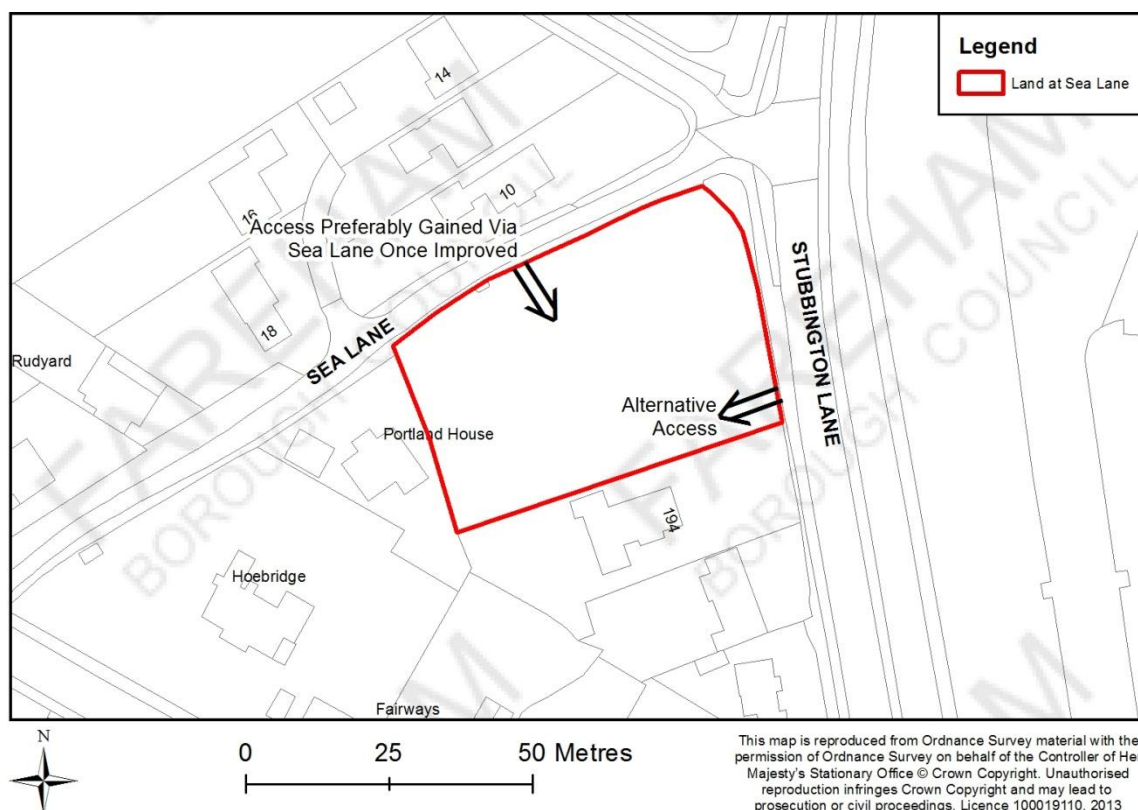
Site ID (referenced in SHLAA)	1078
Site Address	Land at Stubbington Lane, Stubbington
Location	Land to the west of Stubbington Lane and to the north of Sea Lane. Adjacent to Daedalus Enterprise Zone.
Ward	Hill Head
Settlement Area	Stubbington and Hill Head
Site Area	0.39 ha (gross) 0.37 ha (net) assuming retention of hedging and verge on southern boundary.
Planning Status	The site was identified through Daedalus Visioning Framework prepared by the South East England Development Agency (SEEDA) in January 2009 <sup>109</sup> .
Potential Use & Indicative	Residential (10 dwellings)

<sup>109</sup> SEEDA, (January 2009) Daedalus Visioning Framework

Capacity	
Key Planning & Design Issues	<p>The site is situated on the opposite side of the access road to from the Land at Sea Lane site. The character of the surrounding area should be considered along the same lines as the adjacent site and the development should take a similar form.</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 dwelling 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</p>

	<p>impacts highlighted will need to be appropriately mitigated. 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 H13: Land at Sea Lane, Stubbington**

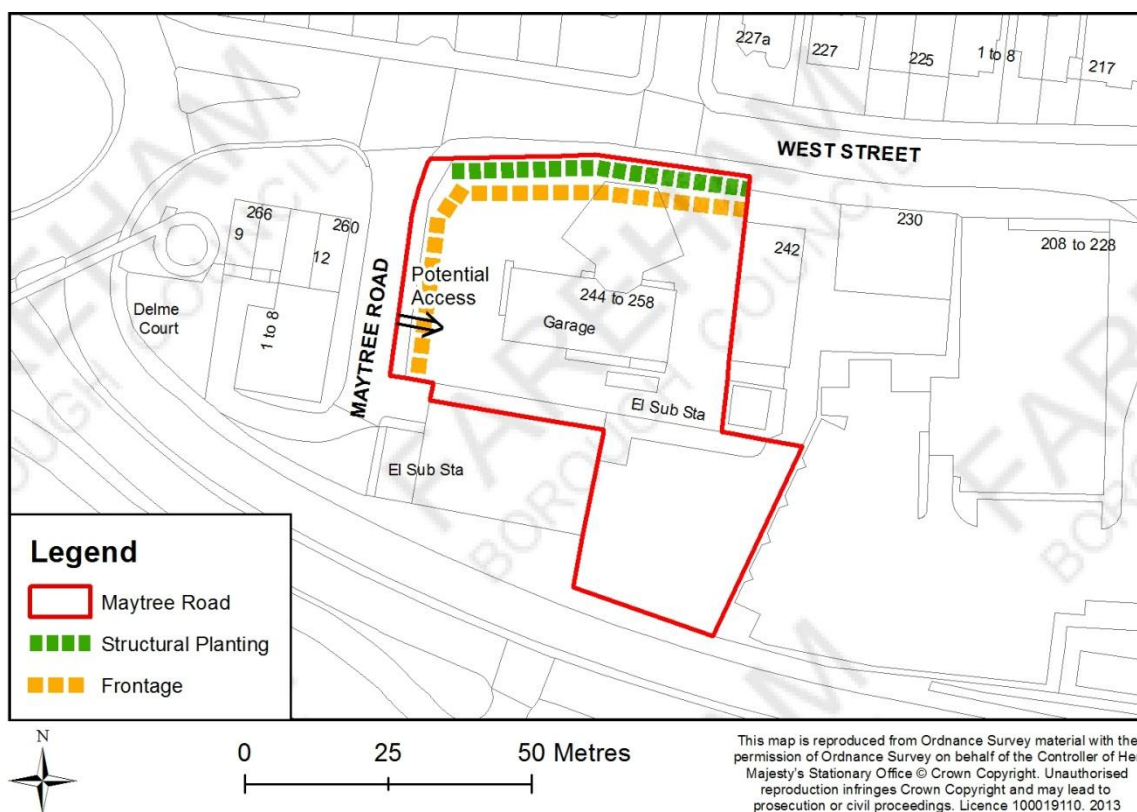
Site ID (referenced in SHLAA)	1394
Site Address	Land at Sea Lane, Stubbington
Location	Land to the west of Stubbington Lane and the south of Sea Lane. Adjacent to Daedalus Enterprise Zone.
Ward	Hill Head
Settlement Area	Stubbington and Hill Head
Site Area	0.25 ha
Planning Status	The site was identified through Daedalus Visioning Framework prepared by South East England Development Agency (SEEDA) in January 2009 <sup>110</sup> .
Potential Use & Indicative Capacity	Residential (5 dwellings)

<sup>110</sup> SEEDA (January 2009) Daedalus Visioning Framework

Key Planning & Design Issues	<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>of the surrounding area should be considered along the same lines as the adjacent site and the development should take a similar form.</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. Study required to demonstrate whether the nearby 'uncertain' wading bird sites are 'important'. If any of these sites are</p>

	<p>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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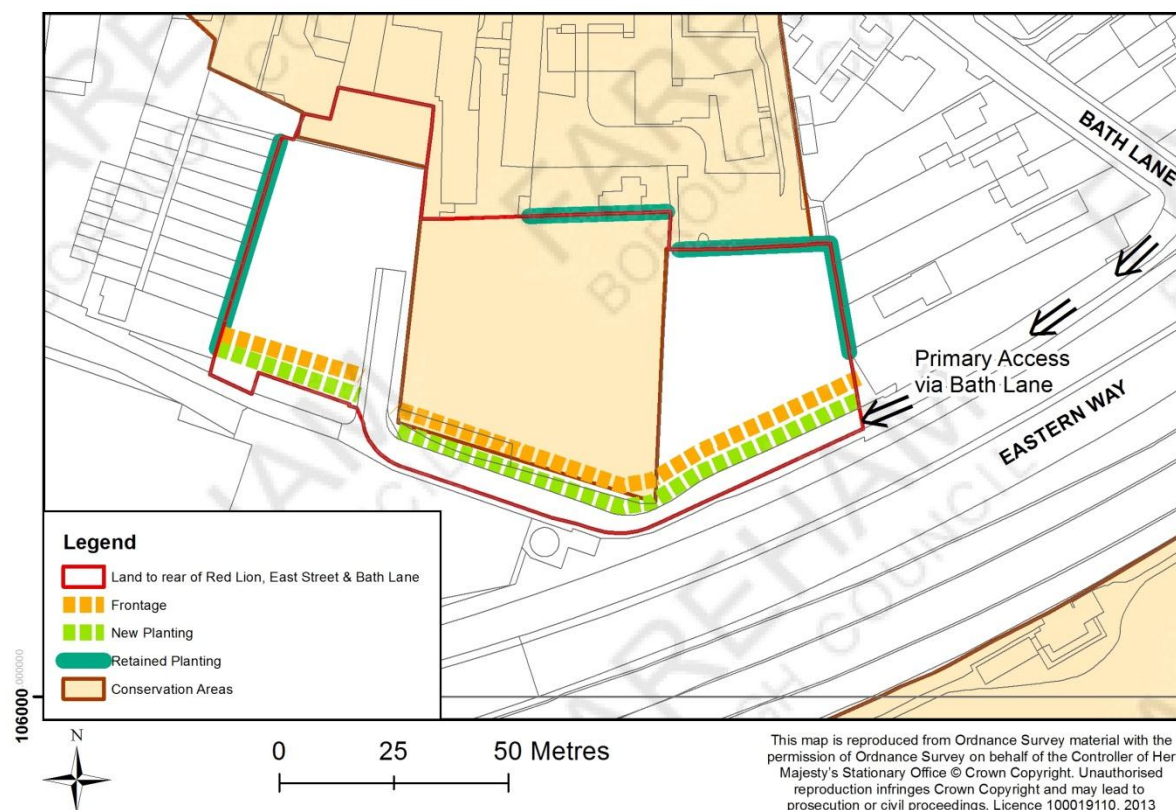
## Housing Site H14: Maytree Road



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

	<p>separate blocks to reflect the plot sub-division on the north side of West Street opposite. In either 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 Council-owned 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>Study 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</p>

	accompanied where necessary by a project-level HRA.
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**Housing Site H15: Land to the rear of Red Lion Hotel, East Street and Bath Lane**

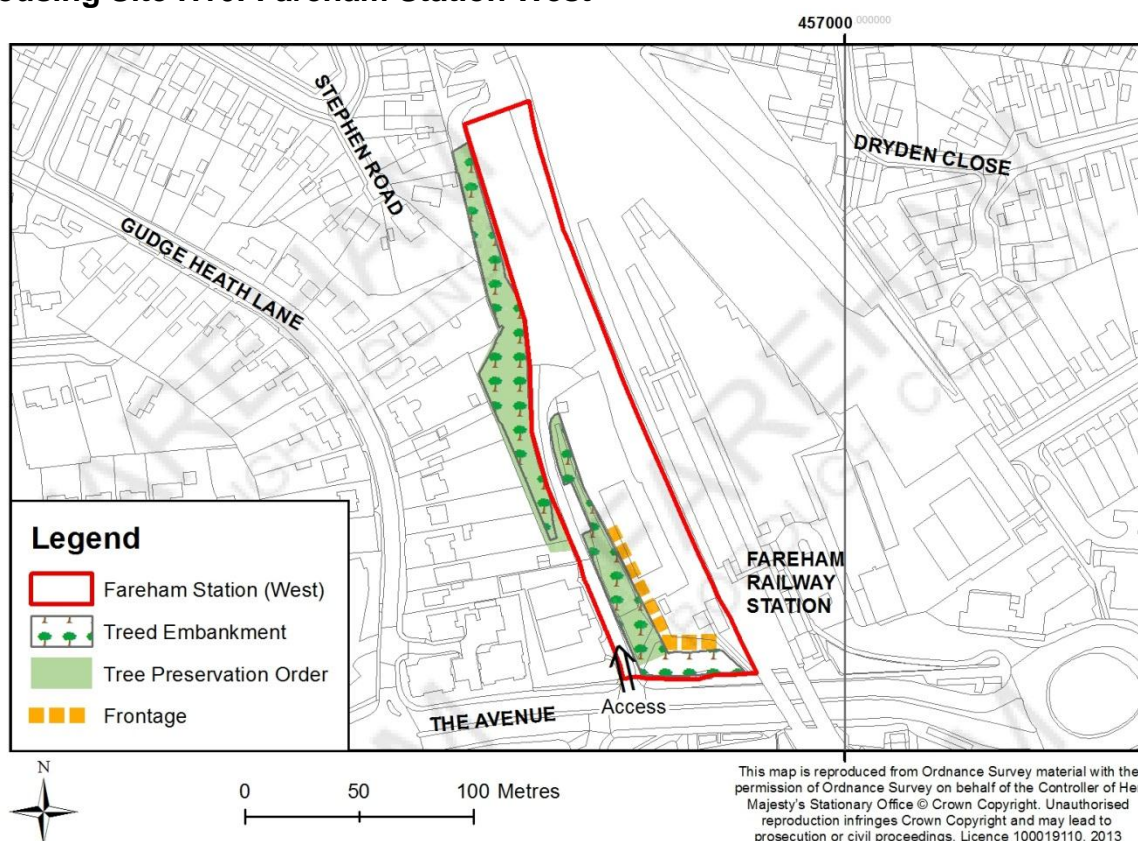
Site ID (referenced in SHLAA)	1426
Site Address	Land to the rear of Red Lion Hotel, East Street and Bath Lane
Location	To the west of Bath Lane car park and to the south of East Street.
Ward	Fareham East
Settlement Area	Fareham
Site Area	0.79ha
Planning Status	Current application (P/13/0408/FP) for 55 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

	<p>allow for suitable integration with future phases of development.</p> <p>Any development proposals will need to be subject to careful design to 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>
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>Study 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 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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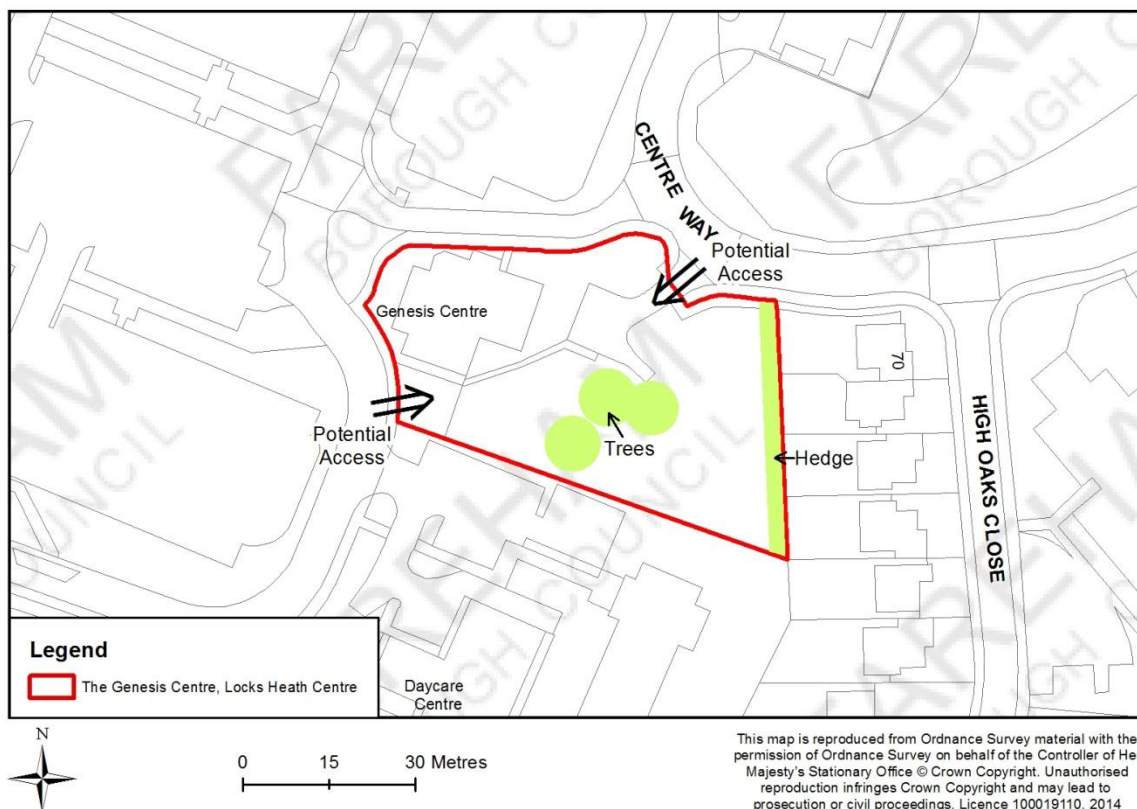
## Housing Site H16: Fareham Station West



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	Residential (30 flats and 80 unit Extra Care Home or 75 flats)
Key Planning &	The preferred strategy is to ensure a comprehensive

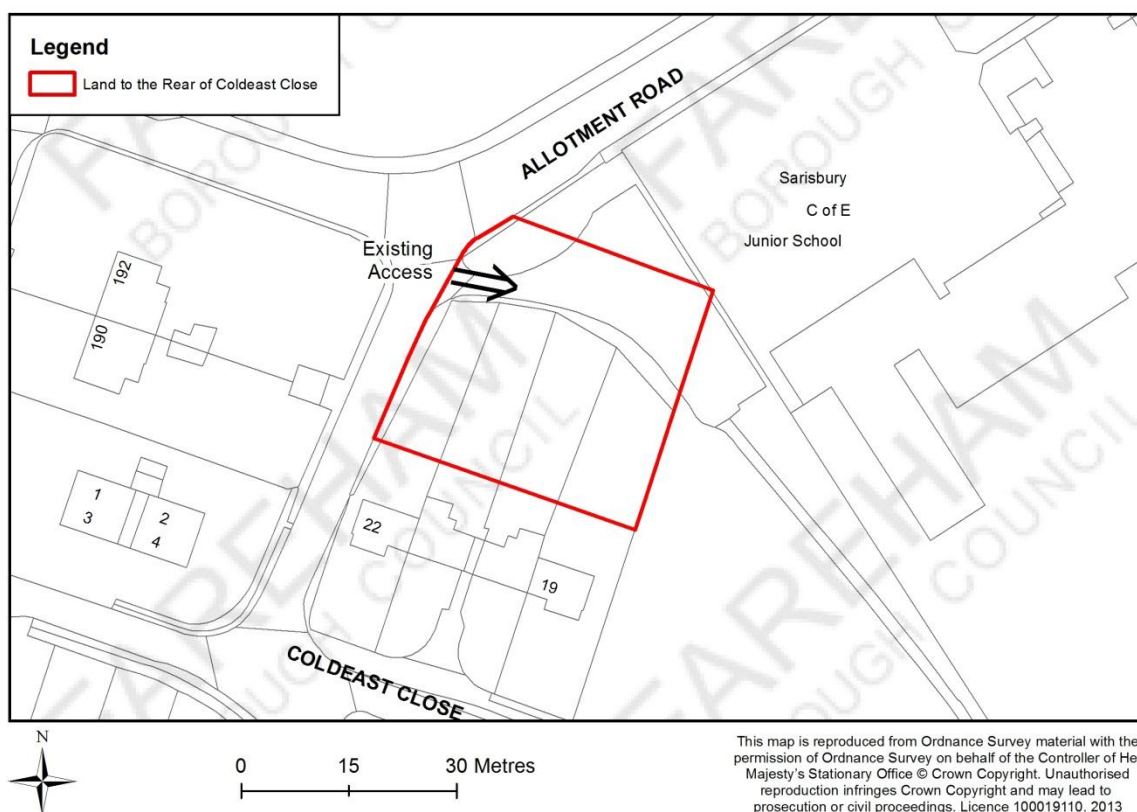
Design Issues	<p>approach, which will allow a phased development programme if necessary, although this must not preclude the upgrading of the access.</p> <p>Development on the southern end of the site should provide some frontage to the A27 and the access road. The change in level may require this frontage 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 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>
Capacity & Rationale	<p>A care home facility (80 unit) 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.</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 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 required.</p> <p>Study required to demonstrate whether the nearby 'uncertain'</p>

	<p>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	Residential (35 flats)
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

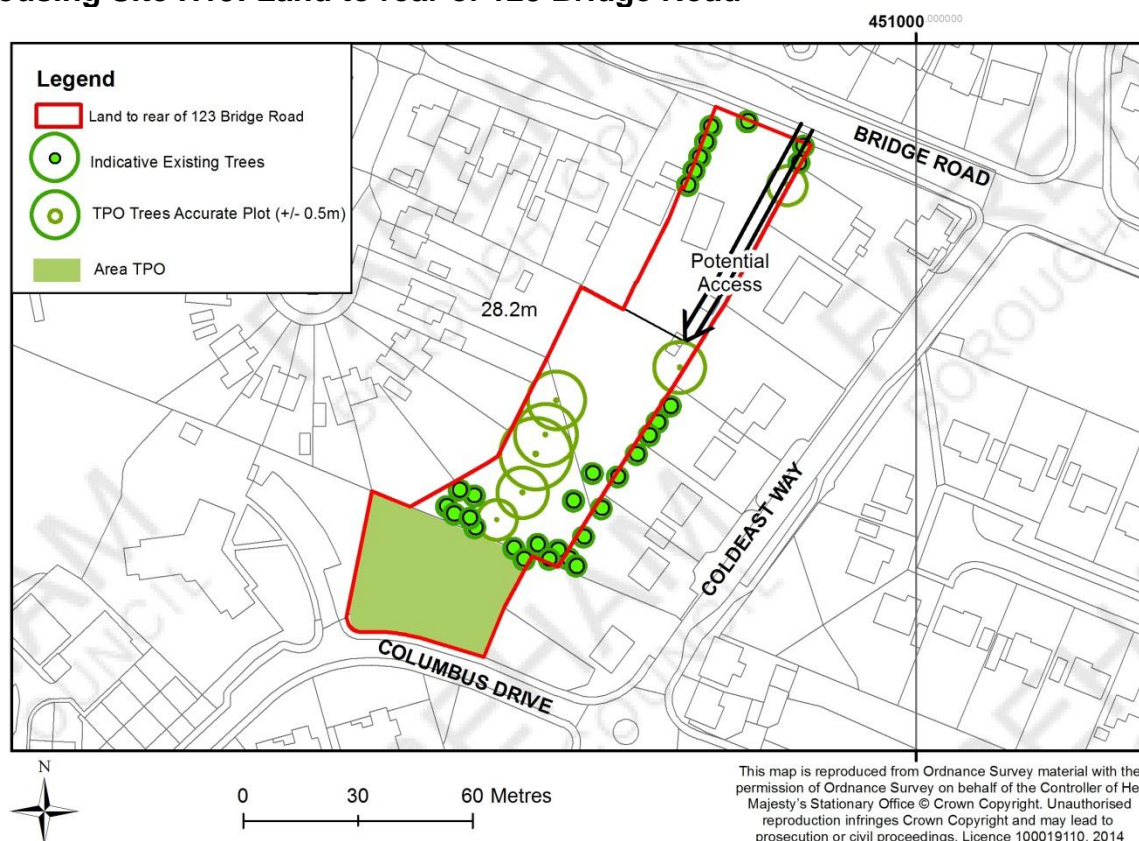
	<p>should reflect the built form of surrounding development as far as possible. It will need to consider the amenity impact on neighbouring residential properties to the east.</p> <p>The significant hedgerow on the eastern boundary and significant trees within the site should be retained to protect the 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>
Capacity & Rationale	<p>Based on the provision of two flatted blocks the site could yield around 35 units. This level of development provides some amenity space and adequate parking numbers.</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>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>

**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	<p>A terraced row of 5-6 units could be provided to mirror the existing units to the south.</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>



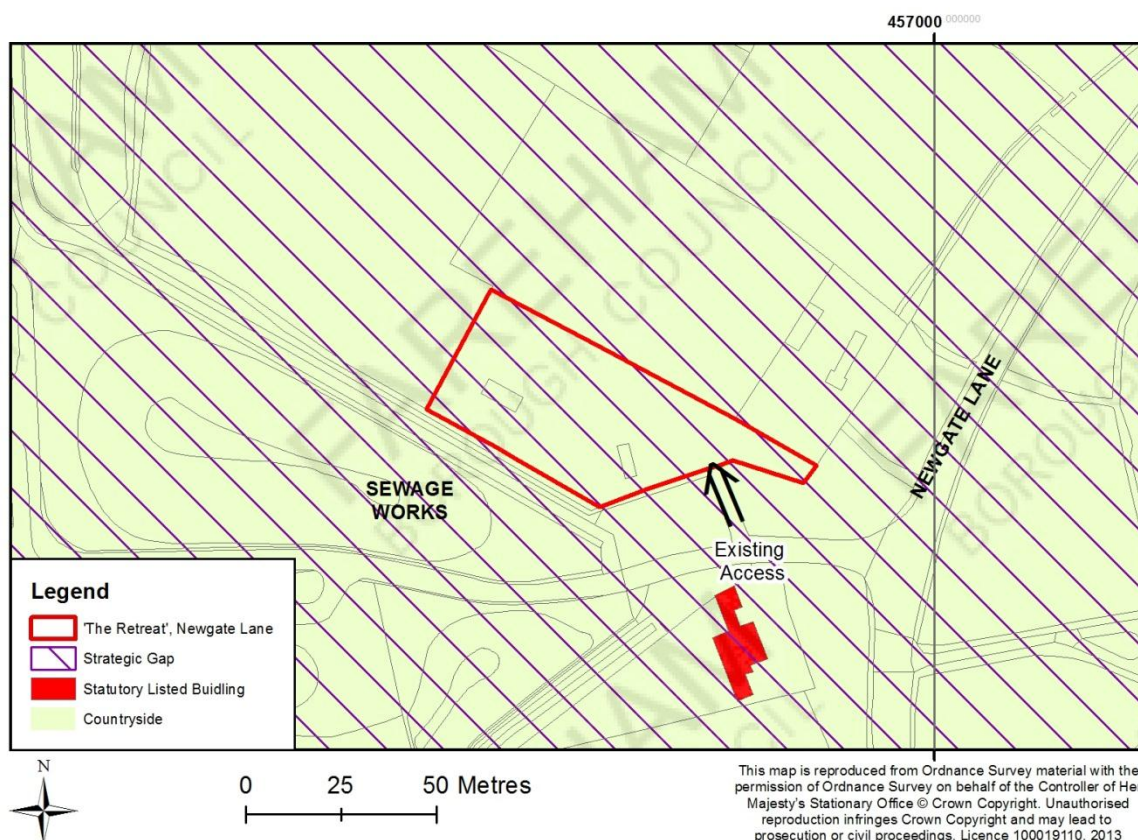
**Housing Site H19: Land to rear of 123 Bridge Road**

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	There are a large number of significant trees across the site that are part of a wider TPO.  Access is likely to be provided via Bridge Road to the north. Options also exist for provision of access to the Columbus

	<p>Road to 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>&amp; 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>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>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>

## **GYPSY AND TRAVELLER SITES: DEVELOPMENT BRIEFS**

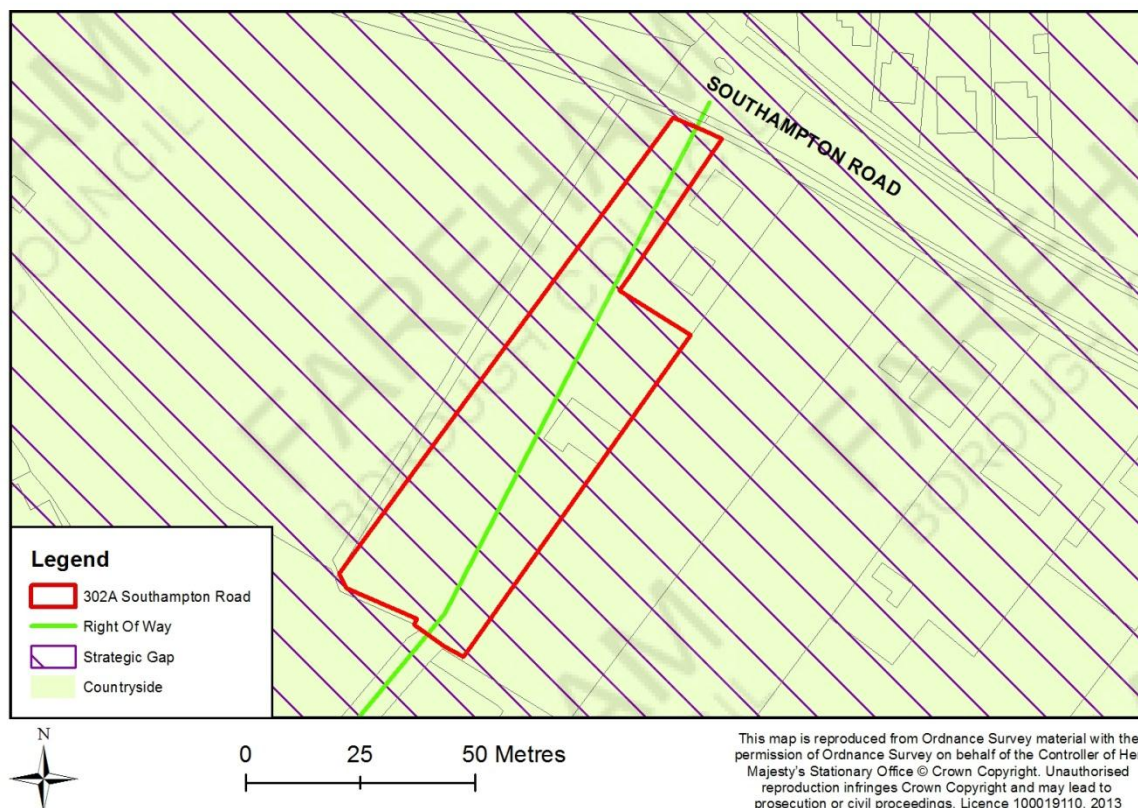
### **Gypsy and Traveller Site GT1: The Retreat, Newgate Lane**



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	4 permanent gypsy and traveller pitches (inclusive of the 2 existing pitches).

Capacity	
Key Planning & Design Issues	<p>Site is located in countryside location within 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	Capacity based on assessment of 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.
Information Required	<p>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<sup>111</sup> (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>Study 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>

<sup>111</sup> 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**

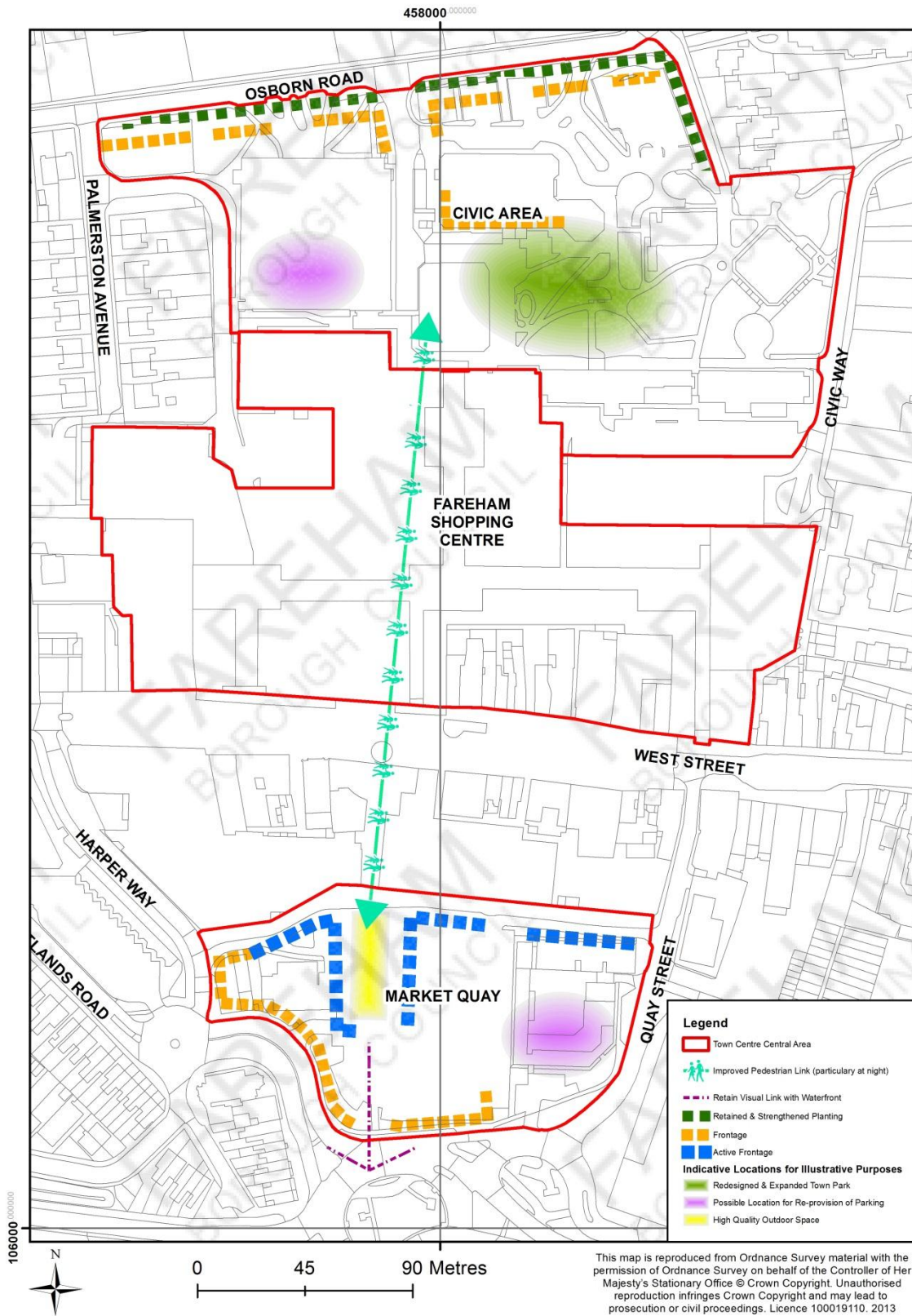
Site ID	1403
Site Address	302A Southampton Road
Location	Located southeast of St Margaret's roundabout to the south of Southampton Road.
Ward	Titchfield
Settlement Area	Titchfield
Site Area	0.43ha
Planning Status	P/11/0025/CU for the use of land for siting of two mobile homes, two touring caravans and 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.

	<p>Site is located in countryside location and within the strategic 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 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	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 <sup>112</sup> (2009).

<sup>112</sup> Hampshire Local Government Landscape Group (2009) Landscape Checklist for New Development in Hampshire and the Isle of Wight

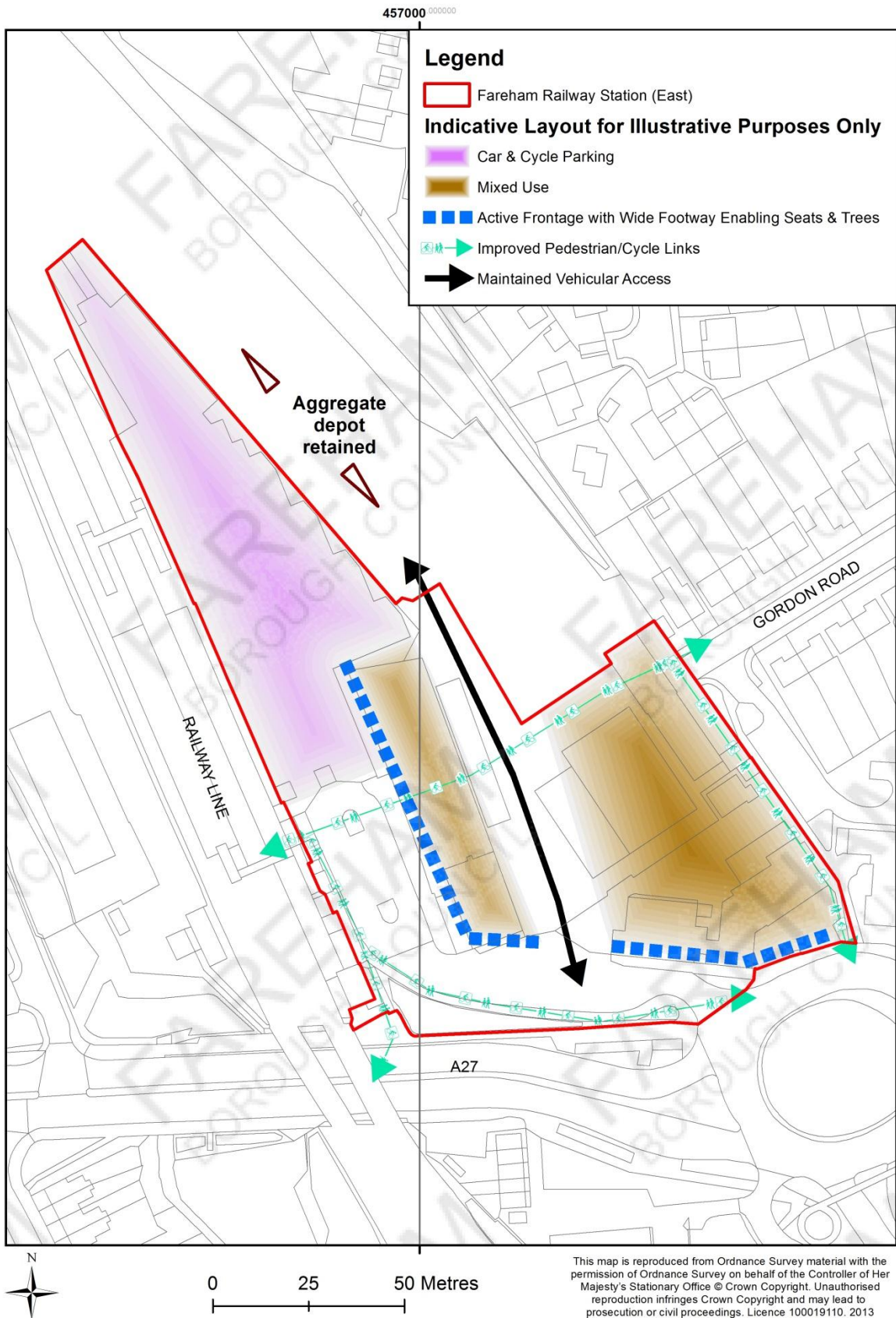
## TOWN CENTRE SITES: DEVELOPMENT FRAMEWORKS

### Town Centre Development Opportunity Area TC1, TC2 & TC3: Town Centre Central Area (Civic Area, Fareham Shopping Centre and Market Quay)



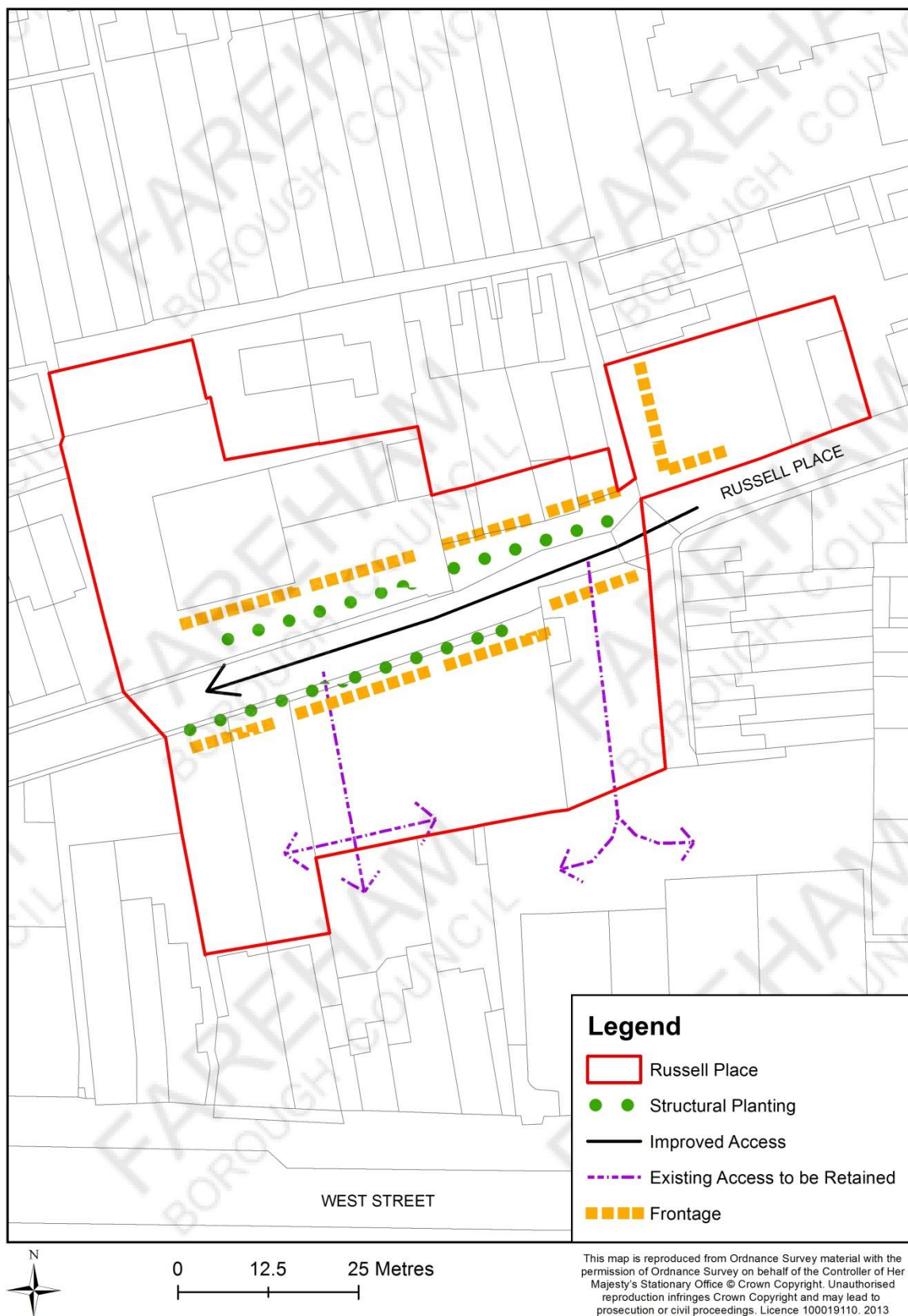
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**Town Centre Development Opportunity Area TC4: Fareham Station (East)**

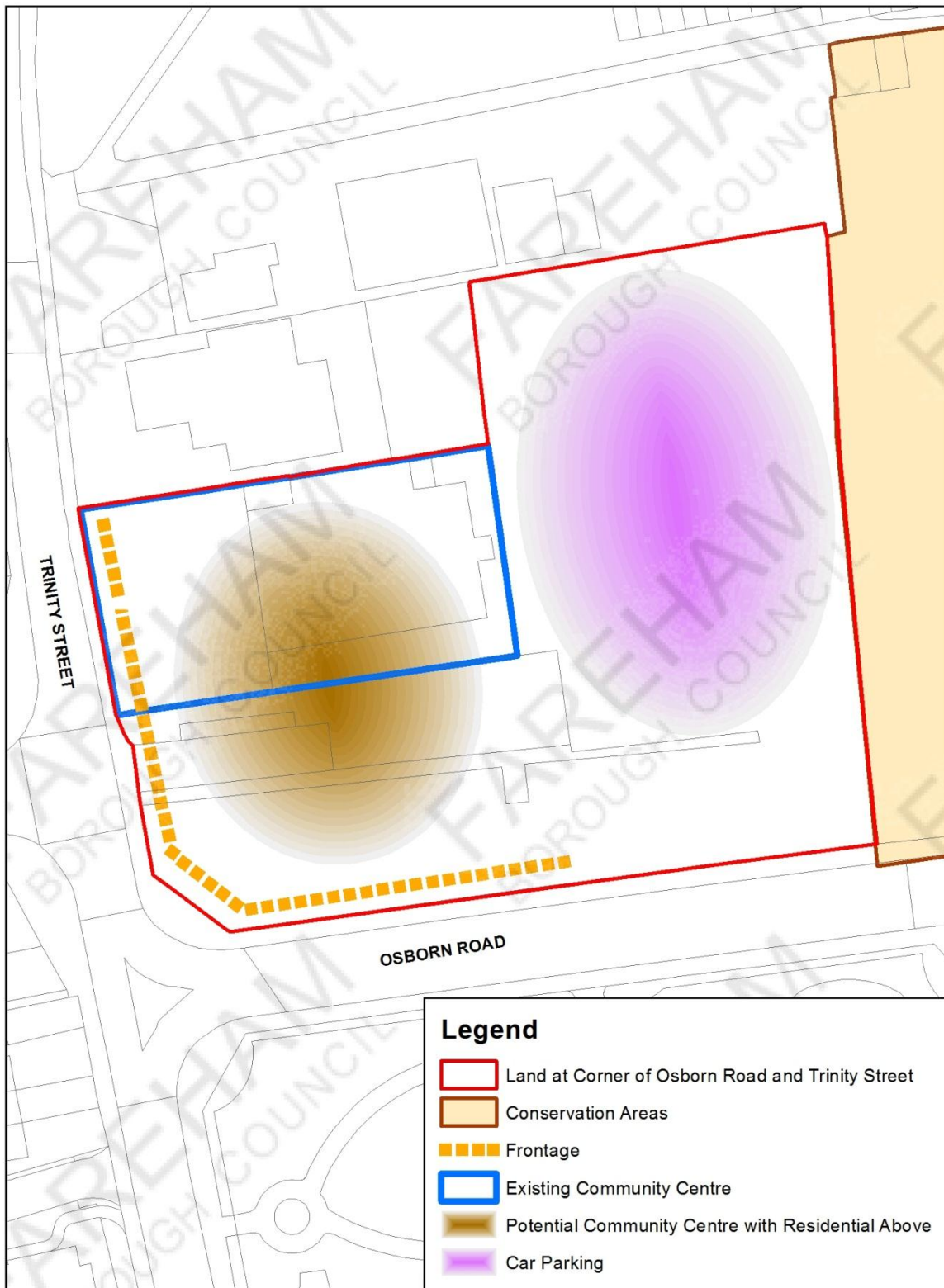




**Town Centre Development Opportunity Area TC5: Russell Place**



**Town Centre Development Opportunity Area TC6: Corner of Trinity Street & Osborn Road**

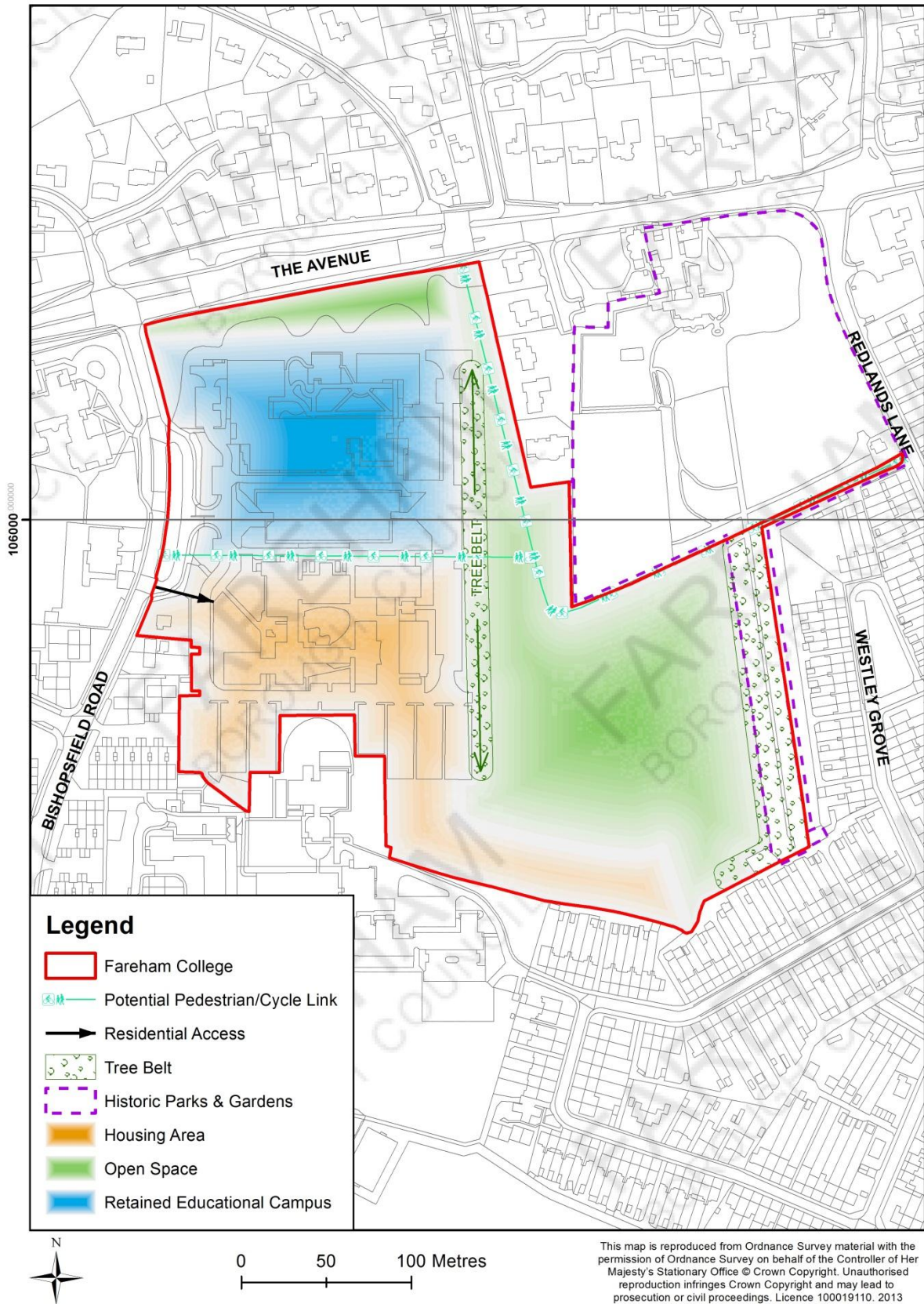


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## MIXED USE SITE: DEVELOPMENT FRAMEWORK

### Mixed Use Development Opportunity Area MU1: Fareham College



# Chapter 8

## Delivery and Monitoring

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### **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 will be 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 where a site is 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 was 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**

<b>Policy</b>	<b>Target</b>	<b>Monitoring indicator</b>	<b>Lead Partner</b>	<b>Source</b>
DSP17: Existing Employment Sites and Areas	Loss of existing employment f/s (net) and by type	Planning applications and decisions.	Hampshire County Council and Fareham Borough Council	Monitoring Report

DSP18: Employment Allocations	New employment f/s (net) and by type	Employment Land Review Assessments and planning applications and decisions	Hampshire County Council and Fareham Borough Council	Monitoring Report
Policies DSP20-DSP32 New Retail Development in Fareham Town Centre	Total number of vacant units in all centres  Net new retail/leisure floorspace	Town centre health checks and planning applications and decisions	Fareham Borough Council	Annual updates
District Centres, Local Centres and Local Parades (DSP34-DSP38),	Total number of vacant units in all centres  Net new retail/leisure floorspace	Town centre health checks and planning applications and decisions	Fareham Borough Council	Annual updates
DSP40: Housing Allocations	Meeting annual housing targets	Planning applications and decisions	Hampshire County Council	Annual updates
DSP41: Subdivision of Residential Dwellings	Sub-divisions of Family homes	Planning applications and decisions	Fareham Borough Council	Annual updates
DSP45: Houses in Multiple Occupation (HMOs)	New HMOs (net)	Planning applications and decisions and HMO register	Fareham Borough Council	Annual updates
DSP16: Coastal Change Management Areas (CCMAs)	Net developments approved within CCMAs	Planning decisions and applications	Hampshire County Council and Fareham Borough Council	Annual updates

DSP6: Protecting and Enhancing the Historic Environment	Maintain an historic record of all designated assets	Planning decisions and applications	Hampshire County Council and Fareham Borough Council	Annual updates
DSP13: Nature Conservation	Net loss of local nature conservation sites as a result of development  Number of planning applications that provided a net gain for biodiversity	Planning applications and decisions	Hampshire County Council	Annual updates

# 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**

**Assessment (AA):**

An Appropriate Assessment (AA) forms part of a Habitats Regulations Assessment (HRA) and is required under the Habitats Directive (92/43/EEC)<sup>113</sup> 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 Order<sup>114</sup>.

**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

<sup>113</sup> Habitats Directive (92/43/EEC)

<sup>114</sup> The Town and Country Planning (General Permitted Development) Order

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 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), while Ramsar sites, which generally overlap SACs and SPAs.
- Flood Risk Assessment (FRA):** An assessment of the likelihood of flooding in a particular area so 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.

<b>Historic Environment Record (HER):</b>	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.
<b>Historic Statement:</b>	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.
<b>House in Multiple Occupation (HMO):</b>	A dwelling housing occupied by at least three tenants forming more than one household, who share basic amenities such as a kitchen, toilet or bathroom.
<b>Infrastructure:</b>	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.
<b>Local Plan:</b>	The plan for the future development of in law, the development plan document adopted under the Planning and Compulsory Purchase Act 2004.
<b>Local Gap:</b>	Areas of countryside which maintain physical or visual separation of settlements at risk of coalescence. They may be designated by the Council.
<b>Local Nature Reserve (LNR):</b>	An area of land that has been set aside as it contains wildlife or geological features that are of special interest locally.
<b>Local Planning Authority (LPA):</b>	The public authority that has a duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to the district council, in this Fareham, this is the Borough Council.
<b>Local Wildlife Site:</b>	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).
<b>Main Town Centre Use:</b>	Retail development (including warehouse clubs 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).
<b>Material Change of Use (or Material Change):</b>	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.
<b>Material Consideration:</b>	Any genuine planning consideration which relates to the use of land or the regulation of development. Much will depend on the nature of application under consideration, the relevant policies of the development plan and the surrounding circumstances.
<b>Mineral Safeguarding Areas:</b>	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.
<b>Monitoring Report:</b>	A report assessing progress with the Local Development Scheme (LDS) and the extent to which policies in the Local Plan are being achieved.
<b>National Planning Policy Framework (NPPF):</b>	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.
<b>Neighbourhood Plan:</b>	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.
<b>Open Space:</b>	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.
<b>Out-of-Centre:</b>	A location which is not in or on the edge of a centre but not necessarily outside the urban area.
<b>Out-of-Town:</b>	A location out of centre that is outside the Defined Urban Settlement Boundaries (DUSBs).
<b>Partnership for Urban South Hampshire (PUSH):</b>	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'.

<b>Permitted Development (PD):</b>	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
<b>Policies Map:</b>	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'.
<b>Pollution:</b>	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.
<b>Previously Developed Land (PDL):</b>	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.
<b>Primary and Secondary Frontages:</b>	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.
<b>Primary and Secondary Shopping Areas:</b>	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).
<b>Ramsar Site:</b>	An internationally important wetland site designated under the 1971 Ramsar Convention.
<b>'Ransom Strips':</b>	Parcels of land which hold the key to unlocking the development potential of adjoining land.

<b>Sequential Test:</b>	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.
<b>Setting of a Heritage Asset:</b>	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.
<b>Shoreline Management Plan:</b>	A plan providing a large scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes.
<b>Significance (for Heritage Policy):</b>	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.
<b>Site of Archaeological Importance:</b>	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.
<b>Site of Importance for Nature Conservation (SINC):</b>	A local site which is substantive nature conservation value. The Site of Important Nature Conservation (SINC) system in Hampshire is managed by Hampshire County Council (HCC) on behalf of the Hampshire Biodiversity Partnership (HBP).
<b>Site of Special Scientific Interest (SSSI):</b>	Sites designated by Natural England under the Wildlife and Countryside Act (1981) that are of national importance in terms of ecology or geology.
<b>Special Area for Conservation (SAC):</b>	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.
<b>Special Protection Area (SPA):</b>	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.
<b>Strategic</b>	A procedure (set out in the Environmental Assessment of



<b>Environmental Assessment (SEA):</b>	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.
<b>Strategic Gap:</b>	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'.
<b>Strategic Housing Land Availability Assessment (SHLAA):</b>	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.
<b>Supplementary Planning Document (SPD):</b>	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.
<b>Sustainability Appraisal (SA):</b>	An assessment of the social, environmental and economic effects policies or proposals in the Plans, considered against the concept of sustainable development.
<b>Sustainable Development:</b>	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
<b>Sustainable Drainage Systems (SuDS):</b>	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.
<b>Transport for South Hampshire and the Isle of Wight:</b>	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.
<b>Tree Preservation Order (TPO):</b>	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.

<b>Tree Survey:</b>	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.
<b>Urban Area:</b>	The built up environment.
<b>Urban Sprawl:</b>	The unplanned, uncontrolled spreading of urban development into areas adjoining the edge of settlements.
<b>Viability:</b>	Relates to the assessment of a development scheme to establish that favourable conditions regarding the financial aspects will enable development to proceed.
<b>Vitality:</b>	Refers to how busy an urban centre is at different times and locations.
<b>Windfall Sites:</b>	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**

<b>Local Plan Review (June 2000) Policy</b>	<b>Replacement Policy (Document)</b>
DG1: Environmental Impact	CS15 Sustainable Development and Climate Change (LP 1) CS16 Renewable Energy (LP 1) DSP3 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) DSP2 Design (LP 2) DSP5 Ransom Strips (LP 2)
DG3: Impact on the Surrounding Area	CS15 Sustainable Development and Climate Change (LP 1) CS17 High Quality Design (LP 1) DSP2 Design (LP 2) DSP3 Environmental Impact (LP 2)
DG4: Site Characteristics	CS15 Sustainable Development and Climate Change (LP 1) CS17 High Quality Design (LP 1) DSP2 Design (LP 2) DSP4 Impact on Living Conditions (LP 2)
DG5: Design	CS15 Sustainable Development and Climate Change (LP 1) CS17 High Quality Design (LP 1) DSP2 Design (LP 2)
DG6: Landscape Design	CS17 High Quality Design (LP 1) DSP2 Design (LP 2)
DG7: Signs and Advertisements	CS17 High Quality Design (LP 1) DSP2 Design (LP 2)
DG8: Commercial Frontages	CS17 High Quality Design (LP 1) DSP2 Design (LP 2)
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

	<p>Energy          DSP7 New Residential Development Outside of the Defined Urban Settlement Boundaries (LP 2)          DSP8 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)</p>
C2: Conversion of Existing Buildings in the Countryside	<p>CS14 Development Outside Settlements (LP 1)          DSP7 New Residential Development Outside of the Defined Urban Settlement Boundaries (LP 2)          DSP9 Economic Development Outside of the Defined Urban Settlement Boundaries (LP 2)</p>
C3: New Buildings in the Countryside	<p>CS14 Development Outside Settlements (LP 1)          DSP7 New Residential Development Outside of the Defined Urban Settlement Boundaries (LP 2)          DSP8 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)</p>
C4: Farm-Based Diversification	<p>CS14 Development Outside Settlements (LP 1)</p>
C5: Coastal Zone	<p>CS14 Development Outside Settlements (LP 1)          DSP16 Coastal Change Management Areas (LP 2)</p>
C6: River Hamble and Fareham Lake	<p>CS14 Development Outside Settlements (LP 1)</p>
C7: New Moorings	<p>DSP54 New Moorings (LP 2)</p>
C8: Existing Moorings within Mooring Restriction Areas	<p>DSP54 New Moorings (LP 2)</p>
C9: Areas of Special Landscape Character	<p>CS6 The Development Strategy (LP 1)          CS14 Development Outside Settlements (LP 1)</p>
C10: Protection of the Setting of Settlements	<p>CS6 The Development Strategy (LP 1)          CS14 Development Outside Settlements (LP 1)</p>
C11: Strategic Gap	<p>CS22 Development in Strategic Gaps (LP 1)</p>
C12: Local Gaps	<p>CS6 The Development Strategy (LP 1)</p>

	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 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) DSP6 Protecting and Enhancing the Historic Environment (LP 2)
HE2: Listed Buildings	CS6 The Development Strategy (LP 1) DSP6 Protecting and Enhancing the Historic Environment (LP 2)
HE3: Conservation Areas - Setting	CS6 The Development Strategy (LP 1) DSP6 Protecting and Enhancing the Historic Environment (LP 2)
HE4: Conservation Areas - New Development	CS6 The Development Strategy (LP 1) DSP6 Protecting and Enhancing the Historic Environment (LP 2)
HE5: Changes of Use in Fareham High Street Conservation Area	DSP6 Protecting and Enhancing the Historic Environment (LP 2) DSP24 Mix of Uses in Fareham High Street (LP 2)
HE6: Conservation Areas - Shopfronts	DSP6 Protecting and Enhancing the Historic Environment (LP 2)
HE7: Conservation Areas - Signs and Advertisements	DSP6 Protecting and Enhancing the Historic Environment (LP 2)
HE8: Conservation Areas - Blinds,	DSP6 Protecting and Enhancing the

Canopies and Shutters	Historic Environment (LP 2)
HE9: Buildings of Local Architectural or Historic Interest	DSP6 Protecting and Enhancing the Historic Environment (LP 2)
HE10: Historic Parks and Gardens	DSP6 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) DSP2 Design (LP 2)
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 People's Housing (LP 2) DSP44 Change of Use or Redevelopment of Older People's 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) DSP7 New Residential Development Outside of the Defined Urban Settlement Boundaries (LP 2)
H12: Conversion of Existing Buildings in the Countryside to Residential Use	CS14 Development Outside Settlements (LP 1) DSP7 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) DSP7 New Residential Development Outside of the Defined Urban Settlement Boundaries (LP 2)
H14: Frontage Infill	CS17 High Quality Design (LP 1) DSP2 Design (LP 2)

	DSP7 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 Leisure and Recreation Development Outside of the Defined Urban Settlement Boundaries (LP 2)
R7: New Footpaths	DSP8 Leisure and Recreation Development Outside of the Defined Urban Settlement Boundaries(LP 2)
R8: Upper Quay, Fareham	NOT REPLACED
R9: Camping and Caravanning	DSP8 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	DSP3 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	DSP34 Development in District Centres,



Centres and Parades	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) DSP37 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)
<b>Local Plan Part 1: Core Strategy Policy</b>	
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 DSP14.

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	Salisbury	Western Wards
1628	South of Solent Way, Whiteley	Salisbury	Western Wards
100	Swanwick Business Park & Oslands Court, off of Bridge Road	Salisbury	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

\*Referenced in Employment Land Review

## Appendix C: Housing Allocations

**Table 8: Housing Allocations**

<b>Allocation</b>	<b>Net Number of Dwellings (indicative)</b>
<b>Rolled forward existing Local Plan Review (2000) Allocations</b>	
Peter's Road, Sarisbury	230
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
<b>Total (a)</b>	<b>370</b>
<b>Rolled forward existing Core Strategy (2010) Allocations</b>	
Coldeast LOT 2	210
PCT Land Cold East	30
<b>Total (b)</b>	<b>240</b>
<b>New Allocations</b>	
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
<b>Total (c)</b>	<b>280</b>
<b>Fareham Town Centre Development Opportunity Areas</b>	
Civic Area***	90
Market Quay***	60
Fareham Station West	110
Land to the rear of Red Lion Hotel, East Street and Bath Lane Car Park	55
Maytree Road	20
<b>Total (d)</b>	<b>335</b>
<b>Grand Total (a+b+c+d)</b>	<b>1,225</b>

\*The capacity of this site excludes the 49 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 Town Centre Development Opportunity Area. The housing element of this mixed use area is included in the table

**Table 9: Housing allocations with extant planning permission where no material start has been made (data correct as at 31<sup>st</sup> March 2013)**

<b>Extant planning permission</b>	<b>Settlement Area</b>	<b>Number of Dwellings (indicative)</b>
45-47 West Street	Fareham	9
East of Northway, Southway and Westway	Western Wards	14
ATC Site Farm Road	Western Wards	34
21 Bridge Road	Western Wards	9
38 Columbus Drive	Western Wards	12
Peter's Road (Highwood)	Western Wards	49
157 White Hart Lane and Land to Rear	Portchester	5
Catholic Church of our Lady	Portchester	7

**Total = 139**

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\*This site is a Core Strategy (2010) Allocation.

## Appendix D: Small Sites with Planning Permission

**Table 10: Small sites (less than 5 dwellings) with planning permission (data correct as at 31<sup>st</sup> March 2013)**

Address	Planning Application Reference Number	Settlement Area	Capacity as per planning consent
1 Peak Lane	13/0035/OA	Fareham	1
Land adjacent to Southwick Court	12/0260/FP	Fareham	1
1 Westbury Road	11/0779/FP	Fareham	1
The Portsdown Inn, Leith Avenue	12/0772/FP	Portchester	1
10 Delme Drive	11/0519/FP	Fareham	3
10 Locks Road	10/0492/FP	Western Wards & Whiteley	1
101 West Street	11/0708/FP	Fareham	2
Gordon Arms, Gordon Road	12/1036/CU	Fareham	2
112 Locks Road	12/0571/FP	Western Wards & Whiteley	1
122 Mays Lane	12/0965/OA	Stubbington/Hill Head	1
127 West Street	10/0262/CU	Fareham	1
128 Paxton Road	10/0433/FP	Fareham	1
130 Newgate Lane	12/0771/FP	Stubbington/Hill Head	1
131 Newton Road	12/0614/FP	Western Wards & Whiteley	1
141 Hunts Pond Road	12/0566/FP	Western Wards & Whiteley	2
161a West Street	13/0094/CU	Fareham	2
17 Chapel Road	11/0149/FP	Western Wards & Whiteley	1
18 Locks Heath Park Road	13/0060/OA	Western Wards & Whiteley	1
Land to rear of 18 Pilgrims Way	12/0768/FP	Stubbington/Hill Head	1
18a High Street	12/0623/FP	Fareham	1
Land to rear of 197 Botley Road	12/0065/FP	Western Wards & Whiteley	1
2 Crofton Lane	10/0795/FR	Stubbington/Hill Head	1
2 Old Manor Cottages, Wickham Road	12/0847/CU	Fareham	1
Land adjoining 201 Locks Road	11/0542/FP	Western Wards & Whiteley	2
204 Hunts Pond Road	12/0886/FP	Western Wards & Whiteley	1
21 Burridge Road	12/0773/FP	Western Wards & Whiteley	1
231 Brook Lane	12/0961/FP	Western Wards & Whiteley	1
24 West Street	11/0959/CU	Fareham	4
Land adjacent to 24 Sherwood Gardens	12/0443/FP	Western Wards & Whiteley	1
263-265 White Hart Lane	12/1015/FP	Portchester	2
27-29 Holly Hill Lane	12/0695/OA	Western Wards & Whiteley	3
29 Bells Lane	11/0341/FP	Stubbington/Hill Head	1
29 Brook Lane	12/0541/FP	Western Wards & Whiteley	1
1-3 Peak Lane	12/0246/FP	Fareham	4
Land adjacent to 33 Funtley Hill	12/0658/FP	Fareham	3
35 Locks Road	11/1045/RM	Western Wards & Whiteley	1
35 Pine Walk	12/0444/FP	Fareham	1
Land to rear of 37 Warsash Road	10/0800/FP	Western Wards & Whiteley	1
39 Holly Hill Lane	12/0647/FP	Western Wards & Whiteley	1
39 Knights Bank Road	11/0955/FP	Stubbington/Hill Head	1
4 Edenbridge Way	12/0841/FP	Western Wards & Whiteley	4

4 Grove Road	13/0081/CU	Fareham	1
43 Southampton Road	12/1013/FP	Fareham	1
45 Newtown Road	10/0087/FP	Portchester	3
47 St Mary's Road	12/0522/FP	Stubbington/Hill Head	1
5 Rudgwick Close	03/0038/FP	Portchester	1
5 Wildern Close	10/0033/FP	Western Wards & Whiteley	1
50 Newtown Road	11/0841/FP	Western Wards & Whiteley	1
53-55 Funtley Hill	11/0339/FP	Fareham	1
58 Maylings Farm Road	11/0651/FP	Fareham	1
60 Hill Head Road	12/1020/FP	Stubbington/Hill Head	1
61 Celandine Avenue	12/0020/FP	Western Wards & Whiteley	1
62 The Avenue	11/0275/FP	Fareham	1
64 Botley Road	12/0648/FP	Western Wards & Whiteley	2
65 Common Lane	12/0612/FP	Titchfield	1
67 The Avenue	12/0612/FP	Fareham	1
70 Privett Road	12/0597/FP	Fareham	1
77-78 High Street	11/0673/CU	Fareham	2
79 Highlands Road	10/0883/FP	Fareham	2
8 Hartlands Road	11/0320/FP	Fareham	1
Rear of 80 The Avenue	11/0352/FP	Fareham	2
Swinton Hall, 80 Warsash Road	11/0892/OA	Western Wards & Whiteley	4
82 Highlands Road	10/0367/FP	Fareham	3
87a Old Turnpike	11/0862/FP	Fareham	1
Al Mahdi, Wickham Road	11/0418/FP	Fareham	1
Castle Barn, Land to West of Wicor Path	12/0304/FP	Portchester	1
Delme Court, Maytree Road	11/0840/CU	Fareham	2
Greenacres, 122 Mays Lane	12/0031/FP	Stubbington/Hill Head	1
Land at Nyewood Avenue	13/0083/FR	Portchester	2
Lavender Cottage, Brook Avenue	12/0109/FP	Stubbington/Hill Head	1
Mill House, Land adjacent to Forest Lane	12/0713/FP	Fareham	1
The White Hart, Castle Street	12/0425/FP	Portchester	2
Trevail House, 1 Upper Wharf	11/0772/FP	Fareham	2
<b>Total Net Permissions</b>			<b>109</b>

## 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<sup>st</sup> March 2013)**

Address	Settlement area	Remaining Net Capacity as per planning permission
St Christopher's Hospital, Wickham Road, Fareham	Fareham	36
40-42 Westley Grove	Fareham	13
Collingwood House, Gibraltar Close	Fareham	6
Land South of Palmerston Avenue	Fareham	16
Land to rear 347-411 Hunts Pond Road	Western Wards & Whiteley	40
Coldeast Hospital	Western Wards & Whiteley	118
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
Newpark Garage, Station Road	Western Wards & Whiteley	14
69 Botley Road	Western Wards & Whiteley	5
Linden Lea, The Leaway	Portchester	8

**Total = 359**

# 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”<sup>115</sup>.

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 condition 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	Average 2007 -2012
Windfall	133	82	30	19	11	12	15	<b>43*</b>

\*Rounded to whole number

In 2010<sup>116</sup>, 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

<sup>115</sup> DCLG (2012) National Planning Policy Framework; (Annex 2 - Page 57)

<sup>116</sup> The SHLAA November 2010 used housing supply baseline data collated up to 31<sup>st</sup> March 2010



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 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	Average 2007 -2012
Windfall	33	41	17	19	11	12	15	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 identified 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 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 I (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)<sup>117</sup> and, as required by paragraph 47, bullet point 2 of the National Planning Policy Framework, an additional 5% buffer of deliverable sites moved forward from later in the plan period (5 % Buffer applied to five year housing supply).

Row K demonstrates the number of dwellings above or below the housing target 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 L shows the number of dwellings above or below cumulative housing requirement. 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.

As the table demonstrates, Fareham is capable of meeting and exceeding its five year deliverable housing land requirement by 105 dwellings ( $1,163 - 1,058 = 105$ ). With regards to the developable supply (i.e. 6-10 year and 11-14 years supply) Fareham is in a housing deficit of -173 ( $427 - 600 = -174$ ) and -106 ( $233 - 339 = -106$ ), respectively. However, Fareham is capable of delivering the Cumulative Requirement (2006-2026) of 4201 dwellings with a projected surplus of 136 dwellings.

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<sup>117</sup> Partnership for Urban South Hampshire; South Hampshire Strategy: A Framework to Guide Sustainable Development and Change to 2026, October 2012



# Appendix H: Areas of Least Constraint for Solar and Wind Energy

Figure 3: Area of Least Constraint for Solar Energy

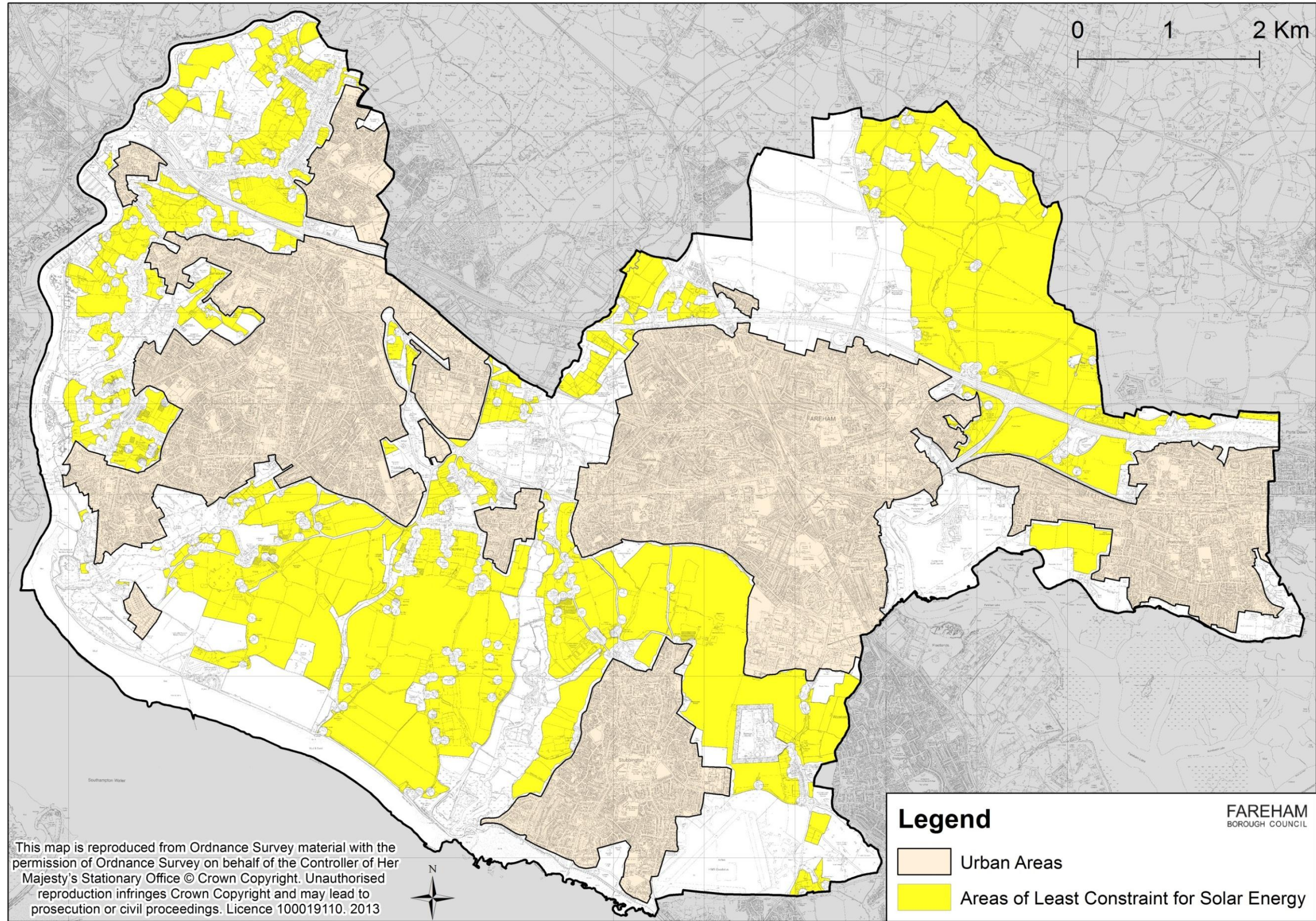
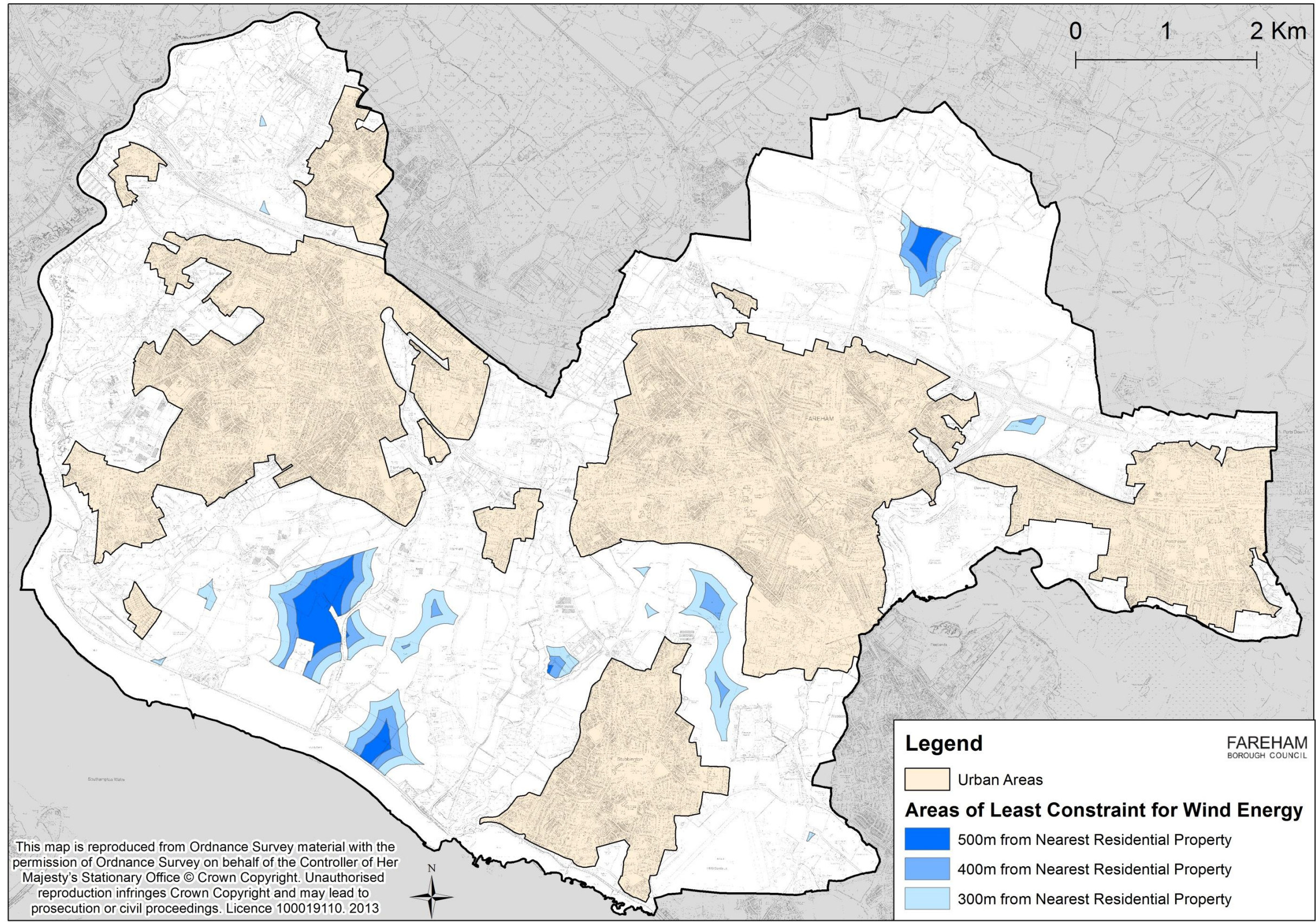


Figure 4: Area of Least Constraint for Wind Energy



# **Local Plan Part 2: Development Sites & Policies**

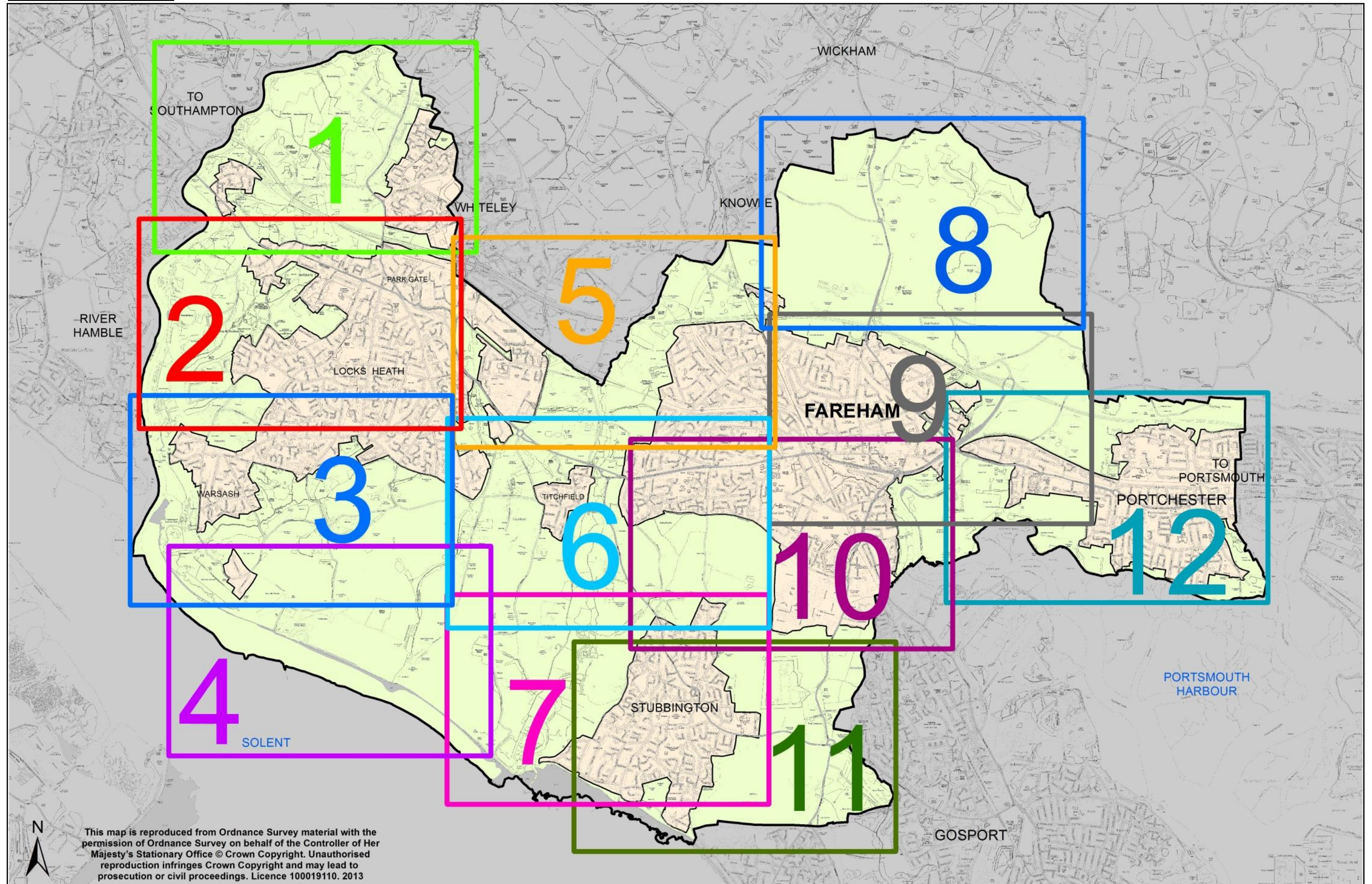
## **Policies Map Booklet**

**February 2014**

## Legend

-  PLAN AREA BOUNDARY (BOROUGH-WIDE POLICIES CS1-2, CS4-7, CS9, CS11, CS13, CS15-21, DSP1-6, DSP12, DSP37-39, DSP41-46, DSP52-56)
-  DEFINED URBAN SETTLEMENT BOUNDARIES (CS2-3, CS6)
-  AREA OUTSIDE OF DEFINED URBAN SETTLEMENT BOUNDARIES (CS6, CS14, DSP7-9)
-  COLDEAST HOSPITAL (CS10)
-  DAEDALUS AIRFIELD (CS12)
-  WELBORNE BOUNDARY (CS13, WEL3)
-  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 (CS17, DSP6)
-  EMPLOYMENT AREAS (DSP17)
-  HOUSING ALLOCATIONS (DSP40)
-  EMPLOYMENT ALLOCATIONS (DSP18)
-  GYPSIES, TRAVELLERS & TRAVELLING SHOWPEOPLE (DSP47)
-  DISTRICT CENTRES, LOCAL CENTRES AND PARADES (CS3, DSP34-36)
-  HISTORIC PARKS AND GARDENS (DSP6)
-  SCHEDULED ANCIENT MONUMENTS (CS6, DSP6)
-  STRATEGIC GAP (CS22)
-  "IMPORTANT" BRENT GEESE & WADER SITES (DSP14)
-  "UNCERTAIN" BRENT GEESE & WADER SITES (DSP14)
-  LOCAL NATURE RESERVES (CS4, DSP13)
-  LOCAL NATURE RESERVE ALLOCATIONS (CS4, DSP13)
-  NATIONAL NATURE RESERVES (CS4, DSP13)
-  SITES OF IMPORTANCE FOR NATURE CONSERVATION (CS4, DSP13)
-  SITES OF SPECIAL SCIENTIFIC INTEREST (CS4, DSP13)
-  SPA/SAC/RAMSAR SITES (CS4, DSP13, DSP15)
-  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/ CEMETRY ALLOCATION & COMMUNITY FACILITIES (CS10)
-  ALLOTMENTS (CS21)
-  EXISTING OPEN SPACE (CS21)
-  PUBLIC OPEN SPACE ALLOCATIONS (CS21, DSP12)
-  FAREHAM TOWN CENTRE BOUNDARY (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)

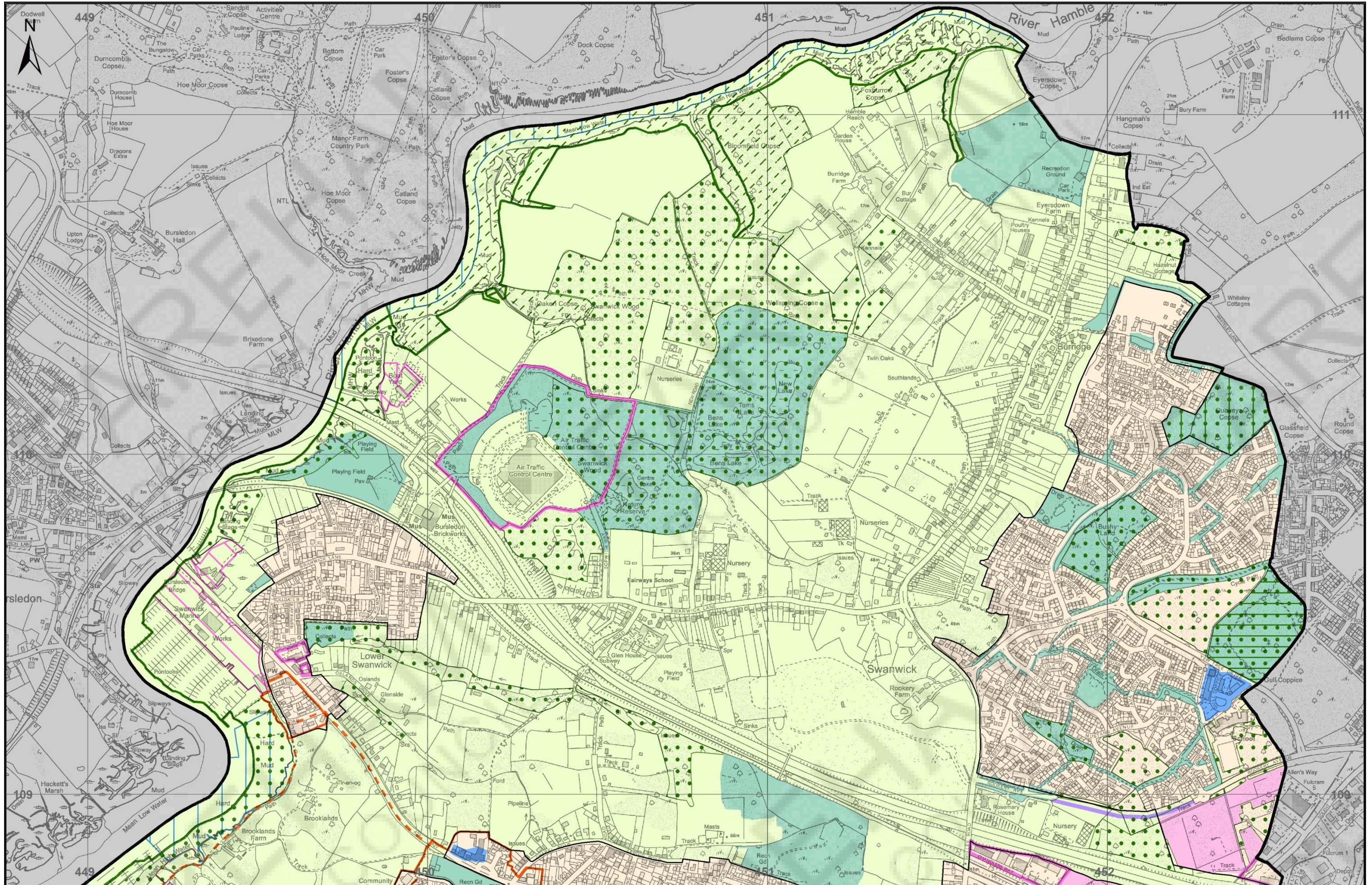
**INSET MAP OVERVIEW**





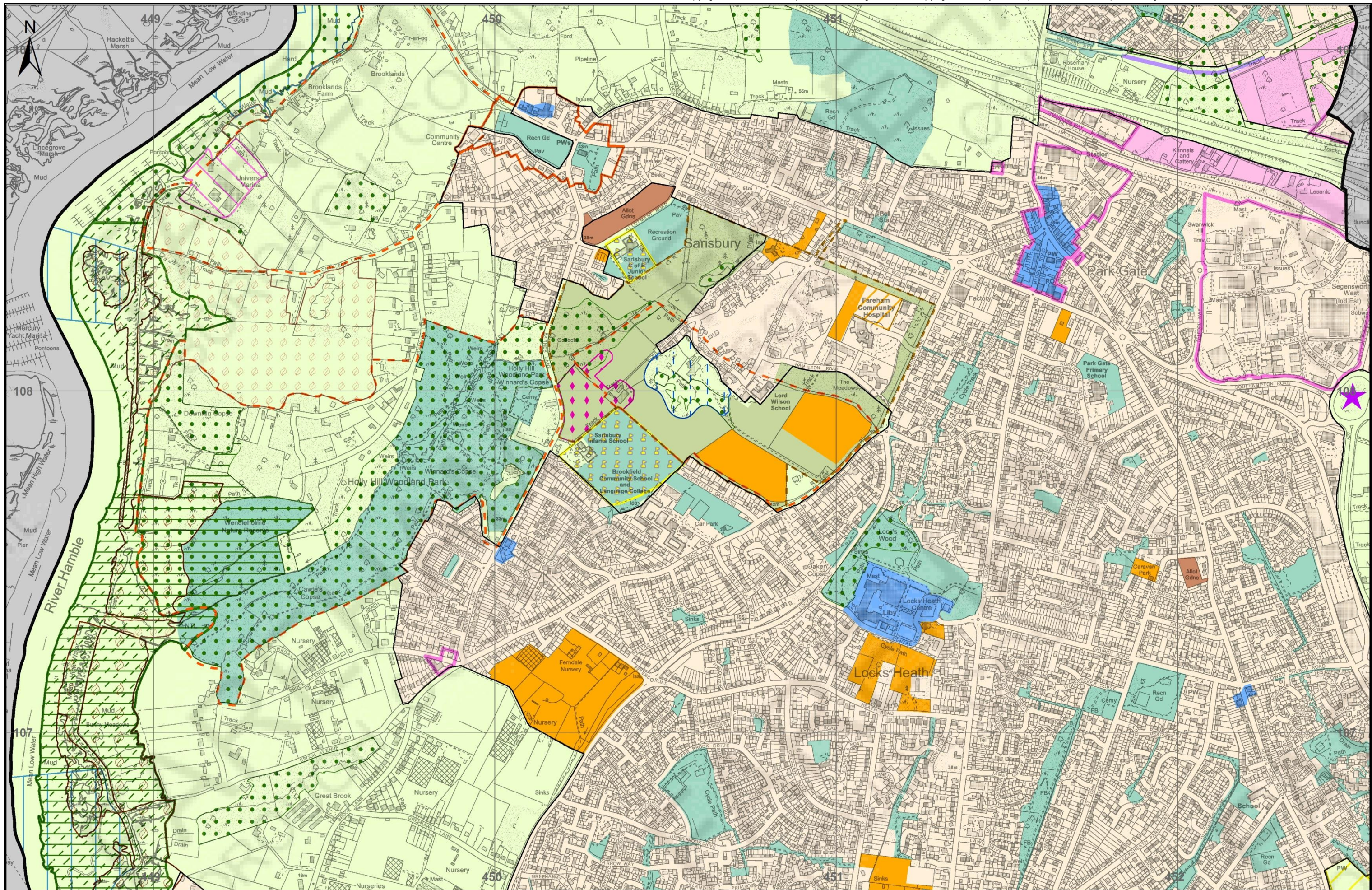
INSET 1

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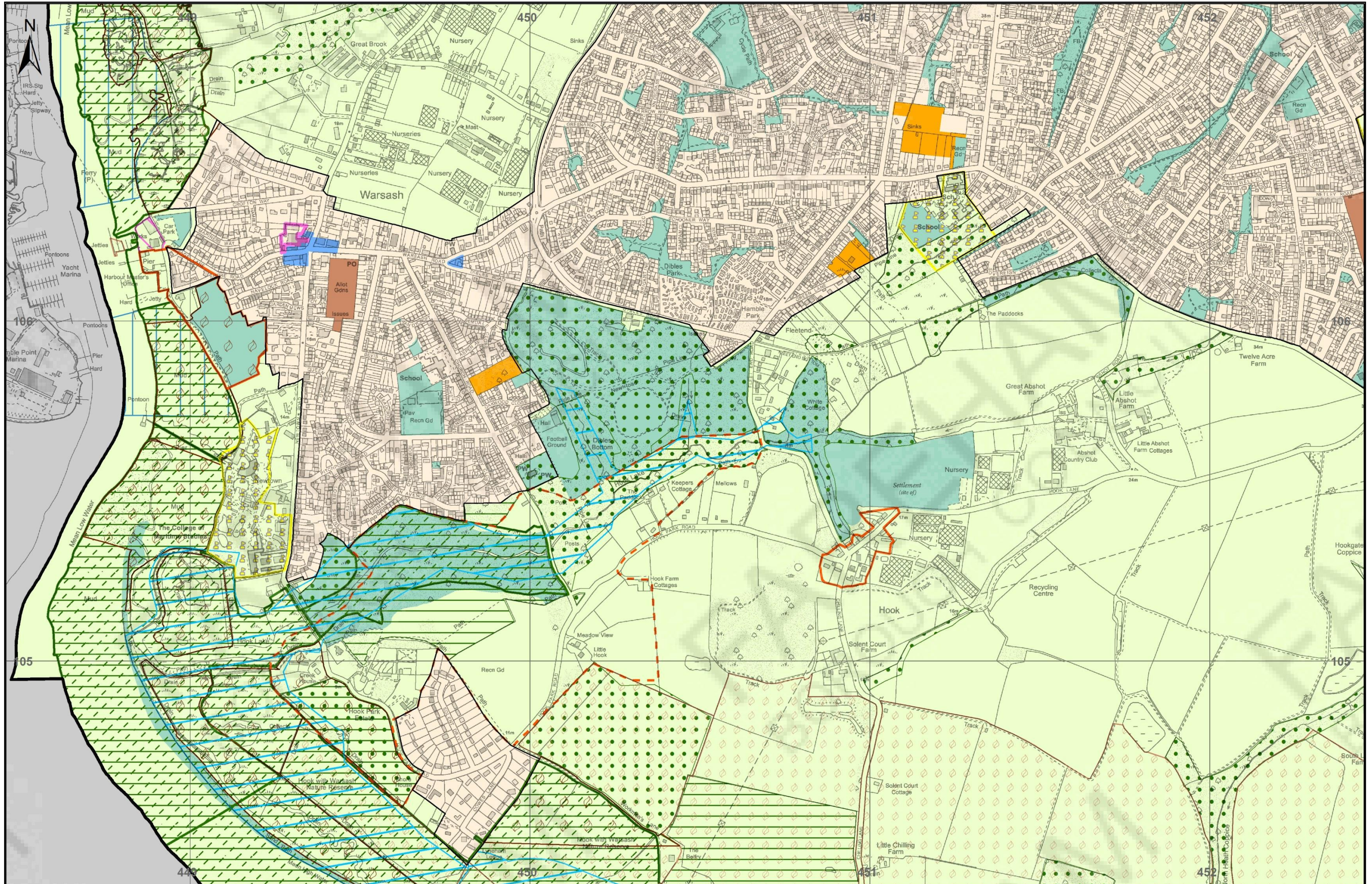
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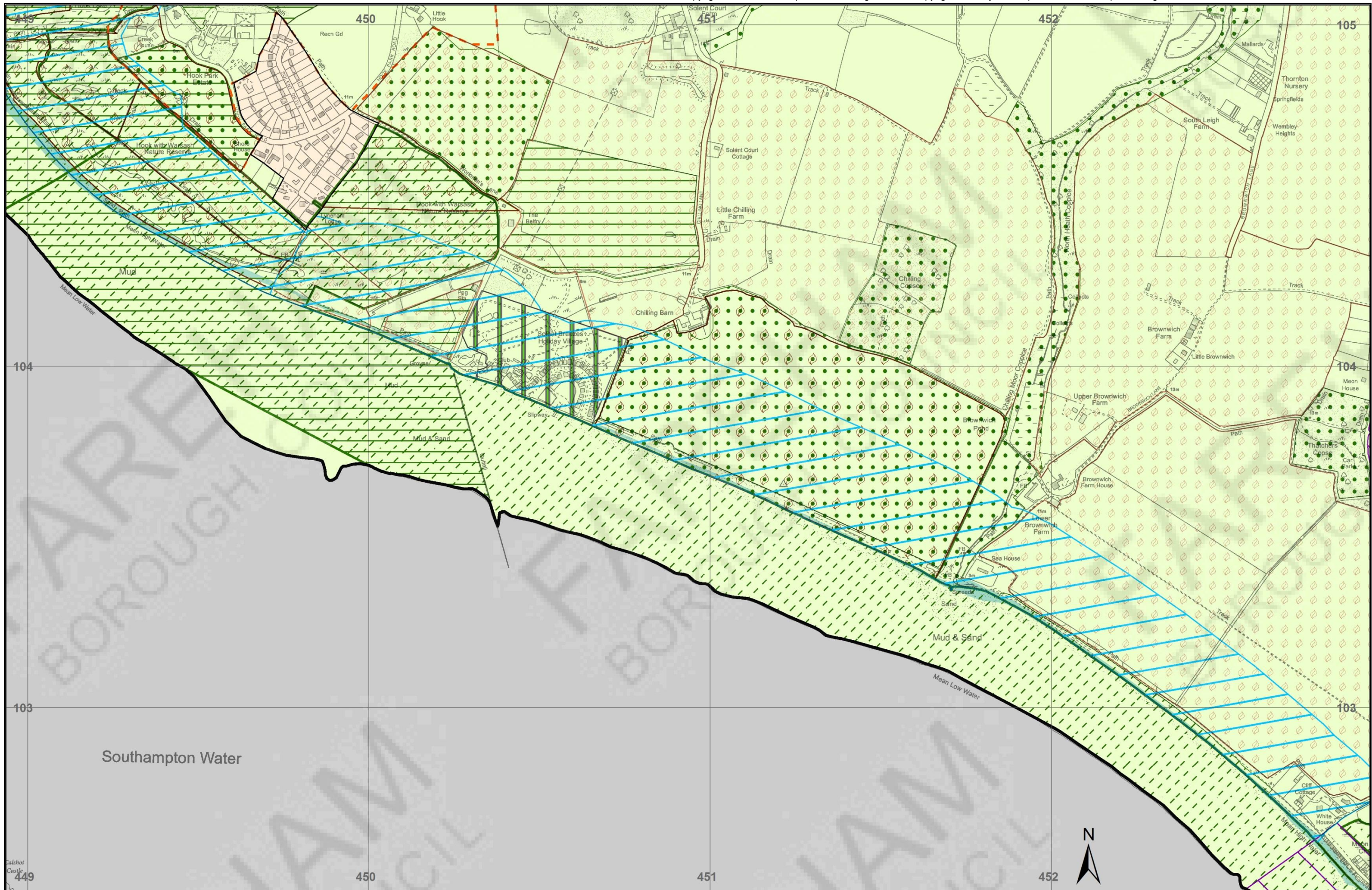
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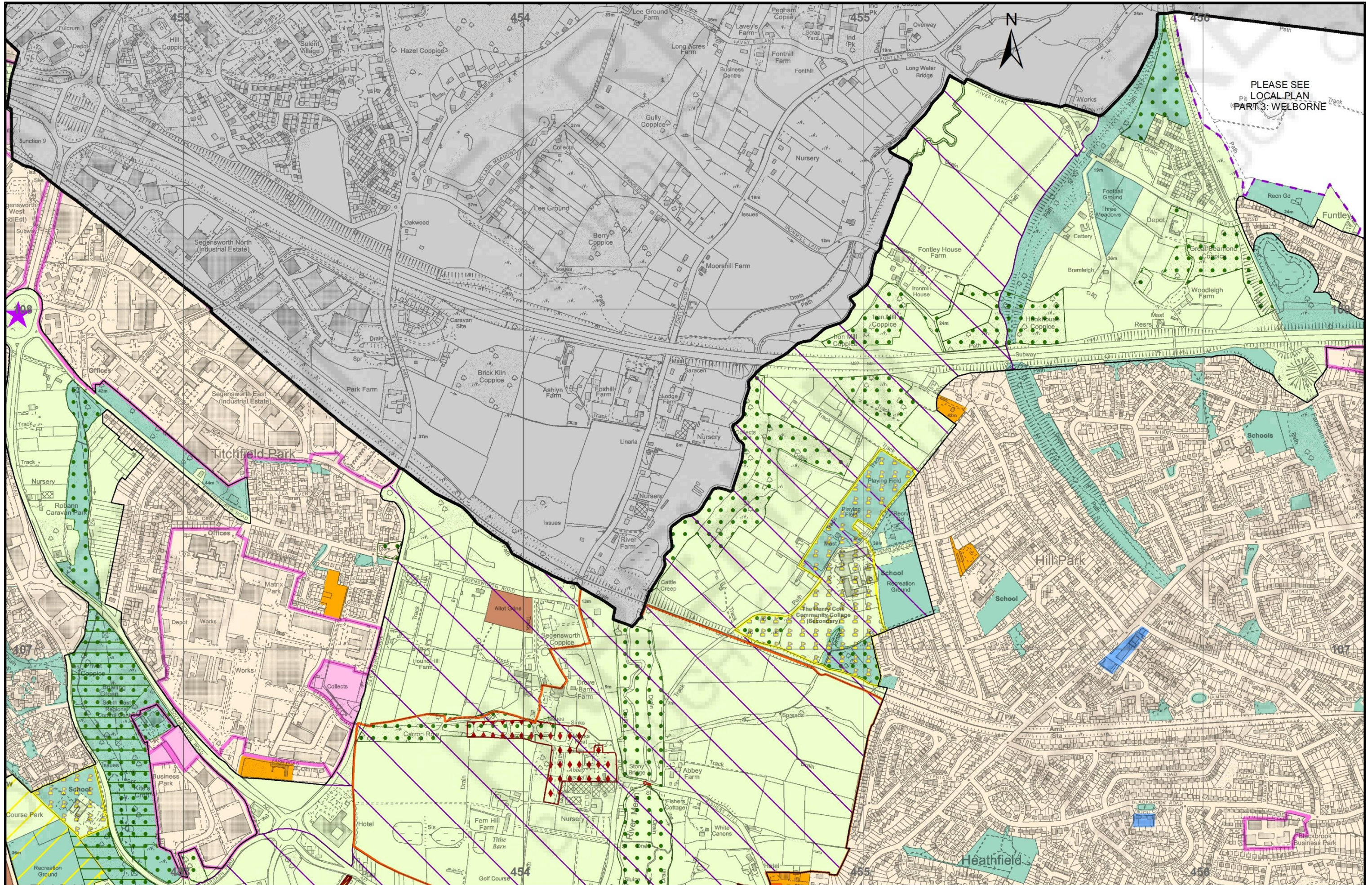
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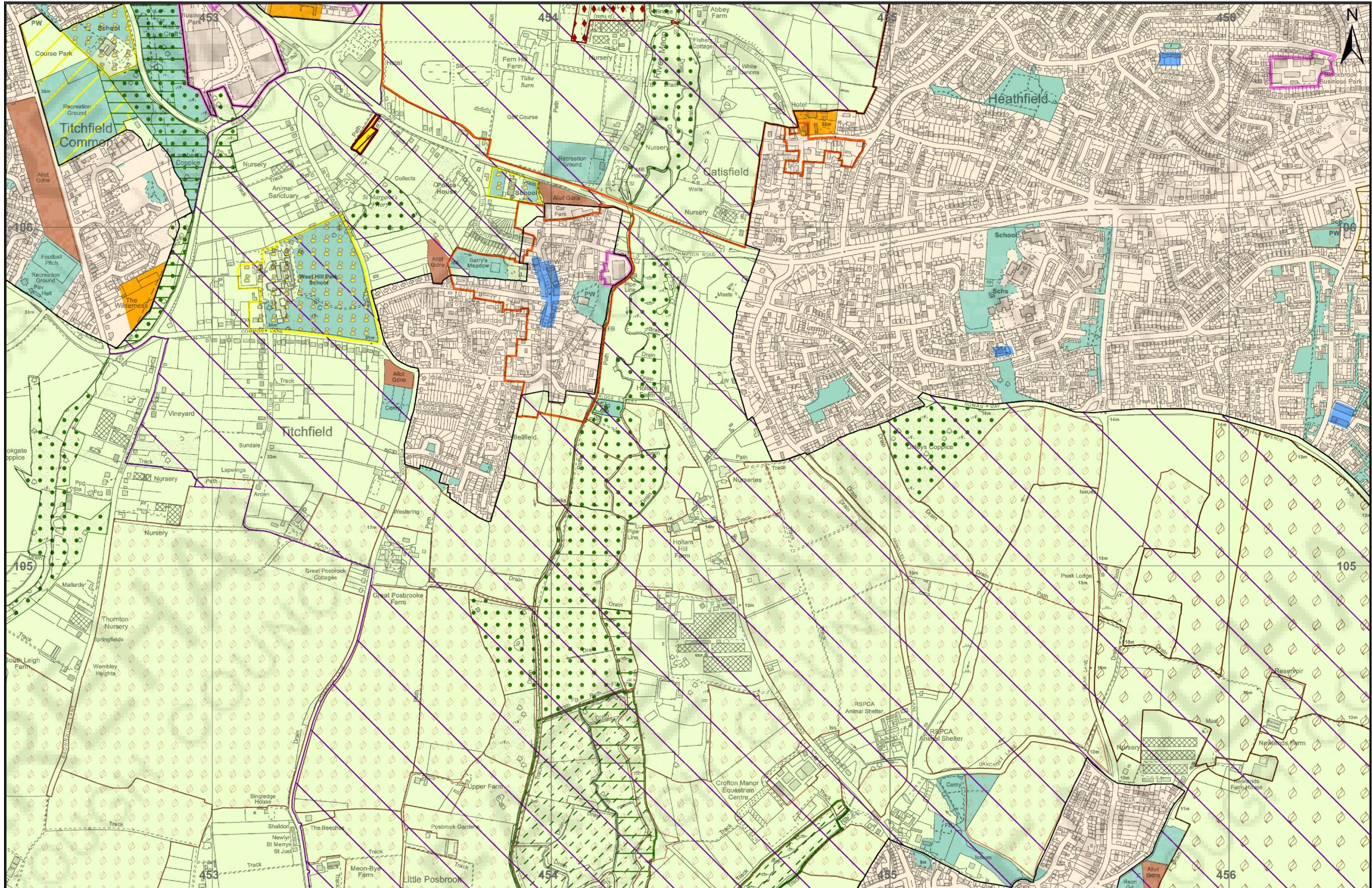
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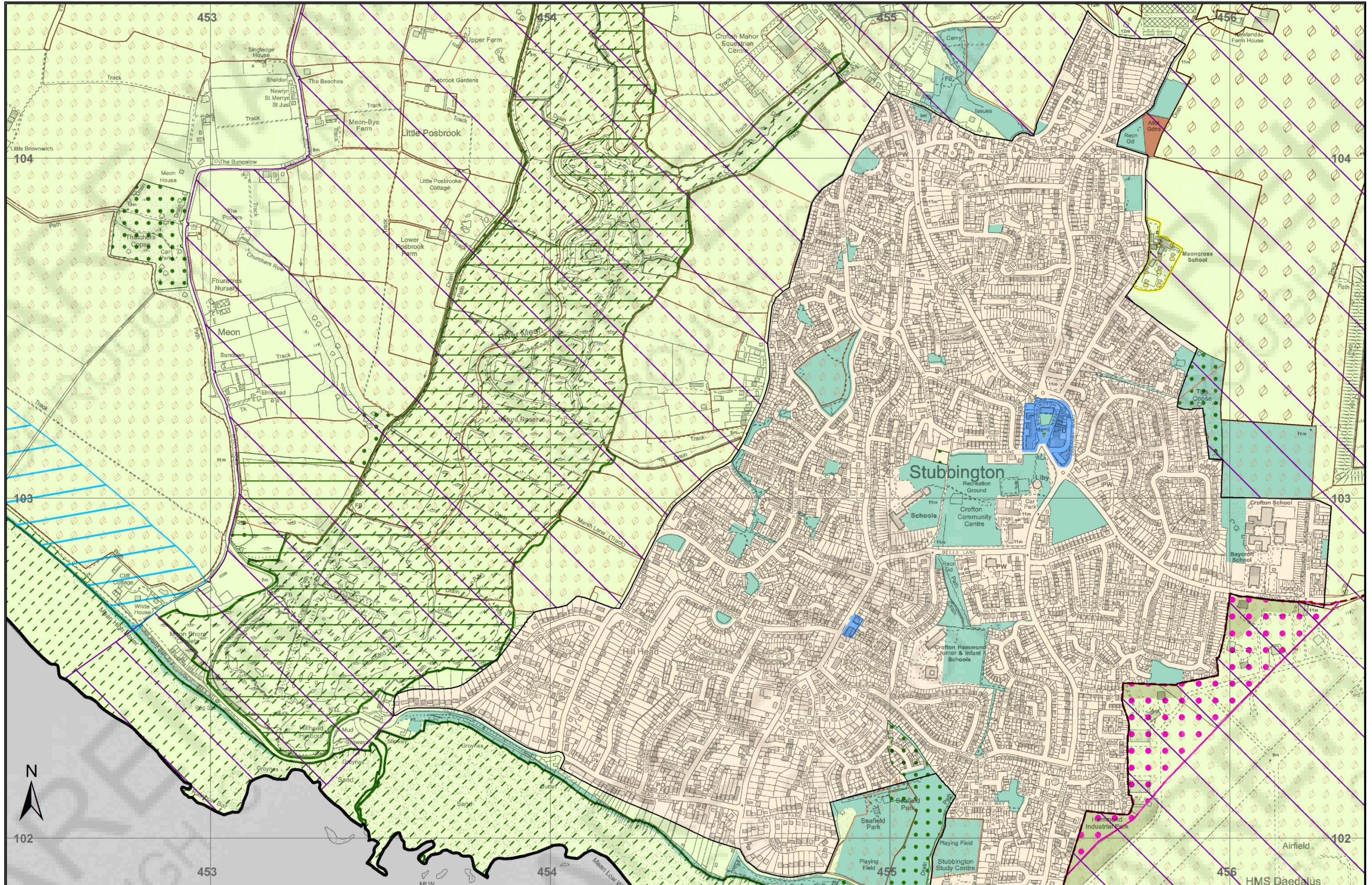
INSET 6

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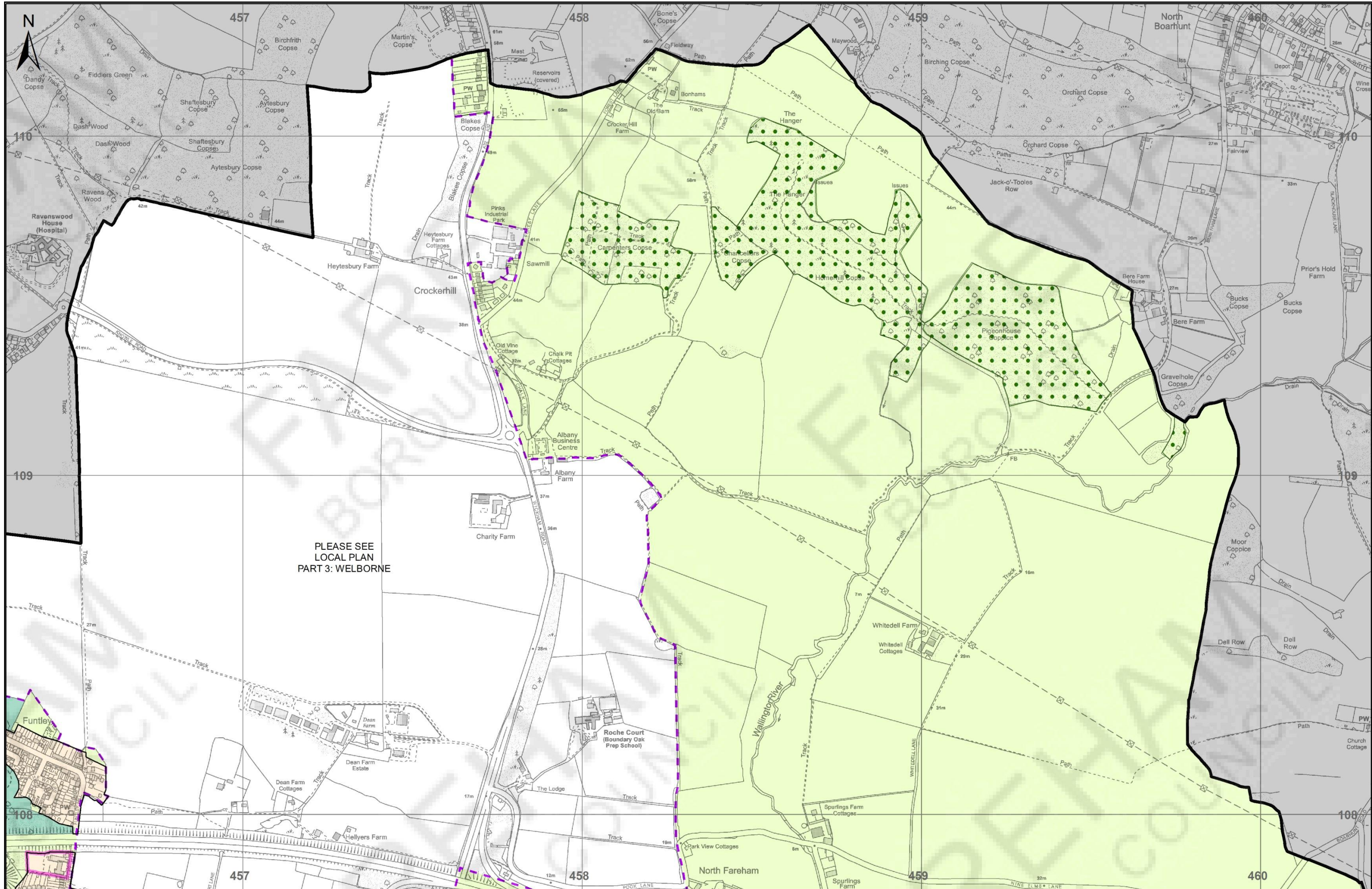
INSET 7

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INSET 8

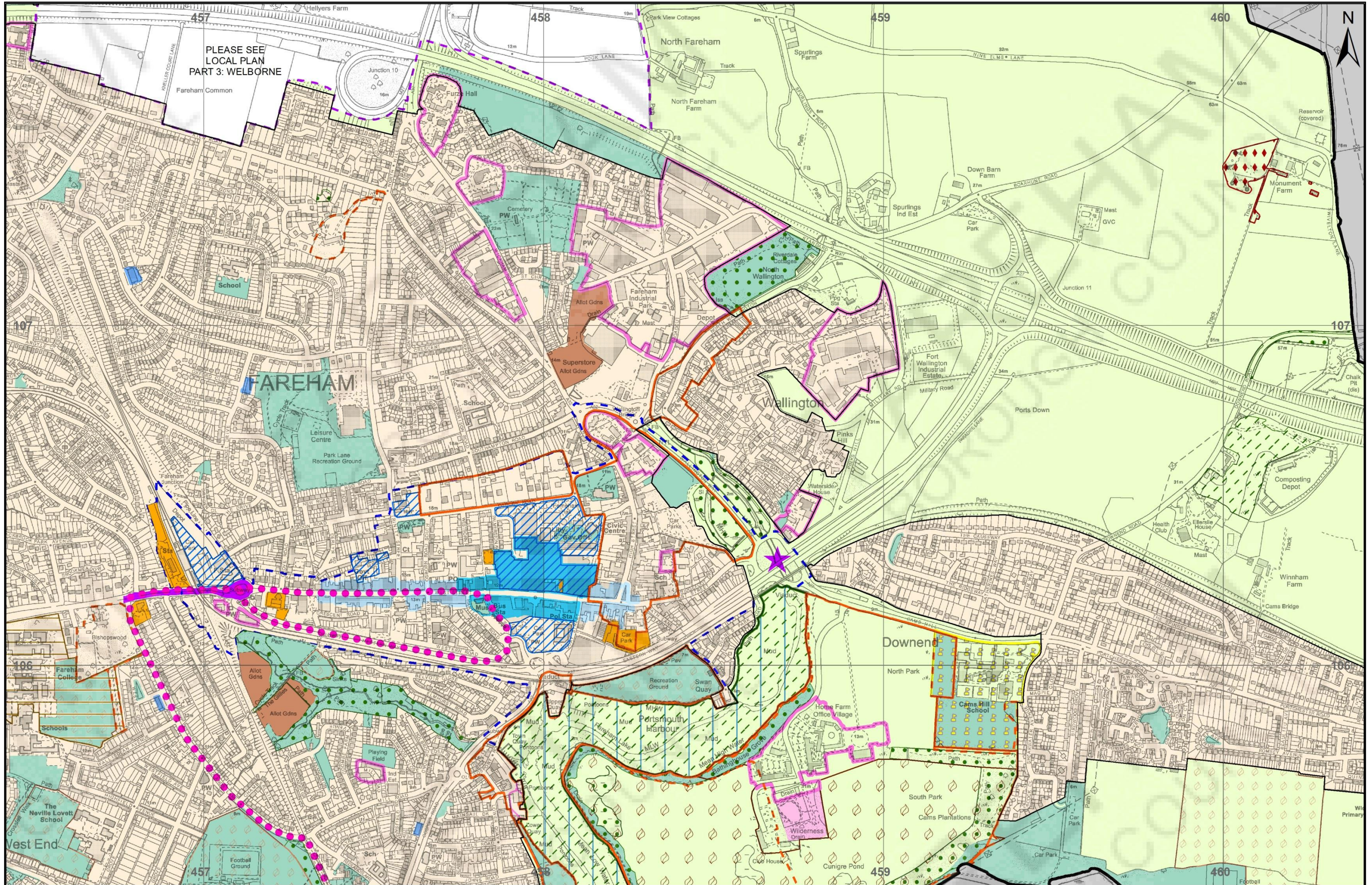
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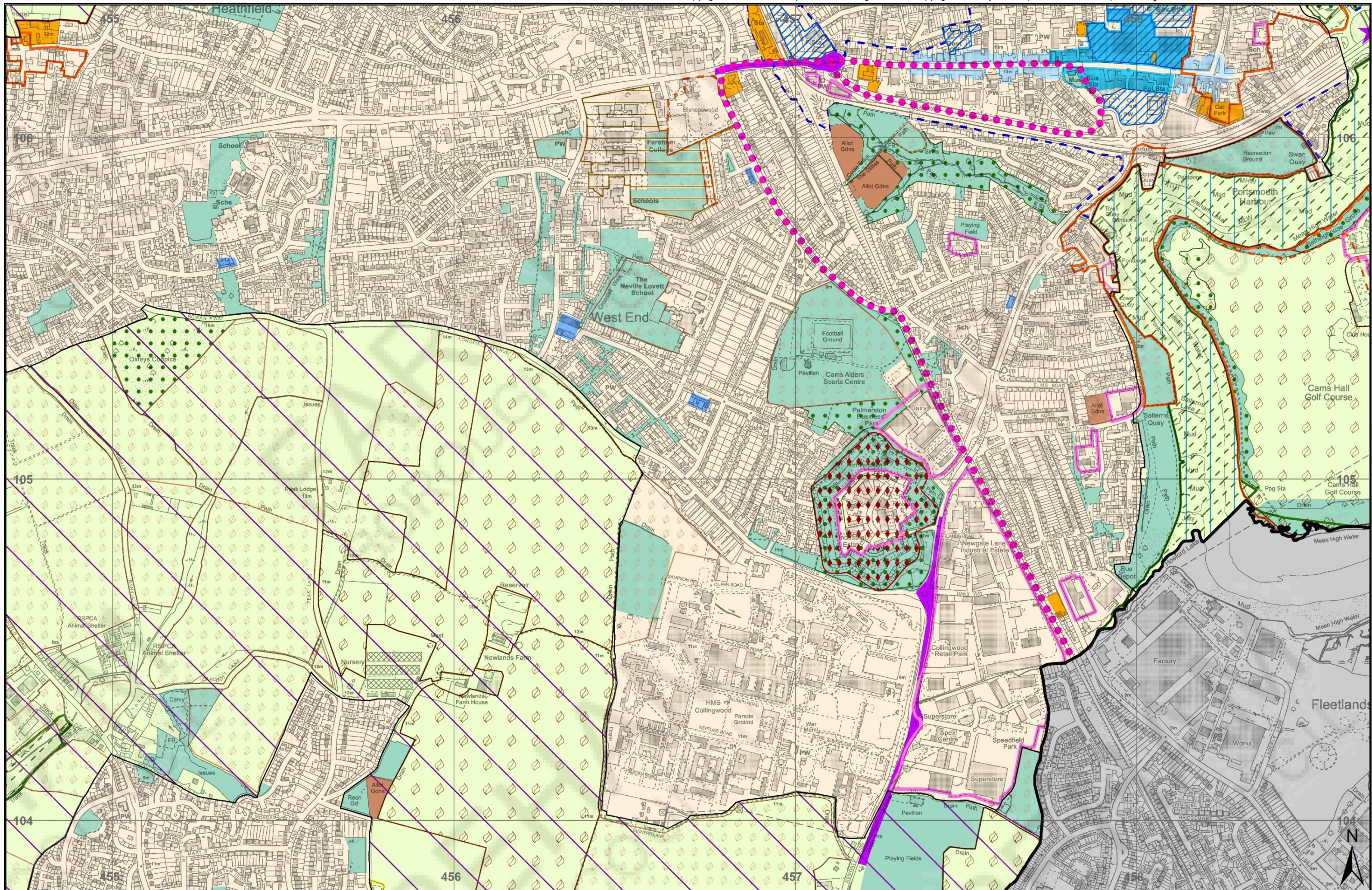
INSET 9

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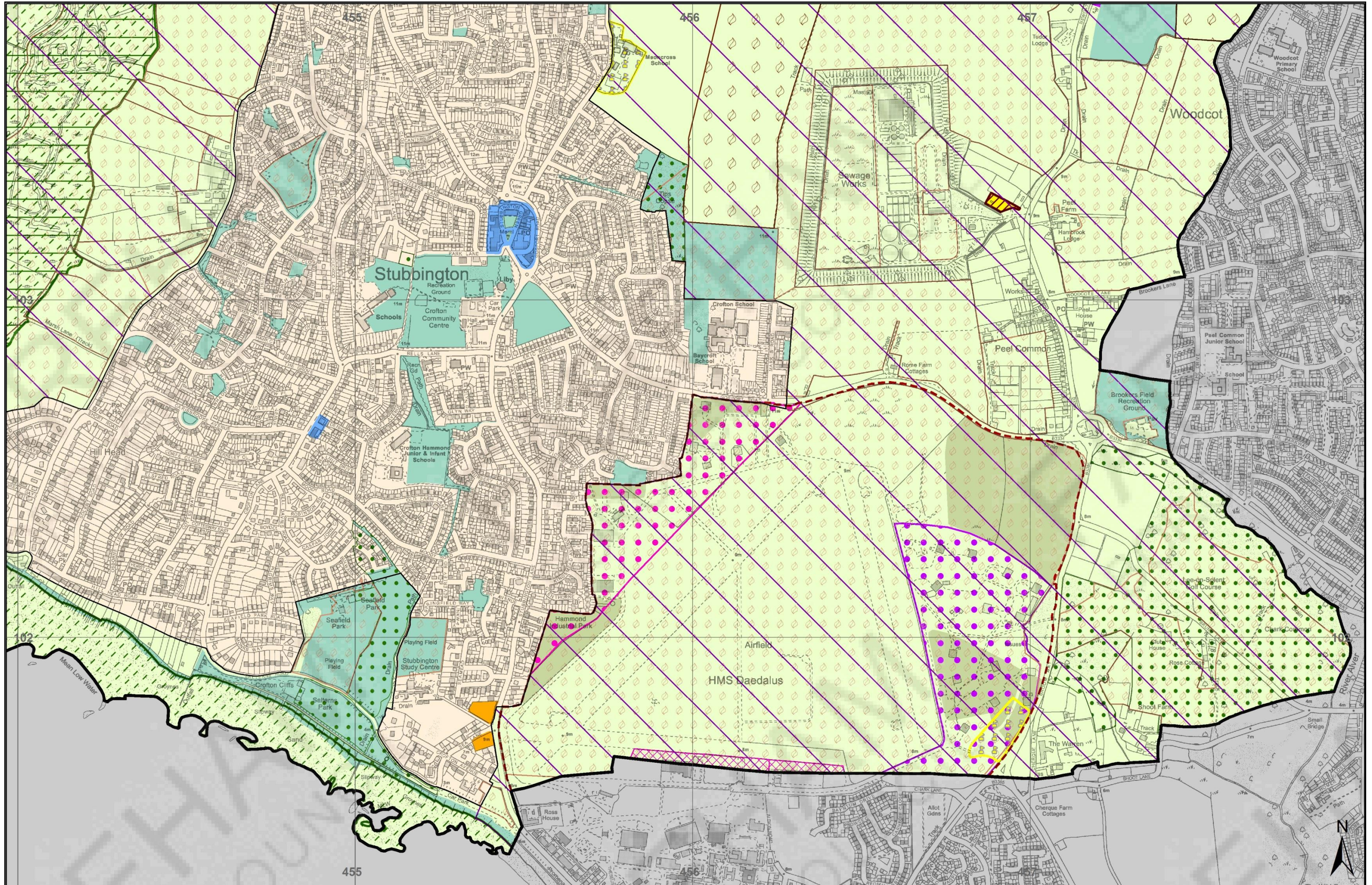
INSET 10

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INSET 11

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