

Winchester District Development Framework

Core Strategy – Issues and Options

Strategic Site Allocations: West of Waterlooville and Whiteley

Analysis of Consultation Responses

March 2009

Strategic Site Allocations: West of Waterlooville and Whiteley

Background

The LDF Cabinet on 16 November 2008 considered the options for the part of the District within the PUSH area and agreed that:

“Option 1 of the Issues and Options paper be rejected in favour of a mix of Options 2 and 3 (concentration of development at Whiteley and West of Waterlooville). The precise balance between Options 2 and 3 (Whiteley and West of Waterlooville) in terms of levels of development and strategic site allocations has yet to be determined through on-going work. However, subject to the outcome of this work, it is anticipated that these locations will be able to accommodate the bulk of the unallocated PUSH requirement for the southern part of the District”.

The purpose of this paper therefore is to determine the best location for siting the additional housing at West of Waterlooville and Whiteley, and to assess the capacity of each of the preferred sites, in order to allocate the required number of dwellings as set out in the South East Plan.

The South East Plan (SEP) requires the Council to identify land for 12,740 dwellings in Winchester District (based on the Secretary of State’s Proposed Changes) over the next twenty years. Sites for approximately 6,740 dwellings need to be identified in the south of the District, within the PUSH area, with approximately 6,000 dwellings to be identified in the rest of the District outside of the PUSH area; this will be largely centred on Winchester Town, and is the subject of a previous report (CAB1772 (LDF) refers).

On 16 December 2008 the interim results of the Strategic Housing Land Availability Assessment (SHLAA) were reported to the LDF Cabinet Committee (report CAB 1773(LDF) refers). The SHLAA and other work on housing land availability suggest that the following number of dwellings could be delivered in the PUSH area between 2006-2021:

Completions to April 2008	360 dwellings
Large sites including the MDA	2,460 dwellings
Small sites	470 dwellings
<u>Total</u>	<u>3290 dwellings</u>

Future consultation might result in a reduction in the potential of the SHLAA sites, which means that sites for at least 3,450 dwellings need to be identified to meet the target of 6740 dwellings in the part of the District within the PUSH area. The LDF Committee decided at its meeting on 12 November 2008 that the most appropriate way of meeting this requirement would be through strategic allocations at Whiteley or West of Waterlooville (or both), subject to the results of further site assessment.

There is already a Major Development Area (MDA) of 2,000 dwellings planned in the south-eastern corner of the District, at 'West of Waterlooville'. Part of this development is in the Havant Borough, and approximately 1500 of the dwellings are in the Winchester District. Outline planning consent has been granted for the whole of this development.

A reserve site of a further 1,000 dwellings has also been identified as an extension of the MDA should the need arise. The reserve site is entirely within the Winchester District, and the figure of 1,000 dwellings reflects the Structure Plan requirement to plan for a reserve of 1,000 dwellings rather than the precise capacity of the site.

The Issues and Options document posited that there may be scope at Waterlooville to expand beyond the current boundaries of the MDA (2,000 dwellings) and by increasing the capacity of the area already identified as a 'reserve site' (1,000 dwellings). The option of providing significantly more housing in order to meet the SE Plan targets would require a westerly extension of Waterlooville, or a further extension of the West of Waterlooville Major Development Area beyond the reserve boundaries, or significantly increased densities. Some options would involve amending the boundaries of the Denmead Gap to permit growth in a sustainable and planned manner.

The 'Live for the Future' event at Whiteley revealed local aspirations for a secondary school, better public transport, a better range of shops, a 'proper' town centre, park and ride facilities for the business park to reduce road congestion and for the main road links to be completed (i.e. Whiteley Way).

The Issues and Options document therefore included options to expand Whiteley, so as to facilitate the provision of improved facilities and infrastructure. Bearing in mind the above comments and the lack of certain key facilities (e.g. a secondary school and a through access road) there may be an opportunity for Whiteley to contribute to the PUSH target through substantial growth - this would ensure that the shortcomings of the existing infrastructure could be addressed so that both the new and existing communities were truly sustainable.

A key consideration is where could this development be accommodated – land to the east of Whiteley currently lies within the Meon Strategic Gap (an area currently subject to policy constraint to prevent the coalescence of the urban areas in this location). There are also significant landscape and environmental constraints to the north and north-west of Whiteley, which would need full and proper mitigation.

Public and Stakeholder Feedback

Public Workshops (Jan 2008)

Due to the nature of the workshops and the venues where events were held, the specific issue of the spatial distribution for the West of Waterlooville was not explicitly covered. However, the workshop report does highlight a number of concerns and considerations which were raised by those present that relate to the way in which any growth should be accommodated.

The workshop at Whiteley on the other hand went into some detail regarding the preferred location for the future growth at Whiteley.

Below are some of the relevant extracts from the 2008 Workshop report (the full report can be viewed at:

<http://www.winchester.gov.uk/Documents/LDF/Live%20for%20the%20future/workshop%20report.pdf>):

Whiteley Workshop - Solent Hotel on 10 January 2008

General Comments:-

- Growth centred on Whiteley would increase transport issues
- Flooding on areas not developed – if developed would increase flooding
- Limited land available would create high density development
- Development would have significant impact on quality of life
- Some development possible but needs to be located in 'right' place
- Spread new development around to minimise impact on every community
- Accept more development if acts as a catalyst to remedy existing problems
- Need sympathetic development

- Place making – landmarks, legibility of area

In respect of the preferred area to accommodate the growth (see map 9 below), the following comments were made.

Area 1;

Pros	Cons
Closest to Whiteley Way	No existing infrastructure
Easier for existing communities to access schools etc	Is it sufficiently big enough to provide schools etc?
Botley Road is accessible	Must sort out transport with Area 2
Easy access to countryside etc	Traffic impact on Botley road – already congested
Adjacent to existing housing	Impact of construction traffic
If developed with area 2 more likely to resolve existing transport problems	Social housing
Locate school in area 1 – provide links to existing and new development	

Area 2:

Pros	Cons
Proximity to railway station	Can't develop this area until area 1 built
Easy access to countryside	Only develop with area 1 – may lead to acceptance of larger housing numbers
Botley Road is accessible	Only one access road – traffic overload
Easier for existing communities to access schools etc	
Opportunity to resolve road/rail issue	
Need hotel	
Social housing preferred in this area	

Area 3:

Pros	Cons
Less impact on Whiteley during development	Isolated from existing development and existing facilities
Loss of existing facility (golf course)	Not part of Whiteley more Segensworth
Less sustainable	Close to motorway – noise impact
Possible access from motorway service area	Worsen congestion in Segensworth
Could be used for employment purposes - manufacturing	Loose strategic gap
	Access poor
	Lack of link to rest of community – would become self-contained
	Would require improvements to junction 10 on M27
	Not good location for secondary school

There would therefore seem to be more support for development in areas 1 and 2 subject to the provision of adequate infrastructure and transport issues being satisfactorily resolved.

Denmead Workshop 15 January 2008

General comments made in respect of West of Waterlooville:-

- Waterlooville already struggling to absorb West of Waterlooville
- Expansion will fill the Denmead Gap
- Loss of identity
- Concern over pylons
- No further growth

Issues and Options Questionnaire

Option 2a: Increase the planned density of dwellings within the area already allocated as a reserve site at Waterlooville;

Option2b: Expansion of Waterlooville further to the west to take advantage of the facilities already existing or in the planning process;

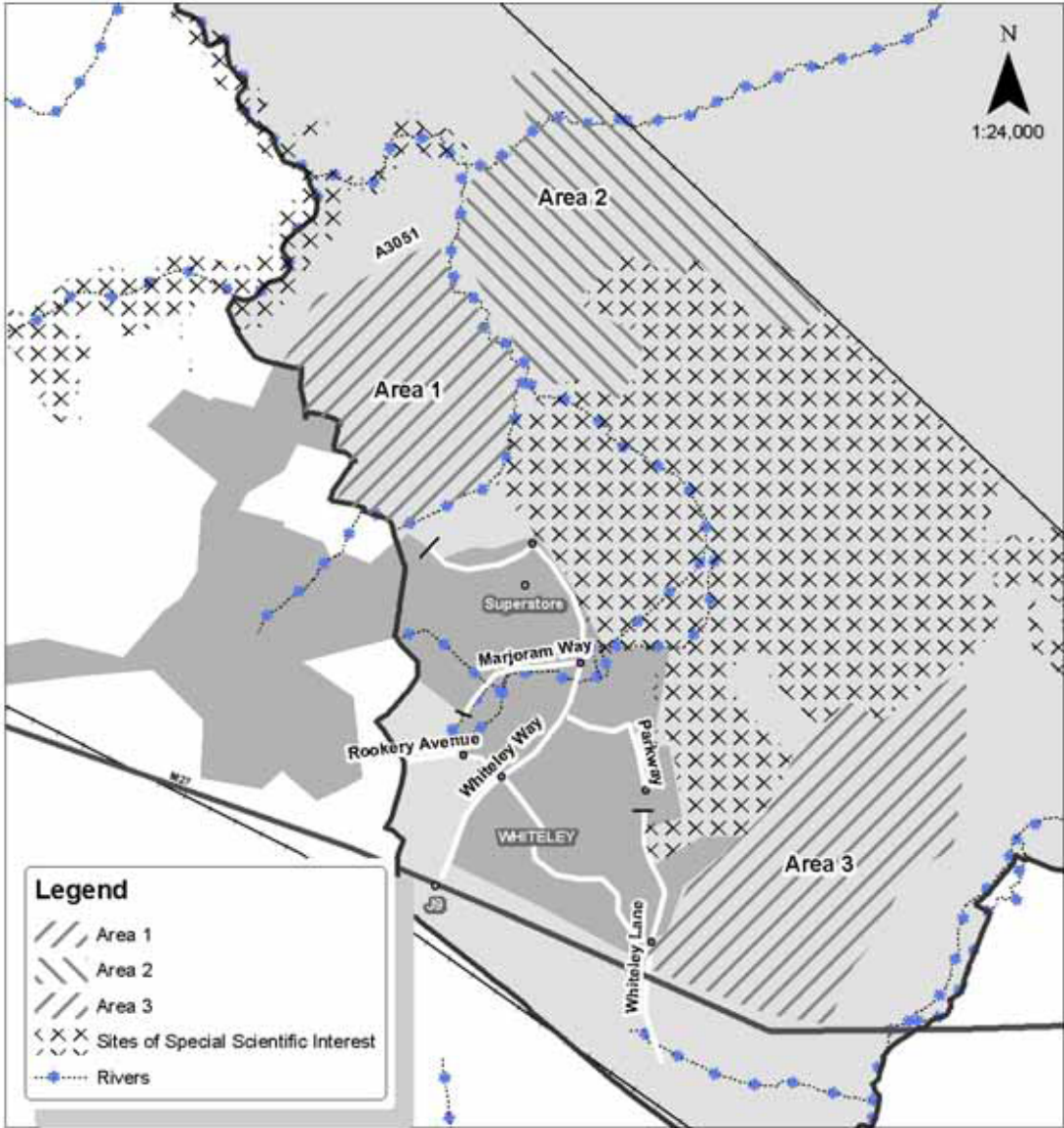
Option 3: Concentrate growth at Whiteley. This would include the provision of mixed use development; essential transport infrastructure (including the completion of the Whiteley Way); a mix of dwellings (with a 40% affordable housing requirement); greenspace; community facilities; evening economy; and new commercial/business units.

<i>Question</i>	<i>Option</i>	<i>Strongly agree</i>	<i>Agree</i>	<i>Neither</i>	<i>Disagree</i>	<i>Strongly Disagree</i>	<i>Number of Responses</i>
14b	2a	55%	23%	10%	8%	4%	1402
14c	2b	40%	23%	11%	6%	6%	1147
14d	3	80%	15%	3%	1%	1%	1466

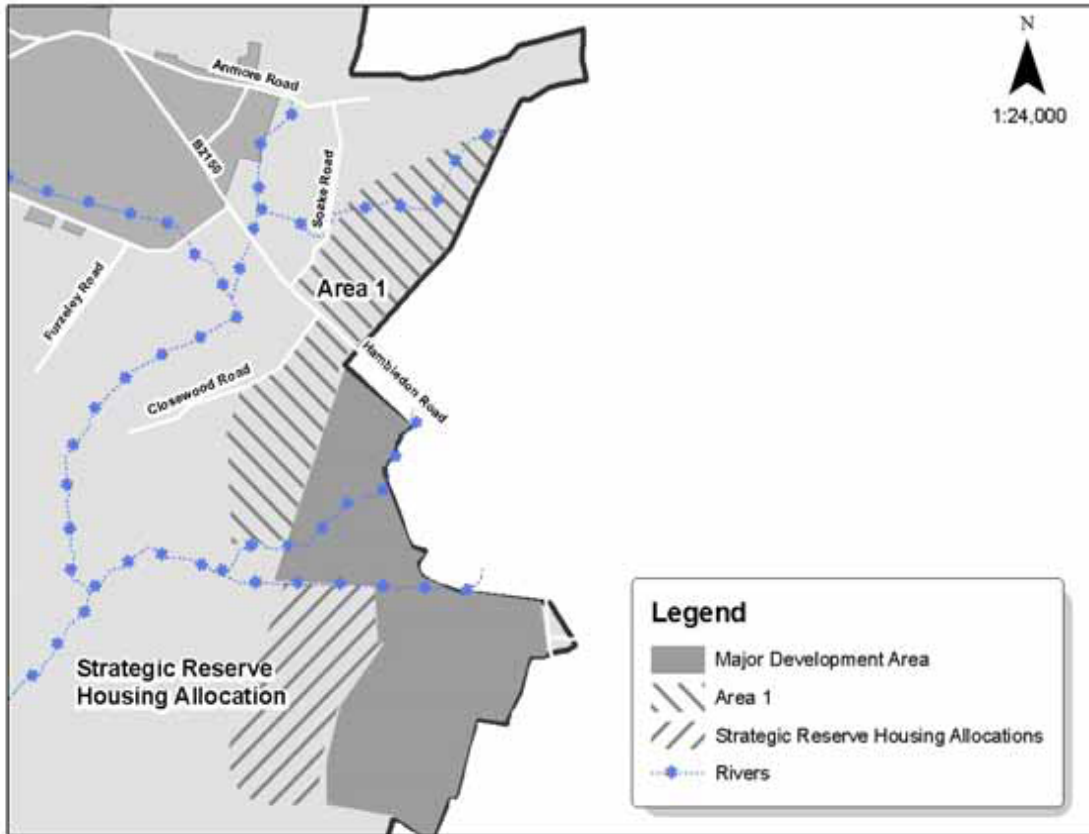
There would appear to be strong support for all the above options, with 95% agreeing / strongly agreeing with the option of concentrating growth at Whiteley.

Map 9: Whiteley Strategic Options.

Indicative map



MAP 12: West of Waterlooville Strategic Options
Indicative Map



Other Considerations

Government Advice

Planning Policy Statement 1: Delivering Sustainable Development - This PPS sets out the Government’s approach to securing sustainable development and creating sustainable communities, the PPS states that;

‘Sustainable development is the core principle underpinning planning. At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations’.

The Government set out four aims for sustainable development:

- *social progress which recognises the needs of everyone;*
- *effective protection of the environment;*
- *the prudent use of natural resources; and,*

- the maintenance of high and stable levels of economic growth and employment.

These aims should be pursued in an integrated way through a sustainable, innovative and productive economy that delivers high levels of employment, and a just society that promotes social inclusion, sustainable communities and personal well being, in ways that protect and enhance the physical environment and optimise resource and energy use.

Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

- making suitable land available for development in line with economic, social and environmental objectives to improve people’s quality of life;*
- contributing to sustainable economic development;*
- protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;*
- ensuring high quality development through good and inclusive design, and the efficient use of resources; and,*
- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.*

Development plans should promote development that creates socially inclusive communities, including suitable mixes of housing. Plan policies should:

- ensure that the impact of development on the social fabric of communities is considered and taken into account;*
- seek to reduce social inequalities;*
- address accessibility (both in terms of location and physical access) for all members of the community to jobs, health, housing, education, shops, leisure and community facilities;*
- take into account the needs of all the community, including particular requirements relating to age, sex, ethnic background, religion, disability or income;*
- deliver safe, healthy and attractive places to live; and, support the promotion of health and well being by making provision for physical activity.*

PPS1 therefore establishes the requirement to ensure that in assessing the sites for their potential to meet the District's needs, the Council will need to be mindful of the need to ensure that the site is capable of meeting the twin objectives of providing sustainable development and creating sustainable communities.

Planning Policy Statement 3 'Housing' (2006) - The Government's key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. To achieve this, the Government is seeking:

- To achieve a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community.*
- To widen opportunities for home ownership and ensure high quality housing for those who cannot afford market housing, in particular those who are vulnerable or in need.*
- To improve affordability across the housing market, including by increasing the supply of housing.*
- To create sustainable, inclusive, mixed communities in all areas, both urban and rural.*

Planning for housing policy objectives

These housing policy objectives provide the context for planning for housing through development plans and planning decisions. The specific outcomes that the planning system should deliver are:

- High quality housing that is well-designed and built to a high standard.*
- A mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas, both urban and rural.*
- A sufficient quantity of housing taking into account need and demand and seeking to improve choice.*
- Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure.*
- A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate.*

Planning Policy Guidance 13 - 'Transport' – relates to transportation and its objectives are *“to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight”*. PPG13 states that *“This means integration:*

- *within and between different types of transport;*
- *with policies for the environment;*
- *with land use planning; and*
- *with policies for education, health and wealth creation.”*

The objectives also seek to:

- *promote more sustainable transport choices for both people and for moving freight;*
- *promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and*
- *reduce the need to travel, especially by car.”*

The PPG sets out clearly the links between development, especially housing, and transport, stressing that *“To promote more sustainable residential environments local planning authorities should avoid the inefficient use of land”*, which includes looking carefully at transport. In addition, the guidance emphasises that *“A key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking, and cycling”* and *“consideration of development plan allocations and local transport priorities and investment should be closely linked.”*

The South East Plan - (as proposed to be amended by the Secretary of State) clearly sets out that *“Development in South Hampshire will be led by sustainable economic growth and urban regeneration.”* It goes on to say that *“Portsmouth and Southampton will be dual focuses for investment and development as employment, retail, entertainment, higher education and cultural centres for the sub-region. The other towns will play a complementary role serving their more local areas. These urban areas will be enhanced so that they are increasingly locations where people wish to live, work and spend their leisure time. Investment and improvements in transport will reflect this, as will the location of sites for development. High density development will be encouraged in the city*

and town centres, around public transport hubs and at other sustainable locations”.

With the exception of the two Strategic Development Areas, one to the north of Fareham and the other to the north/ north east of Hedge End, the SE Plan leaves it to the respective Local Planning Authorities to identify sites to deliver the required housing. However, draft policy SH1 gives the following guidance.

“Up to around 2016, development will be concentrated on existing allocations and other sites within existing urban areas plus a number of urban extensions. Thereafter, development will be concentrated on sites within existing urban areas and in two Strategic Development Areas.”

The allocated reserve site at West of Waterlooville is unlikely to come forward much before 2016 or until the main development is substantially completed. It is therefore important to ensure that, in order to comply with the SE Plan, any other urban extension(s) would be capable of coming forward as soon as possible.

Policy SH6 requires that on average between 30-40% of housing on new development should be affordable housing.

Winchester District Local Plan (Adopted 2006)

West of Waterlooville

The policy in the adopted Local Plan identifies that ‘a new community is proposed at West of Waterlooville, one of four Major Development Areas (MDAs) required by the Hampshire County Structure Plan 1996-2011 (Review)’.

The Structure Plan indicated that the new community should help to meet the development needs of south-east Hampshire and support the continued economic regeneration and associated environmental improvements in Portsmouth, Havant and the surrounding urban area.

The development area is situated within the south-east extremity of the Local Plan area, adjoining Waterlooville, which is within the administrative area of Havant Borough Council. The majority of the development area is within Winchester District, but a small part is within Havant Borough. Winchester City Council and Havant Borough Council are therefore working in partnership to plan for the new community. The Winchester District Local Plan deals only with that part of the development area that falls within its administrative boundary. The adopted Havant Borough District-Wide Local Plan, prepared by Havant Borough Council, sets out complementary policies for that part of the MDA development within its own area.

The MDA is a comprehensively planned, mixed use new community comprising at least 2000 dwellings, 30 hectares of employment land and associated physical and social infrastructure. The development of this area will not be permitted until a comprehensive Masterplan for the whole site has been adopted by the Local Planning Authority.

The adopted Local Plan policy (MDA1) requires that:

“The maximum extent of a reserve area sufficient to accommodate up to 1000 dwellings is also identified. This additional development will not be permitted in this area unless a compelling strategic justification for additional housing is identified by the strategic planning authorities. Until such time countryside policies will continue to apply to the reserve area. If the reserve housing is required, the precise extent of the area identified on Inset Map 27 within which housing and associated buildings will be permitted will depend upon the density proposed and the extent of the land permitted to accommodate the 2000 dwellings. The reserve area identified on Inset Map 27 may be reduced in size if higher densities than currently envisaged are achieved in the Baseline allocation.

No development will be permitted within the boundary of the new community which would prejudice its proper development.

Some or all of the Reserve area may be required to meet strategic housing needs, should a compelling justification be identified. The strategic planning authorities (Hampshire County Council, Southampton City Council and Portsmouth City Council) will determine whether such a justification has been established.

Although the need for the additional housing has not yet been “triggered” by the strategic planning authorities, it is sensible to plan for the possibility that all the land will need to be developed. This is particularly important in relation to the provision of infrastructure and the design concept adopted. The Masterplan will, therefore, be required to include the reserve area”.

In response to this policy an area of land was identified and the approved masterplan was drawn up to take into account the consequences of the potential growth of the MDA to 3,000 dwellings. The necessary social and physical infrastructure was also planned accordingly.

Further Evidence Studies

Winchester District Local Development Framework Transport Assessment: 'Delivering Strategies'.

The conclusions of this study were *“that Whiteley offers major potential, but this is only deliverable with significant transport measures to address not only the demands of new housing but also the established Whiteley area”*.

This conclusion was reached because the level of car dependency in the area is very high, and to reduce the impact of any potential development measures will need to be put in place to switch preferred modes of transport away from the private motor car to other more sustainable modes of transport. The study also raises concerns about increasing traffic at junction 9 of the M27, even with the completion of Whiteley Way to the north, because of the existing levels of congestion. Therefore, in order to make a development acceptable, extensive improvements to public transport will be required. However, the study recognises that the level of growth provides new opportunities for joint transport provision and funding.

“To achieve further growth at Whiteley, substantial efforts are needed to secure strong bus/ bus rapid transport service, linking with other centres (including the SDA at Hedge End, Segensworth and Fareham), to promote more local walking and cycling and develop travel plan initiatives. Without this the proposed sites will not be able to function effectively”.

Further discussions with the Highways Agency and Transport for South Hampshire would, therefore, be required as part of the process of taking forward this option, in order to identify a package of measures that would ensure smarter choices in respect of the transport options; and to mitigate the impact of development on the strategic road network

In respect of West of Waterlooville, the Study stresses the need to ensure good public transport links and concluded that additional development is achievable provided that good sustainable transport links are in place between the site and the A3 corridor, particularly to Waterlooville town centre, Cosham and Portsmouth.

Winchester District Strategic Partnership - Sustainable Community Strategy

The Winchester District Strategic Partnership Sustainable Community Strategy; 2008 Refresh was published in December 2008. It sets out the most important changes needed over the next 20 years to help communities become more

sustainable. It aims to improve the quality of life for everyone, in a way that leaves a good legacy for future generations.

“The vision for the Winchester District is of diverse and dynamic communities, where people work together to ensure that everyone has the opportunity to lead a fulfilling life now and in the future”.

This vision is critical in guiding the Council’s Local Development Framework (LDF) which in setting the framework for how growth and development will be accommodated over the next 20 years will have to make sure that it is sustainable and secures benefits for everyone. In this respect it is an important vehicle to deliver the shared priorities of the Sustainable Community Strategy.

The policies and proposals in the Local Development Framework must make sure that development and growth in the District helps deliver the important outcomes of the Sustainable Community Strategy. Partners of the WDSP are very closely involved in the LDF as they will need to play a role in supporting future development by providing infrastructure like roads, healthcare, schools and other services that not only help keep an existing community going, but are essential for the creation of new communities, including the potential expansion of Whiteley and West of Waterlooville..

It is clear that for the Core Strategy to be consistent with the vision set out in the Sustainable Community Strategy it will need to provide the platform to enable sustainable economic development

Sustainability Appraisal

A Sustainability Appraisal of the Issues and Options was undertaken by the consultants Enfusion. Their conclusions in respect of the two options were that:-

Option 2 at West of Waterlooville strongly progresses SA objective for housing, communities and infrastructure well. This is especially the case because planned sustainable development already exists at this location and issues regarding infrastructure, housing and wider community concerns have been addressed as part of this development. Any additional intensification or extension would however be required to be subject to assessment of its implications for flooding/ impacts on greenspace/ local gap.

Option 3 at Whiteley forms one side of the Meon Strategic Gap so potential issues of coalescence with other settlements exist. Significantly for long term development plans Whiteley is close to a Natura 2000 site and statutory European designation affords strong protection to the existing habitats and species. Development in this area would be required to prove that it will not have

significant adverse impacts at this site in order to proceed. Strong precautionary measures surround development around Natura 2000 sites.

Each Option demonstrated clear opportunities to progress SA objectives; neither area had any absolute sustainability constraints to development.

Further sustainability appraisal work would be required in respect of both areas as part of testing the preferred options

Site Assessment Framework

A Site Assessment Framework based on the Sustainability Appraisal Framework approved by the LDF Cabinet in December 2007 has been used to assess the potential strategic growth areas. The sustainability objectives that were used to assess each area included;

- To create and sustain communities that meet the needs of the population and promote social inclusion
- To provide for the timely delivery of infrastructure suitable to meet community needs
- To provide good quality housing for all
- To maintain the buoyant economy and develop greater diversity that meets local needs
- To increase accessibility; reduce car usage and the need to travel
- To improve the health and well being of all
- To protect, enhance and manage water resources in a sustainable way
- To ensure sustainable waste management
- To address the causes of climate change and to mitigate and adapt in line with Winchester's Climate Change Strategy
- To promote the sustainable design and construction of buildings and places
- To conserve and enhance biodiversity
- To protect and enhance built and cultural heritage
- To protect and enhance the character and quality of the landscape of Winchester District
- To secure high standards of design
- Minimise local and global sources of pollution

The framework together with summaries of the results of this exercise are appended to this report, the full versions can be viewed on the Council's website. In addition maps illustrating the main constraints for each site are also appended.

Issues and Strategic Options

The recent report to the LDF Cabinet on Settlement Hierarchy (16 December 2008, CAB1772(LDF) refers) gave an indication of the potential growth of the other settlements within the southern part of the District. The levels of development that may be expected for each part of the hierarchy will be related to the scale of the settlements concerned and their local needs, rather than sub-regional growth requirements.

Therefore in order to meet the targets in the SE Plan at least 3,450 dwellings will need to be allocated in the south of the District within the PUSH area. The preferred spatial option is to meet the strategic housing requirement at either Whiteley or West of Waterlooville, or a combination of both.

The spatial options in respect of Whiteley are, if development is to take place, whether it should be to the east of the existing settlement or to the north or north/west; and which option best addresses the need to provide the required social and physical infrastructure, including adequate education provision, and the completion of Whiteley Way, and to properly mitigate its environmental impacts.

No realistic alternative options came forward in respect of further development at Whiteley as a result of the consultation exercise.

The planning and development of the MDA at West of Waterlooville has always envisaged the prospect of the reserve site coming forward at some stage. The provision of both the social and physical infrastructure to serve the MDA has also taken into account the potential need to accommodate a larger development should the reserve be triggered. The principle of development of 1,000 dwellings on the reserve site has been tested and established through the Local Plan Inquiry.

In addition to the reserve site, the Issues and Options Paper also identified a potential area of land to the north and north west of the MDA which required further testing. However, part of this area (Area1) is to the north of Hambledon Road and would be physically and perceptually separate from the MDA. It does however adjoin the built-up area of Waterlooville and an area of land proposed for development in the Havant Local Development Framework at Woodcroft Farm. Its potential for development and environmental impacts would need to be tested in the context of the wider development in the Havant District.

The assumed density on the MDA reserve site is in accordance with the densities on the rest of the MDA, i.e. between 40-45 dwellings per hectare. Experience

elsewhere in the MDA has shown that it would be extremely difficult to raise this density and still deliver the type of balanced community and high design standards required for a development of this nature. Notwithstanding this it would be expedient to test the site to see whether the number of houses could be increased without compromising quality.

The options which require further testing are therefore how much housing can be potentially be accommodated in either Whiteley or West of Waterlooville, and where in each of these settlements is the most sustainable location to deliver the required level of growth.

The main criteria for making this assessment are the sustainability objectives set out in the Site Assessment Framework. In addition, to meet the 'test of soundness' the potential sites must be available and deliverable within the plan period.

The main conclusions of the assessment can be summarised as follows.

Whiteley

Whiteley Area 1;

Description of the area

The site adjoins Burridge and Whiteley to the south west and countryside or woodland to the north west, north east and south east. It is an area of approximately 90 hectares. This area is the closest area to the existing settlement at Whiteley.

Environmental impacts

Proposed development of site may impact on:

- The western site boundary is close to the River Hamble which is a RAMSAR site (wetland site of international importance); a designated SAC (Special Area of Conservation: European status); SPA (Special Protection Area: European status) SSSI (statutory national designation).
- There are extensive woodlands both within and to the east of the site, including designated ancient woodland, the larger part of which is designated as a SSSI.
- Significant areas within and surrounding the site are designated as SINCs, covering both woodland and grassland areas.

- There is a very diverse range of habitats and species in both protected areas and within the site. Minor streams within the site drain into the Hamble, the District's only stretch of tidal river, with rich woodland surrounding the upper Hamble grading into neutral grassland, reed beds, salt marsh and tidal mudflats.
- Irregular small to medium sized meadows within the site closely integrated with a strong assorted woodland structure provide important nature conservation interest and green wildlife corridors.
- Good existing network of interconnecting rights of way throughout the site. Accessible links with green spaces / wildlife corridors, including historic hedgerows, allows good connectivity with natural environment and enjoyment both within and beyond the site.
- CRoW access for extensive woodland area within the site which extends into Area 2 and beyond site boundaries to the east.
- Proximity of large tracts of woodland (Forestry Commission) provides opportunities for renewable energy resource (dry biomass).
- Rich diversity of different landscape types and recognised landscape character as identified in Landscape Character Assessment within and surrounding the site. A main feature is pattern of irregular small to medium sized meadows closely integrated with a strong assorted woodland structure, important in terms of combined biodiversity/amenity value and as green corridors.
- Important views that contribute to landscape character and local distinctiveness:
 - Significant views to and from the high point in centre of site, 20.0m, mainly overlooking River Hamble and valley setting.
 - Skyline features to and from site e.g. tree belt through centre of site along east-west right of way.
- Landscape character of site boundaries when considering proposed vehicular access for development into site. Very restrictive from the east by woodland located within and beyond the site; railway line to the north and the proximity of highly sensitive landscape of River Hamble to the west.
- Agricultural Land Classification: the site includes grade 2 agricultural land and parts are therefore of 'the best and most versatile quality'. This will need to be taken into account alongside other sustainability considerations including biodiversity, heritage, landscape character (PPS 7 para 28.)

- **Tranquillity:** mainly evident within site, along rights of way and woodland areas. Intrusion of A3051 when close to the western boundary and from railway to the north.
- **Geology:** existence of London clay formation which may impact on proximity of existing/new trees to proposed development.
- Site contains small area of Flood Zone 2 and 3 along north eastern boundary.
- Site is within water catchment area for River Hamble.

Accessibility

The site lies to the immediate east of the A3051 which links Botley and Park Gate and Swanwick. If Area 1 were to be developed with Area 2, the extension of Whiteley Way could be secured.

Access to this part of Whiteley would be principally gained from Junction 9 of the M27 via Whiteley Way and the Solent Business Park.

A footpath crosses the site from Burridge to the north east. A bridleway crosses the site from the Whiteley Farm Roundabout to the main road through Curbridge. This road is narrow, has poor visibility and no pavements in the vicinity of this footpath. The site is close to a traffic free cycle route through Whiteley and a cycle route, signed on the road which links with Solent Business Park.

There is an hourly bus service through Burridge and Curbridge, and an irregular bus service through Whiteley. Swanwick Station is located three miles from Whiteley Village. Botley Station lies to the north. Neither is easily accessible by foot, cycle or public transport.

The extension and upgrading of the footpath and cycle network could be secured by the development of the site resulting in its integration with Whiteley. An improved bus service could be secured by the development of the site, particularly if Whiteley Way is completed. This would improve the site's integration with Whiteley and communities to the south of the motorway.

Further discussions with the Highways Agency and Transport for South Hampshire are required to achieve optimal package of smart transport measures and to mitigate impact of development on the strategic road network.

Infrastructure

If developed on its own the site would probably not be able to meet all its infrastructure requirements, it is unlikely that it would be able to facilitate the completion of Whiteley Way. It might however be able to provide for its primary education needs if the site could accommodate around 1500 dwellings, although further work would be required to ascertain whether it could also provide a secondary school.

Economic development potential

Due to the close proximity of the business park at Whiteley, it is not envisaged that significant employment land would be allocated in this location. However a mixture of housing types and tenures not least the 40% affordable housing could help to redress the significant in-commuting into the area.

It would also be possible to provide a range of employment uses within the site to support the nearby business uses, and to ensure a high level of self containment to reduce the need for out-commuting from the area.

Availability

A consortium of house builders have put together a site, which effectively consolidates areas 1 and 2, and which has a gross site area of approximately 215 hectares. The site is therefore available.

Conclusions

This site is environmentally sensitive; however, there would appear to be no overriding constraints to development. Indeed, there are potential benefits in terms of the provision of transport and other infrastructure and improving the balance of housing and employment. If developed on its own it might be expected to provide between 1,200 and 1,500 dwellings. However questions would arise as to whether the development of this site in isolation could provide all the necessary infrastructure, including the completion of Whiteley Way, and whether without the completion of this road it would be desirable to provide this level of housing in an area which already has serious congestion.

Whiteley Area2:

Description of the area

The site adjoins Curbridge, a small linear hamlet, and the Burrige Road (A3051) to the west, the railway line to the north east and woodland and countryside to the southwest and south east. It does not adjoin any other settlement.

This is an area of approximately 110 hectares. It is bounded to the north by the railway track to the west by the river Hamble and to the east Whiteley Woods. However at the present time there is no direct access from the area to the river.

To the east of this area is Botley Woods, which is managed by the Forestry Commission, and at the present time has limited public access.

Environmental impacts

Proposed development of site may impact on:

- Protected sites of national and international importance are close to the western boundary as the River Hamble is a RAMSAR site (wetland site of international importance); a designated SAC (Special Area of Conservation: European status); SPA (Special Protection Area: European status); and SSSI (statutory national designation).
- There are extensive woodlands within and to the east of site, including designated ancient woodland, a large part of which is designated as a SSSI.
- Significant areas within and surrounding the site are designated SINCs (local designation), covering both woodland and grassland areas.
- BAP Priority Habitats: diverse number of identified areas within the site
- Highly diverse range of habitats and species within and beyond the site. Minor streams within the site drain into River Hamble, the District's only stretch of tidal river. Rich woodland surrounds the upper Hamble grading into neutral grassland, reed beds, salt marsh and tidal mudflats.
- Irregular small to medium sized meadows within the site. closely integrated with a strong assorted woodland structure. provide important nature conservation interest and green wildlife corridors. One main right of way in the south east corner of the site links to an extensive woodland area within the site which is recognised CRoW access, extending into Area 1 and beyond the site boundaries to the east.
- Proximity of large tracts of woodland (Forestry Commission) provides opportunities for renewable energy resource (dry biomass).
- Both Romano-British building complex and kiln sites are situated along the alignment of a Roman road from Clausentum to Wickham and there is evidence for a Roman 'hard' or landing place on the River in this area. There is increasing evidence that Wickham itself is a small late Iron Age / Roman settlement or town with substantial evidence for industrial activity. The proximity of the site to Wickham and the known Roman remains at Fairthorne suggests that the site has a high potential for further Roman remains, the significance of which cannot as yet be determined.

- Rich diversity of different landscape types and recognised landscape character as identified in Landscape Character Assessment within and surrounding the site. Main features include irregular small to medium sized meadows; minor streams and associated wetland feeding into R Hamble; all closely integrated within a strong assorted woodland structure, important in terms of combined biodiversity/amenity value and as green corridors. Site is within river catchment area.
- High quality but fragile landscape which abuts highly sensitive River Hamble within National Trust land.
- Views mainly confined to local prominence due to small/medium enclosed field pattern and woodland. Site visible from elevated railway embankment and from public footpath and woodland, CRoW access in eastern half of site.
- A public right of way in the south east corner of the site connects with an area of dedicated woodland (Forestry Commission) within and beyond the site boundaries (also shown as CRoW access). Provides accessible links with green spaces and corridors of high amenity value, good connectivity with natural environment and enjoyment both within and beyond the site. Poor footpath links between site and R Hamble National Trust land to the W, exacerbated by busy A3051.
- Agricultural Land Classification: the site includes grade 3A agricultural land and parts are therefore of 'the best and most versatile quality'. This will need to be taken into account alongside other sustainability considerations including biodiversity, heritage, landscape character (Ref: PPS7 para 28.)
- Geology: existence of London Clay formation which may impact on proximity of existing/new trees to proposed development.
- Tranquillity: mainly evident within central areas of site, along right of way and woodland areas.
- The site contains Zone 2 and Zone 3 flood risk designations along its south western boundary and to the west of the site along the existing water course.
- Site is within water catchment for River Hamble.
- A County Minerals site lies within area 2: there is requirement to consult the County on any development that may affect this site, but it is not considered to be a major constraint against development.
- Electricity overhead cables run to the south east of the site boundary and north east of the railway line.
- An area where Radon Action is required lies in a band across the northern portion of the site along and to the south of the river floodplain.

Accessibility

The site lies to the immediate east of the A3051 which links Botley and Park Gate and Swanwick. This road would be the site's sole direct vehicular access route unless/until Whiteley Way could be completed.

To the north east the railway line is a significant barrier: to the east lies the woodland, only accessed by a footpath.

There is an hourly bus service through Burrridge and Curbridge, and an irregular bus service through Whiteley. Swanwick Station is located three miles from Whiteley Village. Botley Station lies to the north. Neither is easily accessible by foot, cycle or public transport. A footpath crosses the southern corner of the site linking Burrridge with woodland.

Further discussions with the Highways Agency and Transport for South Hampshire would be required to achieve optimal package of transport measures and to mitigate impact of development on strategic road network.

Infrastructure

It is difficult to envisage the site being developed in isolation: it would have to be planned and developed alongside Area 1. This would ensure that all the necessary infrastructure was identified and provided for as part of the development.

Economic development potential

Due to the close proximity of the business park at Whiteley, it is not envisaged that significant employment land would be allocated in this location. However a mixture of housing types and tenures, not least the 40% affordable housing, could help to redress the significant in-commuting into the area.

It would also be possible to provide a range of employment uses within the site to support the nearby business uses, and to ensure a high level of self containment to reduce the need for out-commuting from the area.

Availability

A consortium of house builders have put together a site, which effectively consolidates areas 1 and 2, and which has a site area of approximately 215

hectares. The site is therefore available, and could potentially deliver about 3000 houses or more in the plan period, if developed along with Area 1.

Conclusions

This site has a number of significant environmental constraints which would need to be fully taken into account if the site were to be preferred for development. It scores particularly poorly in the Sustainability Assessment in a number of areas when compared with other sites. However the site has been assessed in isolation, whereas in practice it would not be a sensible strategic allocation unless developed in conjunction with Area 1. The relatively low score for the first two sustainability objectives, 'building communities' and 'infrastructure' reflect the situation which would arise if the site were to be developed in isolation without Area 1 coming forward. If, as would be the case, the site was planned and developed as part of a wider development area which included Area 1, then the above concerns regarding 'building communities' and 'infrastructure' could be addressed.

This area also scores poorly on water issues; this is because a part of the site is within a flood risk zone 2 and zone 3. However the site is large enough to ensure that no development takes place within the areas at risk of flooding so this potential constraint can be overcome by ensuring that the development principles preclude any development within areas at risk of flooding.

The main areas of concern are the potential biodiversity and landscape impacts, particularly in view of the site's proximity to areas designated for their national, European and international biodiversity interest and its high quality and unspoilt landscape. The assessment suggests that biodiversity issues are an 'absolute sustainability constraint to development'. This reflects the strategic nature of the assessment and the constraints which it has identified. However, discussions have been held with Natural England and the development consortium (who are undertaking more detailed work), which suggests that the constraints can be avoided or mitigated, making development possible. However, the current assessment is not detailed enough to demonstrate this, hence its scoring for this aspect.

Whiteley Area 3:

Description of the area

The site abuts the M27 to the south, an area of low density development to the east, and predominantly woodland and countryside to the west and north, with the exception of a small residential area to the south west which adjoins Solent Village and Solent Business Park. It includes a golf course and areas of scattered low density housing.

It is an area of approximately 117 hectares. It lies to the east of Whiteley and is within the Meon Gap. Part of the area contains a former landfill site. It was the least favoured area in the public consultations

Environmental impacts

Proposed development of site may impact on:

- There are extensive woodlands that abut the site to the north-west, including designated ancient woodland, a large part of which is designated as a SSSI (statutory national designation).
- There are a number of SINCs (local designation) within site covering both woodland and grassland areas (refer constraint maps). Part of River Meon to the east of the site is designated as a SINC.
- Minor streams in the eastern half of the site flowing into R Meon.
- Golf course along W boundary provides green buffer for adjacent ancient woodland. Inclusion of water features may have some value although no protected areas within this site.
- There is a good existing network of interconnecting rights of way. Accessible links with green spaces / wildlife corridors linking adjacent woodland and Meon valley, providing understanding and enjoyment of natural environment both within and beyond the site.
- Proximity to large tracts of mature woodland (Forestry Commission) provides opportunities for renewable energy resource (dry biomass).
- Historic landscape character: small parliamentary fields and assarted woodland (pre-1810 wood pasture).
- There are statutorily Listed Buildings within the site at Lee Ground Farm and Great Funtley Farm.
- Variable landscape types as identified in Landscape Character Assessment within and surrounding the site. Main features include irregular small to medium sized meadows.
- Main ridgeline running north south through the site and golf course, max 40.00m height, with Meon valley slopes to east.
- Views mainly confined to local prominence in eastern half of the site due to small/medium enclosed field pattern, woodland and hedgerow boundaries. High point at Club house and Ground Farm with distant views of treed skyline to north.
- Three groups of protected trees within the site (TPO). One large area of protected trees (TPO) adjoining SW corner of the site.

- Good existing network of interconnecting rights of way. Accessible links with green spaces / wildlife corridors linking adjacent woodland and Meon valley, providing amenity and enjoyment of natural environment both within and beyond the site.
- Proximity of large tracts of mature woodland (Forestry Commission) provides opportunities for renewable energy resource (dry biomass).
- Agricultural Land Classification: the site includes grade 1 agricultural land along the eastern site boundary (Meon valley) and parts are therefore of 'the best and most versatile quality'. Mainly Grade 3 throughout remainder of site. This will need to be taken into account alongside other sustainability considerations including biodiversity, heritage, landscape character (Ref: PPS7 para 28.)
- Geology: existence of London Clay formation which may impact on proximity of existing/new trees to proposed development.
- A large area of the north of the site is a disused domestic landfill site with a large depth of fill. This part of the site is therefore unsuitable for housing.
- The Southern Water Sewer Lines cross the western portion of the site.
- A County Minerals site lies to the west of the area: there is requirement to consult the County on any development that may affect this site: There is relatively recent housing within this area.
- The site is in the water catchment area of the River Meon.
- The site lies to the west of Flood Zone 2 and 3, centred on the River Meon.

Accessibility

The site can be accessed from Whiteley Lane, which continues to the south of the motorway, and Titchfield Lane and Fontley Lane via narrow roads. There is no vehicular access across the site: Springles Lane is closed off to vehicular traffic. It would therefore be difficult to achieve improved public transport links without significant highway improvements. Access to the site is restricted by the barrier formed by the motorway to the south and the width of roads.

Further discussions with the Highways Agency and Transport for South Hampshire would be required to achieve the optimal package of transport measures and to mitigate the impact of development on the strategic road network.

There is a well developed footpath network across the site and to the south west the site adjoins a cycle route, signed on the road which links with Whiteley Way and Whiteley itself. The extension and upgrading of the footpath network to a

cycle network could be secured by the development of the site. This would improve the site's accessibility to Whiteley.

Infrastructure

If the site were to be developed it is likely to be of sufficient size to ensure that the infrastructure needs of the new development are adequately met. Development in this location would not directly achieve the completion of Whiteley Way.

Economic development potential

Due to the close proximity of the business parks at Whiteley, it is not envisaged that significant employment land would be allocated in this location. However a mixture of housing types and tenures, not least the 40% affordable housing, could help to redress the significant in-commuting into the area.

It would also be possible to provide a range of employment uses within the site to support the nearby business uses, and to ensure a high level of self containment to reduce the need for out-commuting from the area.

Availability

This area is in multiple ownership. Several land owners have put forward a number of potential sites for development in this area, but they do not add up to a coherent or comprehensive development site capable of providing a strategic housing allocation (at least 2000 dwellings).

Conclusions

Area 3 scored the lowest of the three Whiteley areas in respect of the Sustainability Assessment, even though it does not have the same level of biodiversity constraints as areas 1 and 2. It is poorly related to the existing built-up area of Whiteley and would be difficult to integrate with it. There are also concerns about whether it could be delivered as a comprehensive development area, given the very fragmented ownerships.

There would also be issues regarding gaining adequate vehicular access to the motorway from this land, which would put pressure on the local road network if significant development were to take place. Furthermore, development in this area would not bring forward and complete the Whiteley Way.

It should be noted that all the three areas at Whiteley have a similar level of landscape constraint which would have to be taken into account if development were to take place.

West of Waterlooville

For the purpose of this exercise the two areas identified as Area 1 in the Issues and Options paper have been broken down further. The reserve area remains as it was, but Area 1 which stretches from the west of the current Taylor Wimpey part of the MDA northwards across the Hambledon Road, has been broken down into 2 separate areas for the purposes of further assessment. Area 1 is now the land to the north of Hambledon road, and Area 2 is land to the west of the MDA and south of Hambledon Road. An additional area (Area 3) has been assessed and consists of land to the north of the area of search adjoining Woodcroft Farm in the Havant District. The MDA Reserve site has been assessed as Area 4. Further assessment has also been undertaken of land to the south and west of the proposed MDA (Area 5) to determine whether any land in this area has the potential to contribute towards meeting the housing requirements.

These additional areas of land have been assessed following the conclusions of the work on the spatial strategy, which suggests that much of the required PUSH growth should be at West of Waterlooville or Whiteley. The assessment of sites at Whiteley shows that there are significant potential constraints here, such that all realistic options at Waterlooville need to be investigated and used, where appropriate, before promoting Whiteley Area 2.

West of Waterlooville; Area 1;

Description of the area

To the south-east the site adjoins the Wecock estate, a large post-war housing estate which is part of the Waterlooville built-up area and within Havant Borough. To the south-west it is bounded by the Hambledon Road (B2150) and generally, to the north-west and north, by rural roads which connect farms and minor outlying hamlets, such as Anmore and Soake to the north-west of the site.

There are no public rights of way within the site. A privately owned fishing lake at the centre of the site is encircled by an informal network of access paths.

Environmental impacts

Proposed development of site may impact on:

- Protected sites: one SINC on the northern boundary west of Clarendon Farm. No other protected sites within the site.

- There are two SINCs outside the site: one in the north west corner between Anmore and Denmead; the other approx 220m to the south (Piers Hill Wood).
- There is a significant but unprotected existing green space through centre of the site featuring fishing lakes and minor water course which flows to the west, existing woodland and areas of natural regeneration. Part of the woodland is currently used as a storage yard for building materials by Jewson.
- Narrow hedged roads and field boundaries to irregular small to medium sized meadows used mainly as horse paddocks in the south of the site; larger fields of pasture and arable to north of the site.
- Poor links with existing green spaces/wildlife corridors within and beyond the site as there is only one public right of way along the northern boundary; private footpaths exist mainly for fishing around lakes.
- The site contains Zone 2 and Zone 3 flood designations crossing the central part of the site, from north-east to south-west, following the line of an existing water course.
- The south-western part of the site has been identified as a 'Flood Hot Spot'.
- The site is within the water catchment of the River Wallington.
- Two, separated, high voltage electricity transmission lines traverse the site from south-east to north-west.
- Bisecting the site is an area of disused and now water-filled excavations, used for recreational coarse fishing. This feature would significantly reduce the developable area of the site
- Landscape character: remote and enclosed feel to much of the area due to presence of woodland, field boundaries and narrow hedged roads to site boundaries. Horse paddocks in southern half of site. Significant area of green space with woodland, lakes and water course in centre of site considered to be of high amenity value even though unprotected.
- The site contributes significantly to the semi-rural landscape setting of Denmead, the character of village settlement and local distinctiveness, and acts an effective landscape buffer between Denmead and development to the east.
- The small hamlets of Anmore and Soake and isolated farms located within the site are typical of the existing landscape character area, as identified in the Landscape Character Assessment, which would support their retention within the existing landscape setting.
- Ridgeline along the northern boundary, 50m max. height, with high point at Clarendon Farm.

- Views mainly confined to local prominence within the site due to small/medium enclosed field pattern and woodland.
- Main views across the site from the elevated northern boundary to mature tree cover in centre and filtered views of housing along the eastern boundary.
- No protected trees (TPO) within or close to the site although significant tree cover of high amenity value around fishing lakes and occasional specimens to field and site boundaries.
- Poor pedestrian connectivity within and beyond the site as no public rights of way into the site.
- Landscape character of site boundaries: proposed vehicular access may impact on narrow hedged roads and mature tree belt / shrub understorey alongside edge of built development on the eastern boundary.
- Agricultural land classification: mainly grade 4 throughout.
- Geology: existence of London clay formation which may impact on proximity of existing/new trees to proposed development.
- Tranquillity: evident mainly within existing green space around lakes and public right of way along the northern boundary.

Accessibility

The southern part of this site can currently be accessed from Hambledon Road. The northern and north-western parts can only be accessed from the C-class Anmore Road and unclassified Soake Road which form part of a rural network to the north and east of Denmead and Waterlooville. The site is situated within a reasonable distance of Waterlooville town with its employment, services and facilities. There are, however, no pedestrian or cycle links with/through the adjoining Wecock estate and the layout of that development would appear to preclude their provision. This would make non-car access, integration and public transport provision difficult, if not impossible.

There is an hourly bus service along the Hambledon Road which links Denmead and Hilsea, via Waterlooville. Cosham railway station is the nearest station located some 3.5 miles to the south. This is not easily accessible by foot, cycle or public transport.

The traffic modelling for the MDA was based on a potential development of 3,000 dwellings. Any significant increase in this traffic generation would require further modelling and highways mitigation measures.

Infrastructure

The infrastructure being provided for the MDA would be inadequate to meet the needs of a significant development in this location, and therefore any development within this area would have to provide for its own infrastructure needs.

Due to the major constraints on this site (overhead power cables across the site and excavated/wetland area in the centre) it is difficult to assess its capacity, and therefore its ability to provide all the necessary infrastructure. More work would be required to ensure the provision of all necessary infrastructure were this site to come forward for development. The fully developed boundary of the Wecock Estate, to the south-east, may affect ready access to certain elements of local infrastructure such as education and health.

Economic development potential

The presence of two significant employment uses provides a potential benefit. Nevertheless, the assessment of the suitability of this site to provide any additional/replacement employment or mixed uses must take into account all other constraints set out in this appraisal.

Availability

The site is in multiple ownership, and the extent to which it is available is not known. It is unlikely that the necessary site assembly could be undertaken and completed in the early part of the plan period and any development on this land would probably come forward after 2016.

Conclusions

With the exception of biodiversity, this area of land has on balance more constraints than any of the other areas of land under consideration in both Whiteley and West of Waterlooville. This land is both physically and perceptually divorced from the MDA, and would have to be developed as a separate site.

Encroachment by development on the hamlets of Anmore and Soake could lead to a loss of their individual identity and a consequent reduction in the separation between Waterlooville and Denmead.

While land to the north of Area 1 might warrant further investigation as part of a wider development in Havant (see assessment of Area 3 below), the land in Winchester District is so seriously constrained that any development potential would not be of sufficient size to warrant consideration as a strategic site.

West of Waterlooville; Area 2;

Description of the area

This broad area of search is to the west of the land at Old Park Farm currently being developed by Taylor Wimpey, and abuts the Hambledon Road to the north.

The site is located to the west of the town of Waterlooville. Intervening fields to the east of the site are currently awaiting comprehensive development, as part of the strategic 'West of Waterlooville Major Development Area'. Along the western boundary of the committed MDA and effectively separating this site from the MDA are two high-voltage overhead power transmission lines running south-west to north-east. The site which, for current planning purposes forms part of a designated Local Gap, is currently farmed for mixed arable and pasture and contributes to the countryside setting to the south-west of Denmead and to the west of Waterlooville.

To the west, the site is framed by the C130 Newlands Lane and, to the north-west, by the unclassified U195 Closewood Road. Closewood Farm abuts the site on the western side. Currently, the site does not adjoin any settlement.

However, as the construction and overall formation of the Major Development Area proceeds, mixed development (generally comprising 2,000 new dwellings, employment and associated facilities and services) will create a new western edge to Waterlooville town, bringing this site close to the expanded built-up area.

Environmental impacts

Proposed development of site may impact on:

- No protected areas within site. There is a SINC outside the site approx 150m to the north (Piers Hill Wood).
- Landcover mainly farmland, largely arable, with tree cover and hedgerows confined mainly to field boundaries and roadside vegetation.
- Poor pedestrian links connecting with existing wildlife corridors within site. Better connections with wider landscape via Wayfarers Walk (national trail) abutting the north-west corner of site and public right of way alongside the eastern boundary.
- The site contains Zone 2 and Zone 3 flood designations crossing the southern part of the site and generally following the line of existing water courses.
- Historic landscape character: strong associations with the Royal Forest of Bere, former royal hunting reserve. Surviving features within site include

- mature specimen oak trees and remnants of assorted hedgerows, although presence minimal within the site.
- Landscape character: landcover mainly relatively flat open farmland, largely arable, with tree cover and hedgerows confined mainly to field boundaries and roadside vegetation. Minor watercourse flowing into the Wallington in the southern corner of the site. No significant areas of high amenity value.
 - Ridgeline along the northern boundary, 40m max. height
 - Panoramic views across the site and beyond from Closewood Road to historic landmark of Portsdown Hill and buildings of Fort Southwick.
 - No protected trees (TPO) within or close to the site.
 - Agricultural land classification: mainly grade 4; associated sustainability issues minimal.
 - Geology: existence of London clay formation which may impact on proximity of existing/new trees to proposed development.
 - Tranquillity: traffic noise during peak traffic periods.
 - The site is within the water catchment of the River Wallington.

Accessibility

There is one public footpath which crosses the site on a roughly north-south alignment and following the eastern boundary. From the south-east corner of the site this footpath connects with another which then proceeds eastward, to give a direct pedestrian route to Waterlooville town centre. There are no other rights of public access within the site, although the long-distance trail 'The Wayfarers Walk' passes the north-west corner of the site.

There is an hourly bus service along the Hambledon Road which links Denmead and Hilsea, via Waterlooville. Cosham railway station is located some 3.5 miles south of the Hambledon Road/Closewood Road junction, close to the M27 coastal motorway. This station is not easily accessible by foot, cycle or public transport.

The site adjoins Hambledon Road to the north but the southern part of the site is accessed via the unclassified Closewood Road and the C-Class Newlands Lane, which form part of a rural network to the south of Denmead and west of Waterlooville.

Infrastructure

The site is some distance away from the centre of the proposed MDA and would be separate from the social and community facilities being provided as part of that development. Any development of this site would therefore have to consider providing significant items of infrastructure in order to ensure that the new community has adequate access to community facilities.

The western and northern parts of the site are close to/about rural roads. If part, or all, of this site was developed and the resultant traffic not discouraged from using (or denied access to) these two roads (Newlands Lane and Closewood Road), this would place significant additional pressure both on them and the minor road network of which they form part.

Economic development potential

Significant employment land, and mixed use areas are being provided as part of the MDA, and no further employment land is likely to be required as part of this potential development.

Availability

None of this land has been promoted for development through the LDF and its ownership is unknown. When the MDA was originally being planned the owner of part of this land was firmly opposed to development, although the current ownership, and owners' views, are not known. However, the main concern would be in respect of timing and ensuring that development on this site was compatible with the development of the adjoining MDA. The potential scale of development that may be accommodated on this site (up to 1000 dwellings), and its position in relation to the currently-planned MDA, is such that it may not be possible to deliver it within the Plan period, in addition to the planned MDA.

Conclusions

Although there are fewer environmental constraints to developing this land, the development of this site would reduce the current separation between Denmead and Waterlooville.

It would not be desirable to bring forward this most westerly part of the development area in advance of the currently-planned MDA being substantially completed; and it is therefore unlikely that development could come forward until after 2020. This being the case, along with ownership uncertainties, its capacity within the Plan period is below that needed for it to be a strategic allocation.

West of Waterlooville; Area 3;

Description of the area

This site is located at the intersection of the Winchester District, East Hampshire District and Havant Borough. To the south, the site adjoins the Wecock estate, a large post-war housing estate within Havant Borough. To the north of the Estate boundary there is a sharp demarcation, with productive farmland representing the predominant land use. To the south-west it is bounded by open countryside with minor outlying hamlets, such as Anmore and Soake, beyond.

A right of way and separate metalled footpath pass east-west, close to the southern boundary of the site. The right of way gives vehicular access to Woodcroft Farm, a central feature of the site. The footpath element is accessed at a number of points along the northern edge of the Wecock Estate. There is one north-south bridleway crossing the site.

Environmental impacts

Proposed development of site may impact on:

- No protected areas within the site. 1 SINC outside site to NE (James Copse).
- Landcover mainly farmland, arable and pasture, with tree cover and hedgerows confined mainly to field boundaries and roadside vegetation.
- Landscape character: remote and enclosed feel to much of the area due to presence of tree cover and hedgerows confined mainly to field boundaries and public right of way. Small fields of pasture and arable with exception of larger arable field to W of Woodcroft Farm.
- No protected trees (TPO) within or close to the site although specimen mature oak trees of high amenity value within fields and boundary hedgerows.
- Poor pedestrian links for amenity purposes within the site. One public right of way along the southern boundary providing views, mainly local prominence, across fields to treed skyline.
- Landscape character of site boundaries: proposed vehicular access may impact on narrow hedged lane and specimen trees along public right of way on the southern boundary and wider landscape setting to north.
- Agricultural land classification: mainly grade 3
- Geology: mainly Reading formation of mottled clay, locally sandy.
- Tranquillity: traffic noise minimal even with proximity of housing development.

- A high voltage electricity transmission line passes, on a south-west to north-east alignment, close to the western extremity of the site.
- The site contains no current flood designations.

Accessibility

Vehicular access to the site is currently limited to Woodcroft Farm's access road, along the southern edge of the site and a similar access road leading to Eastland Gate, a cluster of residential properties on the northern boundary of the site and within East Hampshire District.

The southern part of this site can be accessed on foot or by bicycle via the Wecock Estate. However, direct vehicular access to the site is currently restricted to two, privately owned, access roads. The access road to the northern edge of the site leads from the C-class Anmore Road which forms part of a rural road network between Denmead and Catherington.

There is a frequent bus service circulating within the Wecock Estate and this provides links to Waterlooville and, indirectly, to Havant. Havant railway station is located some 4 miles south-east of Wecock but is not easily accessible by foot, cycle or public transport.

Infrastructure

This would need to be determined in connection with the development of the adjoining land in Havant Borough.

Economic development potential

The site is not in such close proximity to Brambles Business Park, Waterlooville Town Centre, and the MDA as other potential allocations at West of Waterlooville, so it may be that employment uses would be required on this site. The site may be suitable for this, but the access, which would be through the Wecock estate, is a potential constraint which has not been assessed as it would be within Havant Borough.

Availability

This land is believed to be in one ownership and the owners of the site are promoting its development. It is, therefore, considered to be available.

Conclusions

This parcel of land would only be of a scale to warrant a strategic allocation if considered as part of a wider development at Woodcroft Farm in Havant Borough. The land in Winchester District would relate more to this potential site than to the MDA, from which it would be both physically and perceptually separated. As the adjoining site is being promoted through Havant Borough Council's Core Strategy, and the Winchester part could only realistically be developed in association with the land in Havant and East Hampshire, it is concluded that it should not be a strategic allocation in the Winchester Core Strategy.

If developed in association with Area 1, a south-westward extension of the existing footpath and cycle network to the north of the Wecock Estate could potentially be achieved. This could provide the additional benefit of helping to link both this site and Area 1 to the Estate, resulting in better integration of both sites with this part of Waterlooville. Further improvements to current bus services within the Estate could be secured and, in turn, this would assist the integration of both sites with Waterlooville, Cowplain and other communities to the south. However, the other serious constraints on Area 1 would remain and would have to be overcome before this could seriously be considered.

The capacity of this land should be determined through the production of a Masterplan to be prepared jointly with Havant Borough and East Hampshire District Council. This may well justify a future site allocation in the Development Management and Allocations DPD, but the land in the Winchester District is not large enough on its own to warrant it being designated as a strategic allocation.

West of Waterlooville; Area 4 (MDA Reserve Area);

Description of the area

The reserve site is located to the west of Waterlooville. The site totals some 40 hectares and has had 1,000 dwellings allocated to it in the past, as this was the target in the then adopted Structure Plan. It is located immediately to the west of the Grainger part of the MDA, to the east of the electricity pylons and Closewood Road.

Environmental impacts

Proposed development of site may impact on:

- 2 no SINC's offsite alongside E boundary (Plant Row) and SE corner (Barnfield Row).

- Extensive tracts of woodland further W, SW and S of site (designated SINC).
- Land cover mainly open farmland, largely arable, with pasture concentrated on lower ground. Tree cover confined mainly to field boundaries, to include mature specimen oaks. More diverse range of habitats and species within and adjoining S half of site.
- Minor tributary streams within site flowing W to R Wallington.
- Good interconnecting public rights of way throughout site providing links with field boundaries as wildlife corridors and woodland SINC beyond.
- No current CRoW access within or close to site.
- Landscape character: land cover mainly open farmland, largely arable, with pasture concentrated on lower ground. Tree cover confined mainly to field boundaries. Gently sloping ground from ridgeline in S half of site (approx 50.00m) to lower lying wet ground along N boundary (approx. 35.00m).
- Historic landscape character: strong associations with the Royal Forest of Bere, former royal hunting reserve. Surviving features within site include mature specimen oak trees and remnants of assarted hedgerows.
- Important views that contribute to landscape character and local distinctiveness:
 - Distant skyline views from elevated S half of site providing links with AONB and proposed SDNP to the N as far as Windmill Down N of Hambledon (110.0m), Broadhalfpenny Down (158.0m) and Catherington Down (130.0m).
 - Distant skyline views from elevated S half of site providing links with Portsdown Hill to the S.
 - Restricted views of local prominence W to treed skyline in Southwick estate and boundary trees along E boundary restricting views of built development at Waterlooville from within S half of site.
 - Offsite trees alongside E boundary and SE corner are protected by woodland TPO and also designated SINC as above. No protected trees (TPO) within site.
 - Good interconnecting public rights of way throughout site with links to woodland areas of high amenity value beyond, mainly to W and S, and existing built development to E.
 - Landscape character of site boundaries as there are restrictions for proposed vehicular access along E site boundary and SE corner because of protected trees.
 - Geology: existence of London clay formation which may impact on proximity of existing/new trees to proposed development.
 - Agricultural Land Classification: mainly 3b throughout.
 - Tranquillity: perception of an enclosed, tranquil rural landscape in S half of site.

In allocating this site as a reserve site in the Local Plan, a high level environmental assessment was undertaken. The potential environmental impacts were also been partly assessed in conjunction with the Environmental Impact Assessment for the MDA. No overriding environmental constraints have been identified which would preclude the development of this site.

Accessibility

Access to the reserve site would be through the MDA; the main spine road has been designed to link up with and provide access for a further 1,000 dwellings. The Transport Assessment which accompanied the planning application for outline consent on the MDA also modelled the potential impacts on the highways network of the construction of 3,000 dwellings in the area (i.e. including the reserve site).

The western part of the site could, potentially, be accessed from Hambledon Road, via the unclassified Closewood Road and the C-Class Newlands Lane which form part of a rural network to the south of Denmead and west of Waterlooville. However, as indicated under Objective 2, this could place additional pressure on rural roads.

The extension of the road or footpath and cycle network would be unlikely if this site was developed in isolation. However, the baseline MDA will incorporate a network of new linkages to Waterlooville town centre and Purbrook and this site could additionally benefit from that.

Infrastructure

As a reserve site, the infrastructure required has already been assessed alongside the proposals for main development. This includes proposals for a further two form entry primary school to serve both the main part of the MDA and the reserve site.

Economic development potential

Significant employment land, and mixed use areas are being provided as part of the MDA, and no further employment land is likely to be required as part of this potential development.

Availability

This land is owned by Grainger Trust which is developing the adjoining part of the MDA. It is therefore available and could deliver the 1000 or so dwellings for which it has capacity within the Plan period.

Conclusions

This site is allocated in the adopted Local Plan for 1000 dwellings and the sustainability assessment has confirmed that it is the least constrained area around Waterlooville. There are no significant constraints which would suggest this land should not form a strategic allocation in the Core Strategy. The only issues to be determined are what its capacity is and whether any further land should be allocated in addition to the reserve site.

West of Waterlooville; Area 5

Description of the area

The site is located to the south-west of the town of Waterlooville and to the west of its linked community of Purbrook. Intervening fields to the north-east of the site are currently awaiting comprehensive development, as part of the 'West of Waterlooville Major Development Area'. Set within areas of significant hedgerow and tree belts, parts of the site are currently farmed for mixed arable and pasture and this combination contributes to the countryside setting to the west of Waterlooville.

To the north of this site is the area identified as the location for an additional MDA 'Reserve'. The Rowans Hospice complex is situated along the southern edge. On its eastern edge, the site abuts that developed part of Purbrook which contains the historic core of this former village.

Environmental impacts

Proposed development of site may impact on:

- Protected sites: 7no designated SINC covering extensive tracts of woodland and meadow within the site; further designated SINC covering woodland adjoining N boundary.
- Large tracts of ancient woodland within site.
- Very diverse range of habitats and species (including protected species) evident throughout site with land cover characterised by arable and pasture farmland, meadows, ponds / wetland areas and a high proportion of assarted woodland and field boundary hedgerows.
- Good interconnecting public rights of way within and beyond site, providing links with green spaces and wildlife corridors allowing good interconnectivity with natural environment.
- No existing CRoW access within site.
- Mitigation relating to biodiversity for part of the site granted outline consent for the MDA development

- Highly diverse landscape with land cover characterised by arable and pasture farmland, meadows, ponds / wetland areas and a high proportion of assarted woodland and field boundary hedgerows. Remote and enclosed feel to much of area due to woodland and field boundary hedgerows.
- Historic landscape character: strong associations with the Royal Forest of Bere, former royal hunting reserve. Surviving features within site include woodland and remnants of assarted hedgerows.
- Important views that contribute to landscape character and local distinctiveness:
 - Visual links to Portsdown Hill on skyline to S from ridgeline along N boundary (55.0m).
 - Filtered views N through woodland and field boundary hedgerows to AONB and proposed SDNP from ridgeline along N boundary.
 - Views E to Waterlooville mainly hidden from within site by woodland and field boundary hedgerows. Exception: NE elevated corner with panoramic view E of built development and distant views of Goodwood.
- Good interconnecting public rights of way within site linking woodland and meadow areas of high amenity value with wider landscape and existing built development to E.
- Landscape character of site boundaries: restrictions for proposed vehicular access due to sensitive boundaries because of designated SINCs, assarted hedgerows and ancient woodland.
- Geology: existence of London clay formation which may impact on proximity of existing/new trees to proposed development.
- Agricultural Land Classification: site includes grades 2 and 3A agricultural land which needs to be taken into account alongside other sustainability considerations including biodiversity, heritage, landscape character (ref: PPS7 para 28).
- Tranquillity: high due to remote and enclosed feel to much of area due to woodland and field boundary hedgerows.

Accessibility

Access to this land would need to be the A3 or through the MDA. A new 'Southern Access Road' is proposed in conjunction with the MDA, which runs through this area.

There is a well-used network of public footpaths crossing this site both north-south and east-west. These give good pedestrian links to Purbrook. Other public paths, beyond the site and to the north-east, provide similarly direct connections to Waterlooville town centre.

From the south-eastern corner of the site there is a frequent bus service along the A.3 London Road which links Waterlooville town with Cosham, Hilsea and Portsmouth to the south. Cosham railway station is located some 2 miles south

of the London Road/Purbrook Heath Road junction at the south-east corner of the site. This station is reasonably accessible by cycle or by public transport.

Infrastructure

The Southern Access Road for the planned MDA crosses the site, enabling good vehicular and public transport access. The presence of the baseline MDA, with its own modern infrastructure provision should assist with certain aspects of infrastructure provision to this site.

Economic development potential

Significant employment land, and mixed use areas are being provided as part of the MDA, and no further employment land is likely to be required as part of this potential development.

Availability

This land is believed to be owned by Grainger Trust which is developing the adjoining part of the MDA, and it is therefore available.

Conclusions

This site has a number of constraints, with the most serious being biodiversity issues which are considered 'an absolute constraint to development'. Unlike Whiteley Area 2 where biodiversity constraints appear capable of being avoided or mitigated, in this location they cover large parts of the site. The unconstrained land is therefore very limited and not of a scale such as to be able to accommodate a strategic allocation. There would therefore be no advantage in identifying land in this locality in preference to alternative less constrained land

Recommended Actions

West of Waterlooville

The land to the north of Hambledon Road (Area 1) is highly constrained, and would need to be developed in isolation from the MDA, providing for its own infrastructure needs and highways mitigation measures. Its poor links with the adjoining Wecock estate mean it would not integrate well with Waterlooville either. It also has serious physical constraints to development, in particular the electricity pylons running north-south across the area and the water / previously excavated areas in the centre of the site. These would seriously limit development to well below the size of a strategic allocation. Also, it cannot at this stage be said that the site is available and can come forward within the

prescribed timescales. Therefore this site can clearly be rejected as a potential strategic allocation in the Core Strategy.

The land to the west of the MDA (Area 2) is constrained by the presence of power lines, which separate the site from the rest of the MDA. Development in this location would make significant inroads into the open land which separates the MDA from Denmead. It would be physically and perceptually separated from the MDA and there may be issues in respect of identifying and providing the necessary social and physical infrastructure to meet the needs of the new community. There are also uncertainties about its availability and therefore its deliverability.

As Area 2 is more constrained than Area 4, the MDA reserve (see below), it should not be allocated instead of that area and, indeed, this would give the impression of 'leapfrogging' the reserve land. If developed in addition to Area 4, the location, size and questionable availability of this area mean that it is unlikely to be developed within the plan period, making its deliverability doubtful and requiring other sites to be allocated.

Land at Woodcroft Farm (Area 3) has fewer constraints, especially when considered along with adjoining land in Havant Borough and East Hampshire District. It might therefore be able to contribute to a larger development but would need to be brought forward primarily by Havant Borough Council, where the main part of the land and its access lies. The part of the site within Winchester District is too small to warrant its inclusion in the Core Strategy as a strategic allocation.

The MDA reserve site (Area 4) has fewest significant constraints of any of the areas considered at both Whiteley and Waterlooville. The area is already allocated as a reserve site in the adopted Local Plan, and has been subject to more detailed investigation as part of that process and through the planning application for the adjoining MDA.

Once all the potential constraints in Area 4 are taken into account, sufficient land remains for up to 1,200 dwellings, which would be well related to the rest of the MDA. This could be developed at densities of between 40-45 dph, which is consistent with the average densities across the MDA. The number of houses to be provided on the reserve site should be expressed as a target of 'up to' 1,200 dwellings as there would be no tangible benefits from setting a cap on the scale of development at the original reserve figure of 1,000 dwellings. The final number of houses should be determined through the preparation of a masterplan which is underpinned by the principles of good urban design and sustainability.

Area 5 has a number of significant constraints, particularly biodiversity and landscape constraints, including the presence of protected species. Indeed, the biodiversity constraints are so extensive as to render much of the area unsuitable for development and incapable of accommodating development of a strategic scale. Like Area 2, it could not realistically be developed in isolation from the MDA, or in advance of area 4, so would be unlikely to be developed within the plan period. Given the constraints, the problems of planning for this area in isolation from the approved MDA, and the difficulties of bringing it forward within the required timescales, this site can clearly be rejected as a potential strategic allocation in the Core Strategy.

Whiteley

There is a potential for growth at Whiteley; however, this would need to overcome significant environmental and transport constraints. The issues in respect of Whiteley are where should the growth be located in order to best avoid and mitigate the constraints and what is the capacity of the area, once all the various constraints have been factored in.

Area 1 has the fewest constraints, but if developed in isolation would have difficulty in meeting all its infrastructure requirements, and would be unlikely to facilitate the completion of Whiteley Way. Furthermore Area 1, when added to the potential for up to 1,200 dwellings on the suitable site at West of Waterlooville, would not provide sufficient housing to meet the housing requirement of the South East Plan. This would mean that a further greenfield site of potentially 1,000 dwellings would need to be identified. This would either have to be on land in Area 2 or on land in addition to the reserve site at Waterlooville (an option which may not be deliverable, as discussed above).

Area 2 has a number of significant constraints, in particular the impact on biodiversity. However a number of the potential constraints are capable of being fully mitigated, including building communities, infrastructure, and flood risk. It should also be noted that the nationally and internationally protected sites are on the edge of, or adjoin, Area 2.

The assessment suggests that biodiversity issues are an 'absolute sustainability constraint to development'. This reflects the strategic nature of the assessment and the constraints which it has identified. Discussions have been held between the development consortium (who are undertaking more detailed work) and Natural England, which suggest that development is possible. This would require the development to be planned and laid out so that there is no access to the internationally protected sites around the River Hamble. The biodiversity

constraints mean that an 'Appropriate Assessment' of the impact of development on European sites might be required, including consideration of mitigation measures.

Area 3 has substantial constraints, including being more isolated from the rest of Whiteley and difficult to integrate. There are also issues regarding the provision of infrastructure, and the completion of Whiteley Way. Furthermore there is not at the present time a cohesive and available development site capable of delivering the required level of growth. For these reasons it is recommended that Area 3 is rejected as a potential strategic allocation.

Areas 1 & 2 effectively form one contiguous area. Therefore to meet the required level of housing, and to provide the necessary social and physical infrastructure including the completion of Whiteley Way, it would be expedient to treat these two areas as one for the purpose of further assessment. This also helps to overcome some of the potential constraints resulting from considering the areas in isolation, although not the biodiversity and landscape issues.

Notwithstanding the above environmental constraints, discussions have already taken place with Natural England, the Environment Agency, the Forestry Commission and the Wildlife Trust, which have indicated that, if treated sensitively and full mitigation put in place, part of the site is capable of being developed. With regard to the transport issues raised in the LDF Transport Assessment outlined above, preliminary discussions have also been held with the Highways Agency, and Transport for South Hampshire.

The completion of Whiteley Way would need to take into account the requirements to ensure that it does not encourage 'rat-running', is designed to facilitate improved public transport; and does not create undue severance.

Due to the nature and location of the various constraints the potential site (areas 1 & 2) can be effectively split into two distinct but conjoined areas. By developing these two areas together it would be possible to complete the Whiteley Way, albeit on a new alignment to help preserve the landscape and nature conservation interests.

The total site area is approximately 214 hectares. Work by the development consortium suggests that to create proper buffers around and within the site to reduce the impact of development on the important sites of nature conservation interest would require approximately 50 hectares. Further mitigation measures on site including protecting important trees and hedgerows, the provision of formal and informal open space and a SUDS system would take up a further 60 hectares. The necessary infrastructure including adequate provision for primary

and secondary education, a local centre and new primary road would require a further 20 hectares. This would leave a maximum of 85 hectares of development land. These assumptions would need to be independently tested so the area could be reduced further depending on this further testing and on landscape sensitivity. The conclusion is therefore that at average densities of around 40 dwellings per hectare it may be possible to develop about 3,000 or more dwellings.

The actual number of houses which might be developed on this site cannot be accurately assessed until further work is undertaken on the biodiversity and landscape constraints and a comprehensive masterplan has been produced. This would need to provide a layout which is capable of meeting the high standards of sustainable design and demonstrating how all the potential on and off-site constraints would be dealt with. Although there would be no discernable benefits in arbitrarily capping the number of houses which could be built on this site to say 3,000 dwellings, there are currently a number of uncertainties which prevent its exact capacity being determined. It would therefore be appropriate at this stage to allocate Areas 1 and 2 and indicate a capacity which is believed to be achievable, subject to further work on the constraints and masterplanning, and to maximise the potential infrastructure benefits.

This should be set out in a series of development principles which would avoid any future attempts to over-develop the site in the absence of a target which sets out maximum number of houses that would be permitted.

Conclusions

A substantial part of the housing requirements (up to 1,200 dwellings) could be accommodated on the reserve site West of Waterlooville (Area 4), which has limited constraints and has already been tested through the development plan process. This leaves the balance to be found either on other land at Waterlooville or at Whiteley.

Notwithstanding the various constraints at Whiteley, Areas 1 and 2 in combination are considered to be the best site at which to deliver the balance of the South East Plan housing requirements. The only realistic alternative would be to provide the balance of the housing at Waterlooville. This option would have its own constraints to overcome, but also doubts over deliverability within the plan period, alongside the MDA. The MDA has been planned as an urban extension to Waterlooville and an outline planning consent has been granted on the basis that it can provide the necessary social and physical infrastructure for approximately 3,000 dwellings. To significantly raise the number of houses in this

location would therefore require a re-think of the nature of the development, its relationship with Waterloo, and the level of infrastructure required to support it. Anything more than the 1200 or so houses on the reserve area could transform the MDA into something more akin to a Strategic Development Area, which could seriously delay the development of the site (due to commence shortly) while a new masterplan was prepared. Any proposals of a similar scale to a SDA in this area may be out of conformity with the South East Plan and would almost certainly not be capable of delivery within the Core Strategy period.

The reserve site at West of Waterloo is capable of delivering up to 1,200 dwellings. The area of land identified at Whiteley for development is capable of delivering about 3,000 dwellings, subject to further assessment and masterplanning. The capacity of both sites could exceed the SE Plan targets, but there is currently some uncertainty about whether the Whiteley sites could deliver all the estimated capacity. The additional housing gives a measure of flexibility, should there be some slippage in developing the required number of houses. This could also be relevant at West of Waterloo, where it is possible that not all of the 3,200 dwellings (the MDA plus reserve) would be completed by 2026. It should also be noted that the housing allocations in the South East Plan are currently expressed as minima.

Recommended Approach

That the development of up to 1,200 dwellings should be provided on the current Major Development Area 'reserve site' at West of Waterloo. The Core Strategy should include the following set of development principles which seek to develop a new community which acts as an exemplar of sustainable development, and which reflects the outcome of the Sustainability Appraisal and sound planning principles. Those principles should include:-

- The development of a new community which is both inclusive and cohesive, and meets the needs of all sectors of the community, including families, the young and the elderly;
- The development should provide a range of social and physical infrastructure including pre-school facilities, and provision for primary education, recreational and leisure facilities;
- The development should be built upon the principles of sustainability and provide a range of housing types, sizes and tenures to meet the needs of the area and the new community, including 40% affordable housing;
- The development must meet the highest standards of sustainable design, and make a significant contribution towards reducing carbon emissions and water consumption. The development should maximise the opportunity to provide on-site energy from renewable sources;

- The layout and design should be fully integrated with the adjoining development and ensure good accessibility to the town centre at Waterlooville in an environmentally sound and cost effective manner. It should provide essential transport infrastructure to meet the needs of the new development and to maximise the opportunities for sustainable travel including: a network of footpaths cycle ways and bridleways; the layout of the site to help facilitate the provision of an enhanced bus system; and measures to mitigate the traffic impacts of the proposed development on the strategic and local road networks;
- The development proposals should clearly demonstrate how access will be gained to the strategic road network, and what measures will be put in place to ensure that smarter choices are made to achieve a modal shift which minimises car usage, and reduces the impact of private cars on the highways network;
- The layout of the development should provide a comprehensive network of open spaces and recreational facilities: to enhance the spatial qualities of the area and meet the needs of the new community; to mitigate the environmental impacts of the development; and to improve biodiversity in the area;
- Before the development can take place a full assessment will be required of its impact on habitats and bio-diversity both locally; and the 'in-combination' effects of the development on nearby sites of national and international importance. The development proposals must be accompanied by a full set of measures to mitigate the local and wider impacts of the development;
- The layout should protect and strengthen existing landscape features on the site, and should be designed in such a way as to minimise its visual impact, particularly in longer views;
- The development should contribute towards improving informal public access to the adjoining countryside;
- A Sustainable Drainage (SUDS) system must be provided which is fully integrated into the network of green spaces, and which enhances local biodiversity;
- Before the development can commence a comprehensive masterplan which covers the whole of the development area should be produced which clearly demonstrates how the development principles will be realised, taking into account local community views. The masterplan should provide an indicative layout showing the disposition and quantity of future land-uses and give a three dimensional indication of the urban design parameters which will be incorporated into any future planning application; together with a phasing and implementation strategy. The masterplan should include details of a structural landscaping scheme, together with details of its implementation to ensure that it is planted in advance of the development commencing;
- Demonstrating how the National Air Quality Standards will be met. The masterplan should be accompanied by or incorporate a sustainability strategy which clearly demonstrates how the principles of sustainability will be incorporated into the development proposals and implemented. The

masterplan should include details of the phasing and implementation of the development proposals; including the provision of the necessary infrastructure;

- A management plan should be produced as part of the master planning process to demonstrate how the infrastructure and community assets will be provided, maintained and managed.

That a development of approximately 3,000 dwellings should be provided on land to the north north/west of Whiteley, together with supporting social and physical infrastructure. The final number of houses which are to be developed on the site will be determined through the masterplanning process after all the relevant environmental constraints have been taken account of and proposals have been agreed to fully mitigate their impact.

The Core Strategy should include the following set of development principles which seek to develop a new community which acts as an exemplar of sustainable development, and which reflects the outcome of the Sustainability Appraisal and sound planning principles. Those principles should include:-

- The development of a new community which is both inclusive and cohesive, and meets the needs of all sectors of the community, including families, the young and the elderly;
- The development should provide a full range of social and physical infrastructure including a new local centre, with a range of shopping facilities, local employment, pre-school facilities, and provision for primary and secondary education;
- The development should be built upon the principles of sustainability and provide a range of housing types, sizes and tenures to meet the needs of the District and the new community, including 40% affordable housing;
- The development must meet the highest standards of sustainable design, and make a significant contribution towards reducing carbon emissions and water consumption. The development should maximise the opportunity to provide on-site energy from renewable sources;
- The layout and design should be fully integrated with the adjoining settlement at Whiteley and ensure good accessibility to the existing district centre and employment uses in an environmentally sound and cost effective manner. It should provide essential transport infrastructure to meet the needs of the new development and to maximise the opportunities for sustainable travel including: a network of footpaths cycle ways and bridleways; the layout of the site to help facilitate the provision of an enhanced bus system; and measures to mitigate the traffic impacts of the proposed development on the strategic and local road networks;
- The development should facilitate the completion of the Whiteley Way in an environmentally sensitive manner and which does not cause any undue severance for the new community, and does not encourage traffic from

adjoining areas to use the new route to gain access to the strategic road network;

- The development proposals should clearly demonstrate how access will be gained to the strategic road network, and what measures will be put in place to ensure that smarter choices are made to achieve a modal shift which minimises car usage, and reduces the impact of private cars on the highways network;
- The development should demonstrate how it will support the wider economic development objectives of the area, and what measures will be put in place to ensure a high level of self containment, and make a significant contribution towards reducing out-commuting;
- The layout of the development should provide a comprehensive network of open spaces and recreational facilities: to enhance the spatial qualities of the area and meet the needs of the new community; to mitigate the environmental impacts of the development; and to improve biodiversity in the area. In particular it should clearly demonstrate how the nationally and internationally designated sites nearby are going to be protected;
- Greater use of existing managed woodland should be encouraged to enhance the recreational opportunities of the new community, and to mitigate against the combined effects of the scale of development on the nearby nationally and internationally protected sites of environmental significance;
- Before the development can take place a full assessment will be required of its impact on habitats and bio-diversity both locally; and the 'in-combination' effects of the development on nearby sites of national and international importance. The development proposals must be accompanied by a full set of measures to mitigate the local and wider impacts of the development;
- The layout should protect and strengthen existing landscape features on the site, and should be designed in such a way as to minimise its visual impact, particularly in longer views;
- The development should contribute towards improving informal public access to the adjoining countryside;
- A Sustainable Drainage (SUDS) system must be provided which is fully integrated into the network of green spaces, and which enhances local biodiversity;
- Before the development can commence a comprehensive masterplan which covers the whole of the development area should be produced which clearly demonstrates how the development principles will be realised, taking into account local community views. The masterplan should provide an indicative layout showing the disposition and quantity of future land-uses and give a three dimensional indication of the urban design parameters which will be incorporated into any future planning application; together with a phasing and implementation strategy. The masterplan should include details of a structural landscaping scheme, together with details of its implementation to ensure that it is planted in advance of the development commencing;
- Demonstrating how the National Air Quality Standards will be met. The masterplan should be accompanied by or incorporate a sustainability strategy

which clearly demonstrates how the principles of sustainability will be incorporated into the development proposals and implemented. The masterplan should include details of the phasing and implementation of the development proposals; including the provision of the necessary infrastructure;

- A management plan should be produced as part of the master planning process to demonstrate how the infrastructure and community assets will be provided, maintained and managed.

Annex 1 Key points arising from comments received to question 14

Key Points (common issues have been grouped)	WCC Officer Response	Suggested Action
Question 14e “Are there any major advantages or constraints to developing any of the areas identified on the maps within the options	Whiteley and West of Waterlooville	
Development would make a positive contribution to the community of Whiteley and assist the imbalance of homes and jobs.	Agreed, it is recommended that development at Whiteley should be promoted, subject to more detailed site-specific work.	Accept Options 2 and 3 (concentration of development at Whiteley and West of Waterlooville)
Development of West of Waterlooville should remain at proposed levels.	The housing requirements in the South East Plan require options for further growth to be investigated.	No further action required.
Focus on Whiteley will facilitate the long overdue extension of Whiteley Way.	Noted.	No further action required.
West of Waterlooville and Whiteley are new developments. They both need good central facilities and the best possible infrastructure. Various employment possibilities are already present or close by.	Agreed. Both locations offer the potential for growth on an established base.	Accept Options 2 and 3 (concentration of development at Whiteley and West of Waterlooville)
Support principle of expansion to the north of Whiteley. Object to the	Noted.	This report deals with the merits of these potential

Key Points (common issues have been grouped)	WCC Officer Response	Suggested Action
expansion of Whiteley to the East and the potential impact on the Strategic Meon Gap.		sites.
Many residents of Whiteley wish to live in the developed area with everything on their doorstep. This is not the wish of local people of Wickham, Bishops Waltham, Swanmore and other small rural villages.	Noted.	No further action required.
Waterlooville and Whiteley lack historic identities – aesthetic or social; neither are they surrounded by remarkable and attractive landscaped – to extend them would cause least disruption to the existing character of these communities.	Noted.	No further action required.

Key Points	Officers comments	Suggested Action
14b Option 2a: Increase the planned density of dwellings within the area already allocated as a reserve site at Waterlooville		
Critical mass of new facilities and infrastructure already planned at West of	Agreed – increasing densities would give a greater return on infrastructure investment.	No further action required.

Key Points	Officers comments	Suggested Action
Waterlooville. Any additional development would capitalise on this.		
Higher densities may be inappropriate in this location.	The reserve site is capable of accommodating a modest increase in densities.	See main report.
Denmead and Waterlooville have done their bit for commercial and housing development during the last twenty years. They have reached optimal size.	Noted.	No further action required.
Questionable whether or not densities could be increased sufficiently to provide significant uplift in housing figures.	Increased densities could provide perhaps 200 or more additional dwellings which would help towards meeting targets.	See main report.
Should be considered as these areas are subject to development already but increased density must be subject to it being appropriate and in character with the built environment.	Noted.	No further action required.
Need to keep housing and work/jobs co-located to reduce infrastructure loading.	Increased densities would not affect the relationship between employment areas and housing.	No further action required.
West of Waterlooville forum should test option 2a, to ensure integration with	Option 2a is being tested, see main report.	No further action required.

Key Points	Officers comments	Suggested Action
MDA.		
<p>Denmead/Waterlooville Gap has been fought over for 30 years and strongly supported by Winchester Plan Inspector's report.</p> <p>Villages such as Denmead will lose identity and the area will become a suburban sprawl.</p> <p>To adopt [this option] amounts to creeping development in a way which will destroy a community's identity.</p> <p>Expansion of West of Waterlooville is contrary to Winchester Local Plan Inspector's report – urged that Denmead/Waterlooville Gap be maintained within present boundaries.</p>	<p>Increased densities of housing at West of Waterlooville would not affect the existing gap.</p>	<p>No further action required.</p>
<p>Development should occur at West of Waterlooville.</p>	<p>Noted.</p>	<p>No further action required.</p>
<p>West of Waterlooville and Whiteley are to be favoured, not least because the infrastructure in those places is either in existence or capable of providing without altering the nature of the historic</p>	<p>Noted. However, these options alone may not be able to accommodate all the required development.</p>	<p>No further action required.</p>

Key Points	Officers comments	Suggested Action
and rural settlements.		

Key Points	WCC Officer Response	Suggested Action
14 c Option 2b: Expansion of Waterlooville further to the west to take advantage of the facilities already existing or in the planning process;		
<p>A strategic gap must be retained/maintained between Denmead and Waterlooville.</p> <p>Limited scope for future expansion without intruding into Denmead Gap.</p> <p>The existing constraint of the Denmead Gap should be respected.</p> <p>B2150 cannot cope with current traffic – Denmead Gap will be destroyed and the pylons are a good line to stop building.</p> <p>Disagree with extension of Waterlooville – important to retain Denmead’s identity as a village.</p>	<p>It is agreed that care would be needed with any further westward extension of Waterlooville. This may be achievable with appropriate landscaping and incorporation of open space but the merits of specific sites are considered in the main report.</p>	<p>See main report.</p>
<p>Any additional development at Waterlooville would be detrimental, firstly to Waterlooville itself, as it will struggle to assimilate and</p>	<p>Land to the West of Waterlooville is already identified and planning permission exists for the development of 2000 dwellings as well as</p>	<p>Further investigate capacity of land adjoining Waterlooville to accommodate</p>

Key Points	WCC Officer Response	Suggested Action
<p>integrate with the extensions already planned, but also to the surrounding area and the designated National Park to the north of Denmead.</p> <p>The [East Hampshire] Council is concerned that the expansion of Waterlooville to the West would have a detrimental impact on the residents of East Hampshire especially in Lovedean, Horndean and Clanfield. The physical and social infrastructure in the area is already inadequate, especially highways, and further development would aggravate an already unsatisfactory situation.</p> <p>Also, the diminution of the Waterlooville/ Denmead local gap could well lead to pressure for the development of other important gaps within the PUSH area.</p> <p>Strong concerns about option 2b, in view of infrastructure capacity, poor relationship to rest of MDA and narrowing of Denmead gap. Further</p>	<p>employment provision and associated infrastructure. The reserve allocation allows for an additional 1000 dwellings which might be increased by 200 or so more dwellings by increasing densities. Any further development beyond that reserve allocation would take account of infrastructure provision and capacity as well as the visual aspects of further development.</p> <p>Winchester Council will work with other authorities on sites which span local authority boundaries. Whilst Winchester's LDF must take account of the policy framework of neighbouring local authorities, the policies in Winchester's LDF will be specific to Winchester District.</p>	<p>development.</p>

Key Points	WCC Officer Response	Suggested Action
employment land here could have implications for strategic road access and jeopardise employment sites in Havant. Invites the City Council to explore with Havant and East Hampshire, possible development of Woodcroft Farm.		
The MDA will bring long term changes to the southern parishes – any addition will generate social disruption.	The MDA is already planned.	No further action required.
Development should occur at West of Waterlooville	Noted.	No further action required.
West of Waterlooville and Whiteley are to be favoured, not least, in addition to all reasons previously expressed because the infrastructure in those places is either in existence or capable of providing without altering the nature of the historic and rural settlements.	Noted.	No further action required.

Key Points (common issues have been grouped)	WCC Officer Response	Suggested Action
14d Option 3: Concentrate growth at Whiteley which would include the provision of mixed use development; essential transport infrastructure (including the completion of the Whiteley Way); a mix of dwellings (with a 40% affordable housing requirement); greenspace; community facilities; evening economy; and new commercial/business units		
<p>There is overall capacity at Whiteley and the potential to consolidate the social infrastructure; development would there would be least disruptive to the established community.</p> <p>Most appropriate option – the settlement with the most significant deficiencies in social infrastructure.</p> <p>Only support if facilities and infrastructure improved before or during development.</p> <p>Advantage in opportunity to plan and stage development providing necessary infrastructure and faculties hand in hand with dwellings.</p> <p>Whiteley would become more self sufficient with the infrastructure and shops proposed. Also, a secondary school based at Whiteley would ease</p>	<p>There is support for development at Whiteley to encourage the provision of additional infrastructure, both social and physical, which is needed in the settlement.</p>	<p>The concentration of development at Whiteley and West of Waterlooville has already been accepted as the preferred strategic option. This report considers the merits of potential sites (see main report).</p>

Key Points (common issues have been grouped)	WCC Officer Response	Suggested Action
<p>pressure on surrounding schools. Surely for a development the current size of Whiteley (let alone any increase) should have sufficient schooling, GP, range of shops etc.</p> <p>In many ways, Whiteley is still a new community, establishing its identity. If it to become the vibrant town is could be and achieve full potential, it will benefit enormously from the adoption and implementation of Option 3.</p>		
<p>Proposed area for development would lead to dispersed settlement with no cohesive structure.</p>	<p>Noted, the relationship with existing settlements is one of the factors considered in assessing the potential sites.</p>	<p>See main report.</p>
<p>West of Waterlooville MDA will bring long term change to southern parishes during the next seven to nine years and adding to that would be socially disruptive.</p>	<p>The MDA alone does not embrace the levels of housing provision necessary to meet requirements.</p>	<p>No further action required.</p>
<p>Whiteley residents support the 'PUSH' development and have links to the M27.</p>	<p>Noted.</p>	<p>No further action required.</p>
<p>The concentration of growth at Whiteley would make it a more sustainable</p>	<p>Noted.</p>	<p>No further action required.</p>

Key Points (common issues have been grouped)	WCC Officer Response	Suggested Action
settlement thereby reducing dependence on the private car and reducing congestion on the M27 assisting the economic wellbeing of the PUSH area.		
No objection subject to no inappropriate development in the floodplain and no development abutting important biodiversity areas (Environment Agency).	PPS 25 – Development and Flood Risk – is taken into account by all Local Planning Authorities in preparing Development Plan Documents. Issues relating to flood risk and biodiversity are amongst the factors considered in assessing the potential sites	See main report.
Option 3 would appear to be the only location where jobs and housing exist together. It would be interesting to know what level of sustainability was achieved.	Noted.	No further action required.
Whiteley should be the top priority for expansion.	Noted.	No further action required.
Would need to consider access to M27 at junction 10.	Noted. The Council will take account of the various transport strategies and studies in deciding which strategic development option(s) to pursue. The Transport Assessment which	See main report.

Key Points (common issues have been grouped)	WCC Officer Response	Suggested Action
	has been carried informs the recommended approach.	
Practical and environmental considerations point to Whiteley.	Noted.	No further action required.