

**The South East Plan**  
**South Hampshire Sub-regional Strategy**

**Interim Report**

**4<sup>th</sup> October 2004**

## **PREFACE**

The brief issued by the South East England Regional Assembly commissions Hampshire County Council, Portsmouth City Council and Southampton City Council to prepare the sub-regional strategy. These three authorities have decided to prepare the strategy through the aegis of the Partnership for Urban South Hampshire (PUSH) which includes all eleven councils which comprise the strategy area.

At the time of the submission of this report - only ten weeks after the brief was issued, technical work, and the development of policy advice and spatial options are still being worked upon. This document is therefore very much a report of progress and work in hand.

Some preliminary work was initiated prior to finalisation of the brief, but the bulk of the work has been undertaken subsequently. This means that this 6-9 month project is required to be completed in only three months. Consequently the proposals which will appear in the final report will be very tentative and will require further elaboration, testing and refinement. That further work will include consideration of information provided by the Assembly (some of it only days prior to this submission) which it has not been possible to take into account in strategy preparation. The timescale for this sub regional work remains a source of concern to the authorities, providing little time for effective community or wider political engagement in the process.

**Contents**

- 1 Introduction
- 2 Vision
- 3 Quality of Life
- 4 Spatial Constraints and Opportunities
- 5 Employment, Housing and Population Growth
- 6 Transport
- 7 Water and Other Infrastructure
- 8 The Final Report

**Appendices**

- 1 Preparation Process for the Strategy
- 2 Partnership for Urban South Hampshire (PUSH) Vision Statement
- 3 Weightings given to the quality of life criteria
- 4 Relative importance of spatial constraints and opportunities

## **1 Introduction**

- 1.1 Shortly after the Brief was finalised, the Partnership for Urban South Hampshire agreed a process and programme for preparing the sub-regional strategy. This comprised several streams of work which, given the tight timetable for the work, had to be undertaken in parallel:
- Formulation of a vision and quality of life criteria;
  - evaluation of constraints and opportunities;
  - identification of transport and infrastructure requirements;
  - formulation of strategy options and policy advice.
- 1.2 The process is described in more detail below, and the timetable is set out in more detail in Appendix One. Progress on each of these elements is described in this report.

## **2 Vision**

- 2.1 The Partnership for Urban South Hampshire (PUSH) published a statement in May 2004 which set out its vision and aspirations for South Hampshire. At that time, the Partnership comprised the seven authorities which cover the most urbanised parts of South Hampshire. Subsequently, the Partnership was expanded to embrace all eleven local authorities in the defined strategy area. PUSH itself is a voluntary partnership of the eleven local authorities, established to provide a vehicle for the delivery of an integrated, cross authority approach, to the future development and management of change in South Hampshire. The initial focus for the PUSH work is the preparation of the South Hampshire Sub Regional Strategy, and a steering Group of the Leaders and Chief Executives of the local authorities, supported by advisors from Government Office for the South East, the Regional Development Agency and the Regional Assembly, has been formed to oversee this process. The Steering Group has been advised in this process by a series of workshops, drawn from a wider group of councillors and a range of other interests, including Local Strategic Partnerships, and social, environmental and economic partner bodies.
- 2.2 The PUSH vision in full is set out in Appendix Two, however, it is important to restate the critical objectives of the Vision, and in particular the PUSH proposition:- This is basically that a strategy of managed growth, based on regeneration of the two cities and existing urban areas, whilst supporting community and development needs across the sub region, can deliver
- economic development and regeneration to support social needs, tackle deprivation, and secure social and economic inclusion;
  - sufficient, fit, sustainably constructed and affordable housing to meet local needs and support labour requirements for sustained future economic growth;
  - more sustainable and accessible communities;
  - protection, of the character, and quality of life of the sub region;
  - improvement of the cultural, leisure and environmental assets of south Hampshire;
  - quality of life dividends for existing and new communities, through investment and development which addresses existing problems (such as the current infrastructure deficit);

provided that growth is supported by investment in, and timely provision of the full range of supporting social, economic, physical and environmental infrastructure, and that a proper balance is struck between economic growth, environmental protection, community regeneration, infrastructure and housing development.

2.3 At a day long workshop on 6 September 2004, Members from the authorities identified the key objectives which the sub-regional strategy should seek to achieve. The workshop identified features of South Hampshire which Members wished to keep and cherish. Foremost amongst these were:

- A buoyant diverse economy;
- the separate identity of the sub-regions settlements and the urban greenspace within them;
- the waterfront, coast, environment and ports.

2.4 The workshop also identified priority issues which Members wished to develop and improve through the sub-regional strategy, notably:

- Educational attainment and skills to remedy social inequalities;
- wider housing choice and an increase in the provision of and access to affordable housing;
- increased investment in infrastructure and the quality of the built environment;
- investment and measures to improve the transportation system.

These priorities have helped shape the emerging spatial strategy options and will form part of the evaluation framework which will be used to test those options.

2.5 **‘Future Roles for Portsmouth and Southampton in the SE’**

Our core goal is to support strong economic growth in the sub-region over the long term. The sub-region currently punches below its weight in comparison to the wider region and there are significant pockets of deprivation, particularly in the two cities, that need to be addressed. On a regional basis, this remains a priority area for economic regeneration: the central purpose of the managed growth strategy is to achieve effective and inclusive regeneration in the existing urban areas.

2.6 The strategy is focusing on the potential of the two cities and the related urban areas to drive a higher rate of sustainable economic growth in the sub-region over the longer term. Both cities have achieved very significant regeneration successes in recent years, but remain in the early stages of major and exciting programmes of transformation. Southampton is now the leading retail centre for the South East region (outside London) and Portsmouth has already transformed the quality of its waterfront. The status of the two cities as major ports and transport hubs is central to their success and this will be developed further, both through the enhanced role of the international airport and through rail and station improvements. Both cities can also offer excellence in higher education, with real potential for further spin-off of knowledge-based industries. Within the two cities there is also an outstanding portfolio of major projects in the pipeline. These projects will drive further enhancement of the city’s roles as retail, leisure, sports and cultural centres over the next decade.

- 2.7 There is a capacity and a clear political vision to build on this success throughout the plan period. The intention is to see the cities flourish as regional and sub-regional business and employment centres, building on their continued expansion as retail, leisure and cultural centres. Both cities are undergoing significant regeneration, but external perceptions have yet to change: the aim is therefore to shift perceptions of both the quality of life and the sense of place within the two cities. The vision is for bold, complementary cities that are characterised by high quality, metropolitan architecture and urban design, with thriving city cores that address vital and attractive waterfronts.
- 2.8 But the vision is an inclusive one, which will reach beyond the two city centres, in several respects. Within the cities, the development strategy will support neighbourhood regeneration in priority areas and must ensure that these communities can access the growing centres of business and commercial activity in the sub-region. This will mean tackling skills deficits, addressing housing need, driving forward the delivery of decent housing, reinforcing local centres, and investing in public transport improvements on appropriate corridors.
- 2.9 Also, whilst city-focused, the strategy recognises that the sub-region functions as an increasingly complex, polycentric, urban conurbation, interspersed with some more rural areas. The aim is to support the development of a network of complementary service and employment centres across the sub-region, readily accessible from neighbouring residential areas. Some expansion of town and district centres will be provided for, in addition to new employment areas in sustainable locations. The delivery of a fully integrated package of public transport improvements, improved transport interchanges, park and ride facilities and appropriate demand management measures will be critical to achieving this vision.

### **3 Quality of Life**

- 3.1 The cornerstone of any spatial strategy must be to improve quality of life in the area it covers. Quality of life includes a rich, diverse and healthy environment, but also embraces the provision of jobs, services and decent housing for all. It is concerned with social, economic and environmental factors.
- 3.2 The Integrated Regional Framework for the South East (IRF) encapsulates all three dimensions within its 25 objectives, ranging from the community's everyday concerns such as fear of crime to global matters like climate change. For each of the 25 objectives, a criterion has been identified in the IRF which can be used to test the emerging RSS optional policies. Given the wide scope of the IRF, some objectives are more relevant to sub-regional spatial planning than others. Moreover, the emphasis attached to each regional objective will vary from sub-region to sub-region, in the same way as priorities vary from region to region and nation to nation.
- 3.3 In recognition of this, the Member Workshop on 6 September 2004 considered the weight which should be attached to each of the quality of life criteria, specifically in relation to the South Hampshire sub regional strategy..
- 3.4 These weightings are set out in Appendix Three. They have been endorsed by the PUSH Steering Group. They will be applied to the criteria drawn from the IRF

objectives to provide a framework for testing the extent to which each strategy option improves the quality of life in South Hampshire.

#### **4 Spatial Constraints and Opportunities**

- 4.1 To enable the formulation of spatial strategy options, constraints of sub-regional significance were mapped. Examples of these are flood risk areas, nature conservation, and built heritage designations, landscape character, agricultural land quality, transport accessibility and strategic and local gaps.<sup>1</sup>
- 4.2 Opportunities were similarly mapped. There are locations where development might be advantageous because of the intrinsic nature of the land, eg brownfield sites, or because it would make use of existing infrastructure capacity.
- 4.3 The members workshop on 6 September 2004 considered the relative importance to be attached to each constraint and opportunity. It attached the most importance to the following : -

Spatial constraints:

- International and national designations for habitats and species;
- Land constrained by neighbouring uses (eg safeguarding zones, MOD);
- Existing uses which should be retained (eg historic parks and gardens);
- Scheduled Ancient Monuments;
- Presumption against development on the undeveloped coast;
- Land liable to flood (river, tidal & groundwater);
- Maintaining the principle of gaps between settlements;
- Coastal areas suitable for providing compensation habitats;

Spatial opportunities:

- Appropriate brownfield sites free of constraint;
- Accessibility to existing public transport network;
- Accessibility to primary road network and potential for new roads;
- Landscapes which offer most capacity or potential to accept and absorb new development;
- Accessibility to city and town centres.

- 4.4 The classification of all the constraints and opportunities is set out in Appendix 3.
- 4.5 The classification was endorsed by the PUSH Steering Group on 7 September 2004.

#### **5 Economy and Employment**

- 5.1 PUSH has commissioned, through its Economic Sub-Group, consultants to review and advise on the drivers of the South Hampshire Economy. In addition it has the advantage of recently completed technical work as a foundation, notably the South Hampshire Study 2003 and the Hampshire Business Needs Survey 2002. The former

---

<sup>1</sup> Open breaks between settlements where there is a presumption against development. Strategic Gaps are identified in the Hampshire County Structure Plan; Local Gaps are identified in District Local Plans.

collates a wide range of economic information; the latter found, inter alia, that 40 per cent of Hampshire firms will need more space in the next five years, of which over 90 per cent want to expand within the County. The importance of land to business was recently emphasised in the Hampshire Economic Partnership's submission to the Regional Assembly: "*Commercial property is a key enabler in the delivery of sustainable economic performance*"

- 5.2 Other considerations in the economic realm are more difficult to quantify and address through a spatial strategy, but are of key importance as objectives to which the strategy will contribute. These include the deficit in skills that is evident across much of the sub-region and the importance of addressing it through investment. Equally important objectives are improving social inclusion and decreasing the amount of deprivation in the sub-region. These objectives must be kept firmly in mind as details of a growth strategy for the area are developed.
- 5.3 There is also good information available on past industrial and business development and on land for future development (although at present these figures relate to whole Districts only). During the 16 years 1988-2003, an average of 160,000 square metres of floor space was built each year in the whole of the areas of the PUSH authorities; in the mid 1990s development slowed so that the annual average over the most recent 8 years 1996-2003 was around 130,000 square metres. Currently, there is just over 700 hectares of land in the ten whole Districts which has planning permission for industrial and office development or proposed for that purpose in adopted and draft Local Plans. This could accommodate over 2 million square metres of business floorspace. In contrast to past development, there is less land for business development in the planning pipeline in the core areas of South Hampshire than in the fringe areas.
- 5.4 Preliminary economic forecasts (undertaken by Hampshire County Council) suggest that on current trends South Hampshire will grow at around 2.5 per cent per year up to 2026, generating a requirement for around 140,000 square metres of floorspace per annum in the ten whole Districts (not dissimilar to actual development per annum 1996-2003). The initial work from DTZ commissioned by PUSH suggests the current growth rate is around 3%. In order to support a higher rate of economic growth, consistent with the PUSH vision of an economic regeneration led strategy, a higher rate of land development needs to be considered. Issues of density and productivity of employment uses will be relevant factors in assessing future demand for employment floor space and land, as some existing development is of unsustainably low density, and the distribution of remaining employment land within the sub region is inconsistent with the strategy of economic regeneration led growth based on the two cities, where employment land is in short supply.
- 5.5 Even more land is likely to be needed, if anecdotal evidence, that some allocated sites are either poorly located for businesses development or too costly to develop, is proved true. In this regard, an assessment is underway in conjunction with the Hampshire Economic Partnership of all sites in terms of their market attractiveness, site quality and genuine availability.
- 5.6 The pressure to allow housing and other development on land in use or allocated for industry/offices has been particularly intense in South Hampshire. During the five



years 1997-2002 over a quarter of a million square metres of business space has been lost to other uses. The losses were particularly significant in Portsmouth and Southampton where new business development failed to keep pace with losses to other uses; in both cities there was a net reduction in business floorspace over the five years. The PUSH vision is based on an economic regeneration led strategy, and the critical relationship between economic growth and development, and the level of housing required to support this is a crucial area of work which is still underway.

- 5.7 To develop preliminary assessments and forecasts, PUSH has appointed consultants to evaluate South Hampshire's economic drivers and business needs, to identify the means of achieving economic growth and to forecast the implications of a range of future growth (3 per cent, 3.5 per cent, 4 per cent per annum).

## **6 Housing**

- 6.1 The Strategy Steering Group is determined that the maximum use should be made of land within the sub region's existing urban areas to accommodate new development, commensurate with the protection of urban quality and land needed for other uses, including employment and community infrastructure. The brief for strategy preparation also requires the spatial options to take account of urban potential including the use of previously developed land.
- 6.2 Each local authority has compiled an estimate of dwellings which could be built on land allocated for development (sites with planning permission or allocated in adopted/draft Local Plans) and on other urban sites which might be expected to become available before 2026. This work is currently being finalised, and there are critical issues and assumptions relating to future densities of development both in the two cities, and in other urban areas, the balance between retention of employment land in the cities and urban areas and redevelopment for housing, and the validity of accurate projections in the latter half of the strategy period. The urban capacity work will be completed within the timescale for the submission of the sub regional strategy, by the end of October..

6.3 The Regional Assembly has decided that the draft South East Plan should be based on 32,000-36,000 new homes per year across the region to 2026. This is 6-22 per cent above the currently planned rate of house building<sup>2</sup>, although there is an expectation that higher levels of development and growth should be considered and tested in the defined sub regions for which strategies are being prepared, such as South Hampshire. The lower percentage therefore is the minimum dwelling provision which can be contemplated for South Hampshire. The brief for strategy preparation specifically requires options to be tested which would provide for 20 per cent and 40 per cent above the rate in Regional Planning Guidance (RPG). The implications of these levels of house building, which at this stage are only being tested and evaluated, in the broader context of the PUSH vision and the quality of life framework agreed by PUSH, are as follows.

**Figure 1: Housing and population change 2006 – 2026** Table 1

| <b>Option</b>  | <b>‘Minimum’<sup>3</sup></b> | <b>‘Medium’</b> | <b>‘High’</b> |
|--|------------------------------|-----------------|---------------|
|  | RPG plus 6%                  | RPG plus 20%    | RPG plus 40%  |
| Total new housing  | 72,000                       | 82,000          | 95,000        |
| Proportion to be accommodated through existing commitments and urban capacity (Fixed value, assumed For testing purposes only – see para 6.2) <sup>4</sup> | 70%                          | 60%             | 53%           |
| Additional housing (based on simple subtraction of the assumed Urban Capacity value from the overall requirement)  | 30%                          | 40%             | 47%           |
| Population increase  | 44,000                       | 65,000          | 95,000        |

6.4 The PUSH vision rightly highlights the need to meet local housing needs, and for the levels of housing development to support planned levels of economic growth and therefore help to deliver more sustainable communities. The complex relationship between economic growth and housing requires more detailed investigation, however housing availability and affordability are critical to both tackling existing social exclusion and to labour supply to support economic growth. Local housing needs are also being further examined through the technical work underway, and the consultants work identified by the PUSH Housing sub group as a requirement for the next phase

<sup>2</sup> The provision in Regional Planning Guidance Policy H2 plus the subsequent additional provision in the four growth areas set out in the Sustainable Communities Plan.

<sup>3</sup> There are questions over whether this minimum option could deliver the PUSH Vision and support an adequate level of economic growth to deliver regeneration, but this is to be tested further; this option also provides a baseline test for the two higher growth options.

<sup>4</sup> These fairly crude assumptions are made for initial option development and testing purposes only, further and more rigorous testing and refinement will be undertaken as part of the technical work in the run up to the submission of the final report in October, and in the extended technical refinement work thereafter.

of the development of the sub regional strategy. PUSH has identified the need for more affordable housing as a critical issue for South Hampshire.

- 6.5 The PUSH housing strategy sub-group are reviewing evidence on housing need, including the recently completed demographic assessment for the region as a whole. Further work is required to establish the level of new provision that is required, to be undertaken using the Local Housing Assessment approach now being developed by the ODPM. We intend that the results of this should be available by the early New Year and will inform the development of the South East Plan and the sub-regional strategy

## **7 Transport**

- 7.1 In recognition of the crucial importance of transport to the future prosperity and quality of life in South Hampshire, a day-long Members' workshop was held on this topic on 14 September 2004. The critical message from the seminar was that in order to deliver more sustainable communities, and to realise the PUSH vision for managed growth, investment in transport and accessibility had to run in parallel with development and growth, and that investment was needed in both demand and supply measures for a more effective and sustainable transport system to meet social, economic and environmental imperatives. Key conclusions of the event included (not in any priority order):-

- It is imperative to tackle congestion and optimise capacity on the M27 motorway and to improve the local road network;
- ensuring some switch from roads to other forms of transport is a key priority;
- Investment must be made in the sub-region's rail network;
- measures must be introduced to improve the quality of bus travel and make it more seamless;
- major capital investment and revenue support will be required, Government must play its part in providing resources;
- some form of Passenger Transport Executive is needed for South Hampshire, particularly to maximise delivery in respect of public transport and integration between transport authorities and providers;

- 7.2 The workshop attempted to identify those approaches to development in the sub-region that appeared to make the best use of existing transport systems and infrastructure (assuming some further development of them), and prioritised those measures that were considered to contribute to a sustainable South Hampshire. A significant degree of consensus was forthcoming, with investment in sustainable transport modes, and the need to achieve modal shift, being identified as key objectives. The major role for bus-based public transport in the sub-region in the future was also recognised. There was also broad agreement that demand management measures would need to be carefully considered and would form part of the policy approach in the medium term. It will be vital to maintain and improve city centre accessibility, in particular by delivering appropriate park and ride solutions, investing in public transport improvements on appropriate corridors, maximising the potential of rail freight operations and developing an appropriate package of demand management measures. It is critical that spatial planning and transport planning work is fully aligned, with the LTP process incorporating the strategic implications of the sub-regional strategy.

## **8 Other Infrastructure**

- 8.1 Work is underway to identify, in broad terms, the full range and cost of new infrastructure needed to support future development in South Hampshire, and to make communities more sustainable. This provision, includes health, education skills as well as transport, water, other utilities, leisure, and community facilities. This analysis will be verified by independent consultants who will also identify the potential sources of funding including the likely investment required from Central Government. This issue, identified at the Spring Debates, is a critical and determining consideration in the PUSH vision, growth without supporting infrastructure is simply not acceptable.
- 8.2 The ability to provide water to new development and to deal with waste water generated by it is another critical infrastructure and environment issue to consider in deciding whether South Hampshire can accommodate more growth. Discussions with the water companies have revealed that a population increase of up to 100,000 people has already been built into their water resource plans. On this basis, all three options for development in Figure 1 above could be serviced. The companies have confirmed they are 'comfortable' with the options being considered and that provided there is not a significant increase on planned rates of building up to 2010 they will be able to install the necessary new infrastructure. The Environment Agency has expressed caution on this overall conclusion, as emerging new legislation may constrain the amount of water which the companies are allowed to abstract from rivers and aquifers, and thus the overall water supply. Discussions with the Agency and the companies are continuing as strategy preparation progresses.

## **9 Towards Spatial Options**

- 9.1 The PUSH authorities held a third in the series of wider engagement workshops on 27<sup>th</sup> September, in Southampton, to draw together the work on constraints/opportunities, Quality of Life indicators and transport issues from the first two workshops, and to begin the process of developing spatial options. As part of the process, the workshop participants were asked to begin to develop options for development locations to accommodate growth at the levels being. This work was further developed at the PUSH Steering Group (leaders and chief Executives) meeting on 29<sup>th</sup> September. Following this meeting more technical work will be done to develop and refine options for further testing.
- 9.2 The guiding principles which emerged from the PUSH Steering Group suggest that options should:-
- Relate well to the two cities (a bi-polar growth focus);
  - Relate well to strategic public transport corridors and interchanges;
  - Achieve a critical mass (with development outside the cities, focused in small number of strategic and more sustainable locations.

Three broad development options are being evaluated in more detail against these principles and other criteria and opportunities. In general terms, these take the form of:

- 1 - Growth focused in and around the two cities;
- 2 - Growth in the two cities and in selected Strategic Development Areas;
- 3 - Growth in the two cities and on public transport corridors.

A fourth, 'scattered' development option has been dismissed at this stage as it was inconsistent with the guiding principles.

## **10 Towards A Delivery Vehicle**

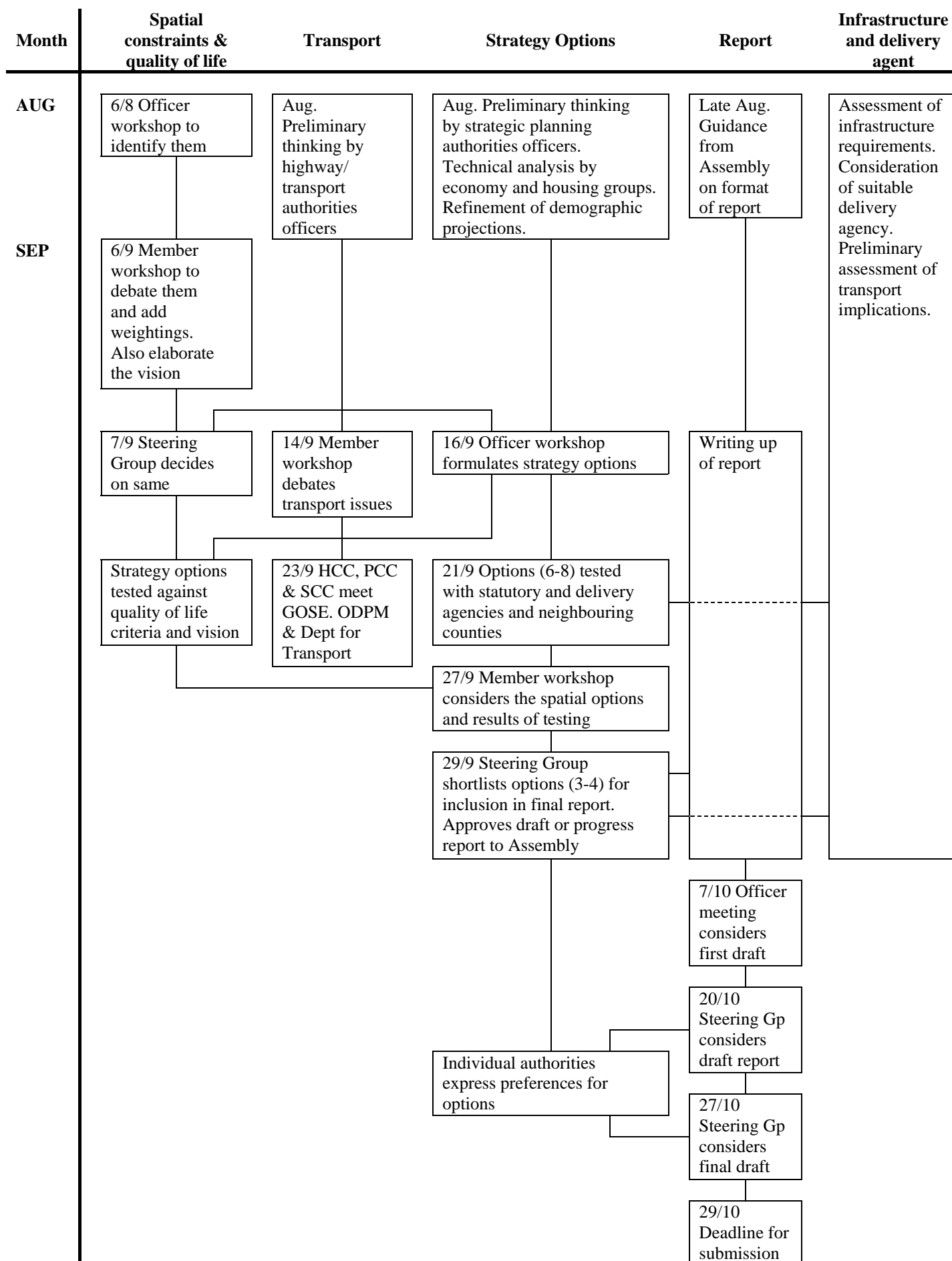
- 10.1 The PUSH Steering Group meeting on 29<sup>th</sup> September also gave initial consideration to the question of appropriate delivery mechanisms and vehicles for South Hampshire. Once again much more detailed work is needed to develop and refine the position on this topic, but the Steering Group did unanimously endorse a set of guiding principles:-
- to draft and endorse a constitution, structure and governance arrangements that will support PUSH local authorities in steering the Delivery Vehicle / Arrangements;
  - to prepare a business plan / resource plan that directly relates to the Sub Regional Strategy - to identify developmental projects, timeframes and outcomes and the resources required to deliver them;
  - to draft out protocols to guide work within PUSH and with partners, including those at national / regional level;
  - to prepare an action plan for the first 5 years, which would reflect the business & resource plan and existing plans / projects already in hand.

## **11 The Final Report**

- 11.1 The guidance promised by the Regional Assembly in the format of the final report has not yet been received; the only advice to date is that it should be short, with detailed material included in technical appendices. On this basis, the intention is that the South Hampshire Strategy final report will comprise of around 20 pages explaining the strategy options and the outcome of their testing. A preface will set out the PUSH authorities' preferences amongst those options; this may be a consensus around one option or preferences for different options. Technical appendices will explain in more detail the strategy preparation process and the results of testing of the options.
- 11.2 The final report will articulate the strategy in the form of draft sub-regional policies as required by the brief. It is envisaged that these will cover the following:-
- i) the overall housing, economic and regeneration roles that the sub-region might play in the long term (ie next 20-30 years) and their impact in the environment and communities at sub-regional level;
  - ii) the future role of the sub-region's economy in the South East context;
  - iii) the future roles of Portsmouth and Southampton within the South East region and how the other primary urban settlements will support the two cities in those roles;
  - iv) the broad amount, type, distribution and phasing of employment and housing development to 2021 and (in less detail) to 2026;

- v) locational criteria for sub-regionally significant development and broad locations for such development:-
  - need for a proactive approach by all planning authorities towards higher densities and securing higher quality urban design;
  - sequential tests for development;
  - securing affordable housing through the planning system and via regional funding;
  - strategic gaps;
  - safeguarding of employment sites.
- vi) mechanisms for maximising the potential for sustainable economic growth while deducing social inequalities;
- vii) measures required to build on the strengths of the area and deal with the lack of skills in order to facilitate urban regeneration;
- viii) the infrastructure required to address existing deficiencies and support sustainable development;
- ix) delivery arrangements.

# APPENDIX 1: PREPARATION PROCESS FOR THE SOUTH HAMPSHIRE STRATEGY



## **APPENDIX 2: PUSH VISION (MAY 2004)**

### **Views of the Partnership for Urban South Hampshire**

*The Partnership for Urban South Hampshire (PUSH) consists of the seven local authorities whose areas comprise the urban core of South Hampshire: Eastleigh Borough Council, Fareham Borough Council, Gosport Borough Council, Hampshire County Council, Havant Borough Council, Portsmouth City Council, Southampton City Council. Their Leaders have considered the sub-regional study. The statement below sets out the Partnership's vision and aspirations for the future planning of urban South Hampshire.*

1. We believe that urban South Hampshire has immense natural advantages and a bright future. It has an environment that is the envy of many parts of England, with easy access to rural hinterlands and miles of beautiful coastline. It has a vibrant economy, world class higher education institutions, and excellent transport links, by air, road, rail and sea. Historically it has been England's sea gateway to the continent, the Americas and beyond and it still plays this role today. Most of all, it is a place where businesses want to invest and where people want to live.
2. Growth has occurred on a massive scale over the last 40 years. South Hampshire is now the largest urban area in the south of England outside London. This growth has created a complex urban area focussed on two major cities and a series of adjacent complementary settlements, which now form an almost continuous conurbation adjacent to the Solent coastline. The complexities of our local government arrangements, with two Unitary cities, four District Councils and a County Council has meant that it has been more difficult to achieve a coordinated approach to the strategic planning of the area. It is to achieve that unified voice that PUSH was established.
3. It is our view that further growth in the area is to be welcomed. We must plan for sustainable development and change in a way which will maximise the benefit to the area and its people. Such an approach must acknowledge the differences and particular needs of the various locations that make up South Hampshire, while at the same time recognising the complementary and common interests which the whole area shares as a continuous urban area with a common future.
4. Economic growth will bring many benefits to the area. It will bring more investment, more jobs, more people to enrich communities and more services to meet their demands. The challenge we face is how to create regeneration through growth: to build the necessary infrastructure, tackle the problems the area faces, maintain its superb environment and enhance its prosperity and well-being. We need to be able to meet this challenge in order to move confidently towards status as a growth area and eventually create a world class city region.
5. The following issues are key to our approach to growth:
  - A better transport infrastructure, with an emphasis on better choice and availability in public transport, which allows people to move more efficiently and safely within the region.
  - Complementary and parallel investment in utilities, services and facilities to maintain and enhance the quality of life for residents, businesses and visitors.
  - Enhancing the advantages of particular localities within the area (motorway corridor, town or city centre, waterfront or suburb) as a focus for appropriate employment and business development that will enhance prosperity.
  - Facilitating and encouraging inward investment, whilst recognising that indigenous growth will be the main driver of the area's economic future, building on its strengths in research and innovation, and its emerging business clusters.
  - Ensuring that economic growth benefits all sections of the community and that there is investment in skills to enable people to participate in local employment growth and opportunities.



- · Regenerating older urban areas to enhance their particular historic and environmental qualities, and to further develop the social and cultural infrastructure to support them.
  - · Ensuring that housing development focuses on the changing needs of a changing population, including smaller housing units and more affordable housing.
  - · Respecting the environment, safeguarding bio-diversity and areas of high ecological importance, and providing access to recreational and countryside areas.
6. Development that is sustainable needs to respect the balance between housing and employment, be of the highest quality, be supported by appropriate infrastructure, and have the least possible impact on greenfield sites and high quality spaces within and between settlements. It needs to be supported by investment in facilities, services and skills.
7. New development should be carefully targeted to locations where it would benefit the sub-region, through associated transport improvements for example, or helping to reduce social deprivation. The overall focus should be on the regeneration and renaissance of the two cities and older urban areas, embracing mixed use development and very high densities in appropriate locations. Development elsewhere must show it would complement and not conflict with that aim.
8. We believe the case for a sub-regional strategy covering South Hampshire is overwhelming and indisputable. For such a strategy to be successful, a real commitment will be required from the Government to provide substantial funding for key transport infrastructure enhancements, particularly to improve access into Portsmouth and Southampton from other parts of the sub-region. Subject to that commitment, we support the designation of the Urban South Hampshire sub-region as a "Strategic Development Area" in the South East Plan.
9. The future for South Hampshire is bright. We want to see it become a world-class city region in the South of England. We are committed to meeting the challenges of sustainable growth and we call on the Government to make the necessary investments to ensure that we can achieve our aims.

*NB: This is a provisional statement which is subject to formal approval by some authorities through their normal constitutional arrangements*

## APPENDIX 3: WEIGHTINGS GIVEN TO QUALITY OF LIFE CRITERIA

### High significance

|  |
|--|
| <b>To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home</b>  |
| <b>To improve the health and well-being of the population and reduce inequalities in health.</b>   |
| <b>To create and sustain vibrant communities</b>   |
| <b>To improve efficiency in land use through the re-use of previously developed land and existing buildings, including re-use of materials from buildings, and encourage urban renaissance</b> |
| <b>To conserve and enhance the region's biodiversity</b>   |
| <b>To reduce road congestion and pollution levels by improving travel choice, and reducing the need for travel by car/lorry</b>  |
| <b>To maintain and improve the water quality of region's rivers and coast, and to achieve sustainable water resources management</b>   |
| <b>To sustain economic growth and competitiveness across the region</b>  |
| <b>To simulate economic revival in priority regeneration areas</b>   |
| <b>To develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities</b>  |

### Medium significance

|  |
|--|
| <b>To reduce the risk of flooding and the resulting detriment to public well-being the economy and the environment</b>   |
| <b>To raise educational achievement levels across the region and develop the opportunities to everyone to acquire the skills needed to find and remain in work</b> |
| <b>To reduce air pollution and ensure air quality continues to improve</b>   |
| <b>To protect, enhance and make accessible for enjoyment, the region's countryside and historic environment</b>  |
| <b>To reduce waste generation and disposal, and achieve the sustainable management of waste</b>  |
| <b>To increase energy efficiency, and the proportion of energy generated from renewable resources in the region</b>  |

### Low significance

|  |
|--|
| <b>To reduce crime and the fear of crime</b>   |
| <b>To encourage increased engagement in the cultural activity across all sections of the community in the South East</b> |
| <b>To develop and maintain a skilled workforce to support long-term competitiveness of the region.</b>                   |

## APPENDIX 4 : RELATIVE IMPORTANCE OF SPATIAL CONSTRAINTS AND OPPORTUNITIES

### Spatial Constraints

#### Scored 3 to 4

|   |
|---|
| <ul style="list-style-type: none"><li>• Land constrained by neighbouring uses (e.g. safeguarding zones of airports, military, HSE zones, oil refinery)</li></ul>                          |
| <ul style="list-style-type: none"><li>• International and National designations for habitats and species</li></ul>  |
| <ul style="list-style-type: none"><li>• Quality of urban environments (e.g. conservation areas and listed buildings)</li></ul>  |
| <ul style="list-style-type: none"><li>• Existing uses that should be retained (e.g. country parks, historic parks and gardens)</li></ul>  |
| <ul style="list-style-type: none"><li>• Scheduled Ancient Monuments and surroundings</li></ul>  |
| <ul style="list-style-type: none"><li>• Land liable to flood (fluvial, tidal and groundwater)</li></ul>   |
| <ul style="list-style-type: none"><li>• Strategic gaps (undeveloped land between two or more built up areas) as identified by the Structure Plan</li></ul>                                |
| <ul style="list-style-type: none"><li>• National policy presumption against development on the undeveloped coast</li></ul>  |
| <ul style="list-style-type: none"><li>• Areas potentially suitable for providing compensation habitat identified in the Solent Coastal Habitat Management Plan 2003</li></ul>             |
| <ul style="list-style-type: none"><li>• Traffic congestion and overcrowding</li></ul>   |
| <ul style="list-style-type: none"><li>• Potential impact on water resources and quality (e.g. aquifers) as defined in groundwater protection zones and nitrate vulnerable zones</li></ul> |
| <ul style="list-style-type: none"><li>• Attraction of employment sites in the urban areas for other land uses.</li></ul>  |

Score:

4 - overarching significance

3 - significant

2 - important

1 - not important

## **Spatial Constraints (Continued)**

### **Scored 2 to 3**

|  |
|--|
| <ul style="list-style-type: none"><li>• <b>Local gaps (undeveloped land between two or more built up areas) as identified in local plans</b></li></ul>       |
| <ul style="list-style-type: none"><li>• <b>New Forest back-up grazing land</b></li></ul>   |
| <ul style="list-style-type: none"><li>• <b>Areas identified as having low accessibility</b></li></ul>  |
| <ul style="list-style-type: none"><li>• <b>Highest (potential) quality agricultural land (e.g. category 1,2 and 3A)</b></li></ul>                            |
| <ul style="list-style-type: none"><li>• <b>Landscape types which offer least capacity or potential to accept and absorb new development</b></li></ul>        |
| <ul style="list-style-type: none"><li>• <b>Sites of Importance for Nature Conservation and other areas of value to conservation</b></li></ul>                |
| <ul style="list-style-type: none"><li>• <b>Buffer areas – for specified international and nationally designated sites for habitats and species</b></li></ul> |
| <ul style="list-style-type: none"><li>• <b>Land containing mineral resources</b></li></ul>   |
| <ul style="list-style-type: none"><li>• <b>Significant areas identified as having opportunity for biodiversity</b></li></ul>                                 |

### **Scored 0 to 2**

|  |
|--|
| <ul style="list-style-type: none"><li>• <b>Contaminated brownfield land</b></li></ul>                              |
| <ul style="list-style-type: none"><li>• <b>Utilities – areas that are difficult or costly to service</b></li></ul> |
| <ul style="list-style-type: none"><li>• <b>Brownfield land in fragmented multi-ownership</b></li></ul>             |

## MEMBERS SCORING OF SPATIAL CONSTRAINTS AND OPPORTUNITIES

### Spatial Opportunities

#### Scored 3 to 4

|   |
|---|
| <ul style="list-style-type: none"><li>• <u>Significant brownfield sites free of constraint</u></li></ul>            |
| <ul style="list-style-type: none"><li>• Accessibility to existing public transport network</li></ul>                |
| <ul style="list-style-type: none"><li>• Accessibility to primary road network and potential for new roads</li></ul> |
| <ul style="list-style-type: none"><li>• Degraded urban environments</li></ul>                                       |

#### Scored 2 to 3

|   |
|---|
| <ul style="list-style-type: none"><li>• Landscapes which offer most capacity or potential to accept and absorb new development</li></ul>                |
| <ul style="list-style-type: none"><li>• Accessibility to city and town centre</li></ul>   |
| <ul style="list-style-type: none"><li>• Create employment opportunities near deprived areas</li></ul>   |
| <ul style="list-style-type: none"><li>• Areas that offer potential to maximise use of non motorised transport (e.g. walking, cycling)</li></ul>         |
| <ul style="list-style-type: none"><li>• Availability of surplus public land</li></ul>   |
| <ul style="list-style-type: none"><li>• Spare public transport capacity (fixed infrastructure) e.g. rail and potential for new infrastructure</li></ul> |

#### Scored 0 to 2

|   |
|---|
| <ul style="list-style-type: none"><li>• Spare capacity – services (e.g. school places)</li></ul>                              |
| <ul style="list-style-type: none"><li>• Spare capacity – waste treatment</li></ul>  |
| <ul style="list-style-type: none"><li>• Access to outdoor recreation (e.g. forests and land open for public access)</li></ul> |
| <ul style="list-style-type: none"><li>• Spare capacity – water supply</li></ul>   |
| <ul style="list-style-type: none"><li>• Spare capacity – energy (electricity and gas)</li></ul>                               |