

Policy SH2: North Whiteley

Overview of Comments:

Support - 2

Neither support or object - 6

Object – 11

The changes to the supporting text and the Local Plan policies have not only been informed by the responses to the Regulation 18 consultation but they have also taken on board any additional feedback that has come out of discussions/meetings with statutory consultees and members in order to improve the clarity and understanding of the contents of the Local Plan.

Comments in support of SH2 - North Whiteley		
Respondent number	Comment	Officer comment
ANON-KSAR-NKJY-D Hampshire County Council	Support the inclusion of this draft allocation which is available and deliverable (years 0-5). Whilst there will need to be comprehensive development with the adjacent landowners due to restrictive access, this allocation site will contribute (indicative yield 46 dwellings) to the supply of housing required over the Plan period.	The supportive comments of the site promoter are noted and welcomed. The respondents have confirmed that the land off Ridge Farm Lane continues to be available for development, with an estimated capacity of about 50 dwellings. Its release is subject to Member approval, which is expected shortly. In addition, HCC is engaged with the adjoining North Whiteley development consortium regarding access from the northern and eastern boundaries of the site. Recommended response: No change
ANON-KSAR-N8MP-M	Crest Nicholson supports the Council's identification of these parcels of land as future components of the highly sustainable new community being developed at North Whiteley. Ensuring that development is located	The supportive comments of the site developer are noted and welcomed. The respondents have subsequently completed a Site Delivery Statement confirming that the allocation is

	<p>in places where motorised travel demands can be minimised and opportunities for public transport usage and active travel maximised should be the principal consideration in responding positively to the climate emergency. The additional land at North Whiteley is in a sustainable location in close proximity to the facilities of Whiteley District Centre and benefits from high quality active travel routes which together help the Council in meeting and adapting to the challenges of climate change. The planning system can also address masterplanning issues such as requiring the layout of developments to maximise passive solar gain and photovoltaic energy generation opportunities, and Crest Nicholson would seek to develop the additional land parcels at North Whiteley with these masterplanning principles in mind.</p> <p>The additional land allocated under Policy SH2 is deliverable and its development is a logical next step in the sustainable growth of Whiteley. The Site is in the control of Crest Nicholson, there are no landownership or legal constraints that would prevent the delivery of housing and the Site is available now. It is in a suitable location (Vision Document submitted), accessible through the existing North Whiteley MDA, and within walking distance of facilities including Cornerstone Primary School, the Southern Neighbourhood Centre and the comprehensive green infrastructure network.</p> <p>The Site is not constrained by any heritage</p>	<p>available and viable. A vision document has also been submitted, along with a request for pre-application advice. These refer to an estimated site capacity of about 110 dwellings, which is slightly higher than estimated in policy SH2.</p> <p>The other components that make up the estimated dwelling increase at North Whiteley are approximately 50 at Ridge Farm Lane (see above) and about 40 dwelling equivalents from an extra care scheme (approved as part of the North Whiteley development but not counted within the original 3,500 dwellings allocation).</p> <p>The increase in the number of dwellings (over the 3,500 originally allocated) should, therefore, be updated to a total of about 200 dwellings.</p> <p>Recommended response: Amend policy SH2, first paragraph, as follows: ...An additional approximately 190 <u>200</u> dwellings, of which 40% are expected to be affordable, will be achieved through the allocation of approximately 6 hectares of land as small extensions to the original allocation <u>and development of an extra care scheme</u>...</p> <p>Amend page 387 'Indicative number of homes' to update remaining dwellings and replace 190 with <u>200</u>.</p> <p>Amend paragraph 13.13 as follows:</p>
--	---	--

	<p>designations, is located in Flood Zone 1, is not constrained by ecological or landscape designations and provision will be made for a 15m buffer adjacent to the Ancient Woodland along the western boundary of the southern parcel. Residential development of the Site can deliver policy compliant levels of affordable housing to address identified housing needs.</p> <p>Look forward to working with the Council to support the allocation.</p>	<p>At North Whiteley additional capacity can be achieved through small extensions to the proposed development area, without breaching important boundaries, <u>and development of an extra care scheme</u>. These are expected to give an additional capacity of about 190 <u>200</u> dwellings over and above the approximately 3,300 <u>2,500 (at April 2023)</u> still to be developed through the existing planning consent.</p> <p>Amend paragraph 13.17 as follows: The capacity of the development area has been reviewed and this indicates that additional capacity can be achieved through small extensions to the proposed development area (totalling about 6 hectares), without breaching important boundaries of the development area, <u>at land off Bluebell Way (approximately 110 dwellings) and land off Ridge Farm Lane (approximately 50 dwellings)</u>. <u>In addition, the development of an extra care scheme will contribute a further approximately 40 dwelling equivalents</u>. These are expected to give an additional capacity of about 190 <u>200</u> dwellings.</p>
--	---	--

Comments which neither support nor object to SH2 - North Whiteley

Respondent number	Comment	Officer comment
BHLF-KSAR-N86F-K Natural England Link here	SH2 includes provision for an additional 190 dwellings over and above the 3500 already permitted. A revised nutrient budget will be required and should set out any mitigation measures required in addition to those already secured. It should also be linked to Policy NE17 due to the presence of low use Solent Wader and Brent Goose Strategy sites which require mitigation.	Comments noted. It is agreed that the nutrient budget for the Local Plan will need to take account of the additional capacity. Other potential environmental impacts are assessed in the Integrated Impact Assessment, which will be updated as necessary. These matters will also need to be assessed at the planning application stage. Recommended response: No change
BHLF-KSAR-N86T-1 Hampshire County Council (Transport)	It is unclear whether the proposals for the 190 additional dwellings will require a direct road link to the road network within Fareham Borough. If so, a revised Transport Assessment will be required and the traffic impacts on the A3051 Botley Road will need to be adequately assessed and modelled. Request that the following specific requirements are retained / amended: iii. Ensure that sustainable transport measures are implemented at an early stage of the development, including pedestrian and cycle links, <u>an e-car club scheme</u> , a public transport strategy <u>that aligns with and supports SEHRT proposed network extensions</u> and any offsite contributions as deemed necessary. <u>The development proposals walking and cycling routes should align with the Fareham LCWIP network where feasible. The development should have consideration for the emerging Winchester District</u>	Comments noted. The additional dwellings would be accessed from the roads already planned within the North Whiteley development and would not require new access points to the network within Fareham Borough. A Transport Assessment of all the Local Plan's proposals is being undertaken. The additional text suggested is too detailed for inclusion in policy SH2 itself, but it is recommended that similar wording be added to the explanatory text accompanying the policy. Recommended response: Add new paragraph after 13.21, as follows: <u>The development proposals will need to align with and support the proposed South East Hampshire Rapid Transport network extensions and the Fareham Local Cycling and Walking Infrastructure Plan (LCWIP) network, where</u>

	<p><u>LCWIP network proposals, and wherever possible futureproof the development to support the delivery of a countywide LCWIP network that traverses the boundaries of both Fareham and Winchester.</u></p> <p>iv. retain as drafted;</p> <p>v. retain as drafted.</p>	<p><u>feasible. It should also take account of the emerging Winchester District LCWIP and a countywide LCWIP network that traverses the boundaries of both Fareham and Winchester.</u></p>
BHLF-KSAR-N86Z-7	<p>The GP surgeries that serve these potential sites are currently over-subscribed by 12,991 patients and the additional dwellings from the local plan will add a further 8,542 patients. The NHS will be seeking financial contributions to increase the primary care space by a further 683 sq m.</p> <p>Pleased that Policy SH2 requires development to provide a range of social infrastructure, including two new local centres, adequate local health provision and provision, as required, for primary health care to serve the new community. Due to the additional healthcare activities that will derive from the Local Plan there should be references in policy SH2 to the requirement for impacts to be mitigated.</p>	<p>Comments note. Officers have held a number of meetings with the ICB to understand further this representation and others on proposed site allocations in the regulation 18 draft Local Plan. Further information has been sought from the ICB to provide more detail on the nature and scope of any deficit in GP surgery facilities and how it may be resolved. This includes confirmation of which surgeries serve proposed allocations and which may require improvement. At this point it is considered prudent for the Plan and associated Infrastructure Delivery Plan to note this position and set out a mechanism to deal with any necessary infrastructure requirements arising from this request. The Infrastructure Delivery Plan will include the most recent information received from the ICB regarding the capacity of infrastructure and identified need for any improvements.</p> <p>Recommended response: No change.</p>
BHLF-KSAR-N8ZG-R	<p>Concerned at SH2 due to the adverse impact on Whiteley Pastures SSSI, Botley Wood and Everett's and Mushes Copses SSSI, which are important for</p>	<p>Comments noted. This comment appears to relate to the North Whiteley strategic allocation as a whole, which has already been granted</p>

	<p>nightingales, many invertebrate species, and other birds like nightjar and woodcock. The proximity of houses to these SSSIs will result in a significant increase in footfall and dogs, which will have a negative impact. In particular, Botley Woods SSSI currently sees relatively low public pressure and is under significant threat from increased recreational disturbance.</p> <p>Significant measures should be taken to reduce footfall, including closing off areas where recreational pressure will impact the designated features, in combination with education on behaviour. The supply of usable greenspace is not sufficient within the footprint and immediate area of the plans, increasing recreational pressure.</p> <p>The Hamble Estuary is also an important wader and wildfowl site (parts designated as SSSI and SPA) which is likely to see a significant impact in footfall and dogs disturbing the riverbanks. This has the potential to disturb wildlife and cause erosion of key habitats and river banks.</p> <p>This is the strategic allocation that we are most concerned will have adverse impacts on designated habitats which we feel have not been fully considered, counter to policies NE1, NE4 and NE5. While the development area isn't highlighted in the Solent Wader and Brent Goose Strategy, it provides a possible fallback feeding site. While these sites aren't always used, they can become important</p>	<p>planning consent. The matters raised were addressed at the time of the original site allocation (in Local Plan Part 1) and the subsequent planning application. The additional dwellings proposed amount to small extensions of the permitted development and are on the opposite side of the development to the SSSIs mentioned.</p> <p>Potential environmental impacts are assessed in the Integrated Impact Assessment, which will be updated as necessary. These matters will also need to be assessed at the planning application stage.</p> <p>Recommended response: No change</p>
--	---	--

	habitats in certain conditions and are increasingly important as we lose coastal habitats to development, flooding and sea level rise. More survey work should be done to define whether the site is being used by waders and there should be a robust ecological assessment of the site's suitability.	
ANON-KSAR-NK29-N	Add a new bullet point requirement to include community energy for a development of this size.	Comment noted. The Local Plan proposes sustainable energy requirements for new development, which the proposed development would be expected to meet. Recommended response: No change
ANON-KSAR-N8U4-Z	Agree with development to utilise existing infrastructure, which has been added at great investment. Further development should be planned from North Whiteley (on the same side of the road) to the junction with the new Botley bypass. There is a new multi user path, street lighting and accessible transport routes. This is an obvious and contained extension to the North of 'North Whiteley'.	Comment noted. The transport infrastructure mentioned is intended to link the planned development at North Whiteley with public transport and facilities at Botley. However it does not justify extending development in the manner suggested and comments on specific 'omission' sites are addressed separately. Recommended response: No change
BHLF-KSAR-N863-Z	With regard to the additional land allocated at North Whiteley, the Council should clarify how this will contribute towards the strategic infrastructure costs that have already been borne by the Whiteley Consortium partners.	Comment noted. The infrastructure costs that have already been borne by the Whiteley Consortium were necessary to enable the original North Whiteley development to be permitted. Their impact on development viability and affordable housing provision was also taken into account. It is not, therefore, appropriate for the relatively small additional development areas now proposed to contribute toward costs that have already been met. However, they will be expected to deal with any additional requirements that their development may necessitate.

		Recommended response: No change
BHLF-KSAR-N86N-U	The estimated delivery from policy SH2 appears to be overly optimistic, a more realistic figure is c.160 per year or fewer. Allowing for the 200 dwellings that Policy SH2 refers to as complete, it will only yield 1,800 units by 2030/31 and would not be complete until 2044. This site will have approximately 800 units still to be delivered at the end of the plan period.	Comment noted. The North Whiteley development has already delivered almost 1,000 dwellings since commencing in 2019, including over 300 dwellings in 2021/22 and over 400 in 2022/23. A modest estimate of 250-300 dwellings per annum is made until 2028/29, when rates will start to tail off, with the development expected to be completed in 2035/36. It is not, therefore, accepted that development will extend beyond the Plan period. Recommended response: No change


Comments which object to SH2 - North Whiteley		
Respondent number	Comment	Officer comment
BHLF-KSAR-N8BE-X Environment Agency Link here	Based on the information currently available, the site raises some environmental concerns that need to be addressed. Further work will be needed to show how these can be satisfactorily addressed. <ul style="list-style-type: none"> • FZ 2 & 3 • main rivers- Turkey Island, Burridge Stream, Whiteley Stream (tidal) • WFD cycle 1 transitional water body • Secondary A Aquifer • land use contamination risk (railway) 	Comments noted. Criterion vi of policy SH2 already includes the wording requested by the Environment Agency relating to SUDs. It also refers to a flood risk sequential approach, but it is proposed that this should be strengthened as requested, through the addition of new criteria. Recommended response: Amend Policy SH2 criterion (vi.) and add new criteria (vii.) and (viii.) as follows: <ul style="list-style-type: none"> vi. Avoid harmful impacts on water resources, given the proximity of the site to European sites of

	<p>Flood Risk. For the policy to be sound a level 2 SFRA should be undertaken to provide a greater degree of certainty, both now and with climate change. It has not been demonstrated that this site allocation provides wider sustainability benefits to the community that would outweigh flood risk.</p> <p>There should be a requirement included for a site-specific Flood Risk Assessment which demonstrates that the development will be safe for its lifetime, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.</p> <p>Would welcome the inclusion of: The development should provide a fully integrated Sustainable Drainage System to mitigate against any potential flood risk and apply a flood risk sequential approach to development across the site.</p> <p>Policy SP2 does not refer to:</p> <ul style="list-style-type: none"> • The need for a site-specific FRA; • The site needs to be safe over the lifetime of the development; • If the site is susceptible to surface water flooding, opportunities for NFM or more green infrastructure need to be explored. <p>Water Quality. The protection of groundwater will need to be considered as part of this policy. There may be contamination issues associated with previous activities.</p>	<p>nature conservation interest. The development should provide a fully integrated Sustainable Drainage System to mitigate against any potential flood risk and apply a flood risk sequential approach to development across the site;</p> <p>vii. <u>A site specific Flood Risk Assessment will need to be prepared and agreed that demonstrates how the development will be safe over its lifetime taking climate change and the vulnerability of the development's users into account, and ensure that flood risk is not increased elsewhere as a result of the development;</u></p> <p>viii. <u>Occupation of development will be phased to align with the delivery of sewerage infrastructure, in consultation with the service provider. The development should ensure future access to existing sewerage infrastructure for maintenance and upsizing purposes;</u></p>
--	---	--


<p>ANON-KSAR-NK2C-Y Southern Water Link here</p>	<p>Southern Water has undertaken an assessment of the existing capacity of infrastructure and its ability to meet the forecast demand. The local sewerage infrastructure in closest proximity to the site has limited capacity to accommodate the proposed development. This is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation is phased to align with the delivery of wastewater infrastructure.</p> <p>Proposals for up to 3,500 dwellings will generate a need for reinforcement of the wastewater network, which will be provided through the New Infrastructure charge. Southern Water will need to work with site promoters to understand the development program and whether the delivery of network reinforcement aligns with the occupation of the development. Connection at this site ahead of new infrastructure delivery could lead to an increased risk of flooding unless the works are implemented in advance of occupation.</p> <p>Southern Water has limited powers to prevent connections, even when capacity is limited. Planning policies and planning conditions, therefore, are important in ensuring that development is coordinated with the necessary infrastructure and does not contribute to pollution.</p> <p>Southern Water's infrastructure crosses the site and an easement of 6 metres or more, depending on pipe</p>	<p>Comments noted. It is proposed above that criterion vi of policy SH2, relating to flooding and water quality be amended and new criteria added to include the wording recommended by the respondent.</p> <p>Recommended response: Amend Policy SH2 criterion (vi.) and add new criteria (vii.) and (viii.) as follows:</p> <ul style="list-style-type: none"> vi. Avoid harmful impacts on water resources, given the proximity of the site to European sites of nature conservation interest. The development should provide a fully integrated Sustainable Drainage System to mitigate against any potential flood risk and apply a flood risk sequential approach to development across the site; vii. <u>A site specific Flood Risk Assessment will need to be prepared and agreed that demonstrates how the development will be safe over its lifetime taking climate change and the vulnerability of the development's users into account, and ensure that flood risk is not increased elsewhere as a result of the development;</u> viii. <u>Occupation of development will be phased to align with the delivery of</u>
--	---	--


	<p>size and depth, would be required, which may affect site layout or require diversion.</p> <p>Propose the following addition to policy SH1: <i>‘Occupation of development will be phased to align with the delivery of sewerage infrastructure, in consultation with the service provider. Layout of the development must be planned to ensure future access to existing sewerage infrastructure for maintenance and upsizing purposes.’</i></p>	<p><u>sewerage infrastructure, in consultation with the service provider. The development should ensure future access to existing sewerage infrastructure for maintenance and upsizing purposes;</u></p>
<p>ANON-KSAR-NKGN-Y</p>	<p>Agree that further North Whiteley development could be appropriate and mostly agree with the Council’s development policies. Agree that the development of CU45 (builder’s yard and additional field to the north-west) could contribute towards meeting the council’s targets, either as housing and/or healthcare provision.</p> <p>Object to the development of CU14 and the remainder of CU34 (not included in CU45) because they are predominantly ancient woodland, hedgerows and green space which afford significant relief to nearby dwellings and make an important contribution to the distinctive character and identity of nearby settlements. These sites include fields and hedgerows and there has been a marked increase in wildlife in CU14 and CU34. Their destruction would have a significant negative impact on biodiversity and the view for new and existing properties, which have already suffered visual impact as a result of North Whiteley, and expansion would contravene Policy NE14. It would remove an important green buffer between Whiteley and Curbridge and create light and</p>	<p>Comments noted. The draft Local Plan’s allocation covered land included within SHELAA sites CU14, CU34 and CU45. There is ancient woodland to the west of the site allocation (predominately within Fareham Borough) and this extends slightly into the north-western part of the site allocation (part of site CU14). There is also an area Tree Preservation Order on a significant part of this north-western section of the site allocation.</p> <p>The site is mostly controlled by a house-builder but discussions indicate that the north-western part of the allocation is in a different ownership. Given these issues, it is agreed that the north-western part of the site allocation should be removed.</p> <p>The western-most part of the site allocation (part of site CU34) is mostly open, with some trees on its edges. These are not ancient woodland or protected trees and are capable of</p>


	<p>noise pollution, contravening Policies NE5 and NE14. Compliance with the requirement for a 10% gain in biodiversity value will be challenging.</p> <p>Commend requirement i. but the impact of building on CU14 and CU34 is incompatible and it is unlikely that it could be mitigated.</p> <p>The small additional housing developments will not overcome the shortfall of affordable housing provision in the North Whiteley development and have a negligible impact on the overall. A key aspect of infrastructure is health care and there has to date been no increase in health capacity for Whiteley which is already inadequate to meet the needs of residents. CU45 would be an excellent location to provide an additional GP surgery.</p> <p>The suggestion that there is an opportunity to increase the links south should be strongly refuted. The northern part of Dumas Drive was created as a shared surface road between and any additional road traffic would put pedestrians at an unacceptable risk. A preferable option would be a pedestrian connection only to the public right of way to the east of the site, enabling increased foot/bicycle travel.</p>	<p>being retained, if justified. The western field should, therefore, continue to form part of the site allocation and is not so close to existing development of environmental features as to prevent appropriate and sensitive development.</p> <p>It would not be reasonable to require this relatively modest development to make good any shortfall of affordable housing provision in the existing North Whiteley development, but it is specifically expected by policy SH2 to achieve 40% affordable housing. Health issues are considered above, but the site is not known to be available for that purpose.</p> <p>The Plan does not propose access from the south or from Dumas Way. Vehicular access would be from the adjacent Bluebell Way, with pedestrian access linking to the existing adjacent right of way.</p> <p>Recommended response: Amend the area covered by the Policy SH2 site allocation to delete the north-western area, as follows:</p>
--	--	--

		
<p>ANON-KSAR-NK65-N</p>	<p>Policy SH2 should refer to Biodiversity Enhancement (text suggested). The description of the additional sites is vague but allocations CU14, CU34 & CU45 are showing as extended up to the Fareham Borough Council boundary. It is important not to isolate Hangman's Copse from the woodland south of this area and a 30 metre belt of native trees should be incorporated along the boundary. Suitable wording should be added to ensure this.</p> <p>Clause 'v.' in Policy SH2 is inappropriate as the improvements to Junction 9 and the new Botley bypass have been planned specifically to ease the pressure on the existing road network. Whiteley Way has been planned with sufficient width and swept curves to allow buses and other vehicles to use it for</p>	<p>Comments noted. Policy SH2 already includes substantial text requiring development to reflect Whiteley's wooded character and to protect and enhance environmentally sensitive areas, including woodland, biodiversity, etc. This requires biodiversity improvement and there are now legal requirements for biodiversity net gain. Therefore, additional text is not considered to be needed.</p> <p>The changes recommended above seek to clarify how the additional sites are described and amends the allocated area to exclude part of SHELAA site CU14.</p>

	<p>access to the strategic road network. It is unreasonable to expect the existing adjoining road network to take the strain of traffic from all the new developments in this part of Hampshire and the use of Whiteley Way for this purpose should not be discouraged. The phrase 'or encourage traffic from adjoining areas to use the new route to gain access to the strategic road network' should be removed from SH2 as any 'severance for the new community' will be minimal compared to the traffic issues faced by residents affected by the current traffic flows.</p>	<p>The comments from the Highway Authority (see Hampshire County Council comments above) suggest SH2 criterion v is retained unchanged. In any event, Whiteley Way has now been largely completed as part of the original North Whiteley development, so it would not be realistic to adopt a different approach. Recommended response: No change</p>
ANON-KSAR-N8EK-7	<p>Don't object to residential development, which is needed, and CU45 seems appropriate. Object to development of CU14 and the field to the south as this would mean the loss of valuable wildlife and woodland, as well as removing some of the only remaining green open space after development.</p>	<p>Comments noted. The draft Local Plan's allocation covered land included within SHELAA sites CU14, CU34 and CU45. There is ancient woodland to the west of the site allocation (predominately within Fareham Borough) and this extends slightly into the north-western part of the site allocation (part of site CU14). There is also an area Tree Preservation Order on a significant part of this north-western section of the site allocation.</p> <p>The site is mostly controlled by a house-builder but discussions indicate that the north-western part of the allocation is in a different ownership. Given these issues, it is agreed that the north-western part of the site allocation should be removed.</p>

		<p>The southern field (part of site CU34) is mostly open, with some trees on its edges. These are not ancient woodland or protected trees and are capable of being retained, if justified. This field should, therefore, continue to form part of the site allocation and is not so close to existing development of environmental features as to prevent appropriate and sensitive development.</p> <p>Recommended response: Amend the area covered by the Policy SH2 site allocation to delete the north-western area, as follows:</p> 
ANON-KSAR-N8MV-T	CU14 is not appropriate for development, it is an important habitat and contains ancient woodland.	Comments noted. It is accepted that part of SHELAA site CU14 should be excluded from the site allocation (see above explanation).

	<p>Other parts of the plan using brownfield land are suitable for development</p>	<p>Recommended response: Amend the area covered by the Policy SH2 site allocation to delete the north-western area, as follows:</p> 
<p>ANON-KSAR-N8Q5-W</p>	<p>The site includes multiple areas of ancient woodland, including Hangmans Copse towards the north west and Sawpit Copse towards the south east. Object to ancient woodland areas being included in sites allocated for development.</p> <p>Recommend that as a precautionary principle a minimum 50 metre buffer should be maintained, including through the construction phase, unless the applicant can demonstrate how a smaller buffer would suffice. A larger buffer may be required for particularly significant engineering operations, or for after-uses that generate significant disturbance.</p>	<p>Comments noted. It is accepted that part of SHELAA site CU14 should be excluded from the site allocation (see above explanation).</p> <p>Policy SH2 contains criteria that require the protection of woodland. Also, a Habitats Regulations Assessment will be needed for the proposed development, in accordance with other policies of the Plan, which will identify constraints such as ancient woodland and require their protection.</p>

		<p>Recommended response: Amend the area covered by the Policy SH2 site allocation to delete the north-western area, as follows:</p> 
<p>ANON-KSAR-N8YM-W</p>	<p>Recognise the strategic importance of the North Whiteley housing allocation, and the need to support and strengthen its delivery, but the additional 190 dwellings proposed by Policy SH2 is a missed opportunity to further strengthen this strategic allocation.</p> <p>Land at Fairthorne Grange provides additional capacity to extend the North Whiteley allocation without breaching important boundaries. It could create a clear and defensible edge to Whiteley, whilst retaining a physical and visual settlement gap between Whiteley and Curdridge. The provision of a</p>	<p>Comment noted. Comments on specific 'omission' sites are addressed separately.</p> <p>Recommended response: No change</p>

	<p>policy compliant level of affordable provision at Fairthorne Grange is an important opportunity to maximise affordable housing as part of the North Whiteley allocation, particularly as it has not been possible to achieve a policy compliant level of affordable provision within the original development.</p>	
ANON-KSAR-NKME-V	<p>Increased housing provision should be directed to the South Hampshire area generally and North Whiteley specifically. We include a Vision for additional land west of Fairthorne Grange Farm and at Brindle Farm (SHELAA reference CU32) with a capacity of c.356 homes. Policy SH2 should be amended to include this site as an additional allocation adjoining North Whiteley.</p> <p>The site is well connected to North Whiteley and Botley Station and can provide additional homes with new community facilities, use topography to shape the siting and form of development, and deliver open space and ecological areas on-site. Vistry Group have a track record of successful delivery of homes and infrastructure at North Whiteley, which can be continued through allocating SHELAA site CU32 as an enlargement to the North Whiteley strategic site.</p>	<p>Comment noted. Comments on specific 'omission' sites are addressed separately. Recommended response: No change</p>
ANON-KSAR-N8GA-Y	<p>Suggest revised text for Policy SH2:</p> <p>iii. Ensure that sustainable transport measures are implemented at an early stage of the development, including <u>25 miles each of</u> pedestrian and cycle links, a public transport strategy, <u>the main feature of which is a railway station on the Fareham – Eastleigh line funded as</u></p>	<p>Comments noted. Transport measures have been secured and are being implemented for the original North Whiteley development. There is no evidence to support the suggested additional wording for criterion iii and to make these requirements would be disproportionate and undermine the viability of the modest additional allocations proposed.</p>

	<p><i>far as possible with a land value capture agreement</i> and any offsite contributions as deemed necessary;</p> <p>iv. Provide <i>designs focusing on walking cycling and public transport as first choice for into out of and within the area, and</i> measures to ensure that smarter transport choices are made to achieve a modal shift which minimises car usage, manages the impact of private cars on the highway network, and implements measures necessary to accommodate additional traffic, including improvements to junction 9 of the M27. These should improve Whiteley's self-containment and make a significant contribution towards reducing commuting levels;</p> <p>v. Complete Whiteley Way at an early stage of development, in an environmentally sensitive manner which does not cause undue severance for the new community or encourage traffic from adjoining areas to use the new route to gain access to the strategic road network <i>and establish direct bus services to Winchester, Fareham, Southampton and facilitate the early commencement of train services at North Whiteley railway station.</i></p>	<p>With regard to criterion iv, the comments from the Highway Authority (see Hampshire County Council comments above) suggest this is retained unchanged. In any event, the improvements to Junction 9 have now been largely completed.</p> <p>The comments from the Highway Authority (see Hampshire County Council comments above) also suggest SH2 criterion v is retained unchanged. To make the suggested additional requirements would be disproportionate and undermine the viability of the modest additional allocations proposed. Recommended response: No change.</p>
ANON-KSAR-N89N-X	<p>This continues to encroach on the rural village of Curdridge, damaging its character and the community. The gap between urban Whiteley and rural Curdridge should be protected.</p>	<p>Comments noted. Land in between Curdridge and North Whiteley is already currently separated by a railway line, an ancient woodland, SSSI and a historic park and garden. The Council is aware that there have been a</p>

		<p>number of representations / SHELAA sites that have been put forward for development in the Curdrige / North Whiteley area. At the moment, this Local Plan is not proposing to allocate any of these sites for development so the situation remains unchanged from the existing adopted Local Plan (Part 1). If this situation changes, depending on the site, there may be justification to consider the need for a settlement gap between Curdrige and North Whiteley.</p> <p>Recommended Response: No Change.</p>
--	--	---

	Recommendations	Officer response
Comments from SA	None.	NA
Comments from HRA	None.	NA

Policy SH2: North Whiteley

Land to the North of Whiteley (as shown on the map above) remains allocated to complete the development of about 3,500 dwellings together with supporting uses. An additional approximately ~~190~~**200** dwellings, of which 40% are expected to be affordable, will be achieved through the allocation of approximately 6 hectares of land as small extensions to the original allocation **and development of an extra care scheme**. The development as a whole should reflect Whiteley's predominantly wooded character and setting by maximising the opportunities presented by the substantial areas of green space within and adjoining the allocated area, which are either unsuitable for built development or needed to mitigate potential impacts on protected sites. Development proposals should be consistent with the masterplan, indicative layout and phasing plan approved for the original allocation.

The development should also complement and take advantage of facilities in the nearby town centre and major employment at the Solent Business Parks. It should accord with Policy SP2, in addition to the following site-specific requirements:

- i. Protect and enhance the various environmentally sensitive areas within and around the site, avoiding harmful effects or providing mitigation as necessary. This will include any measures as necessary to mitigate the impact of noise and light pollution on the adjoining areas. The existing woodlands on and adjoining the site should be used to create attractive neighbourhoods, improve biodiversity, provide recreational facilities including areas for children's play, and possibly be managed to as a source of renewable energy (woodfuel);
- ii. Provide for pre-school facilities, additional primary school places and a secondary school to accommodate the development, along with other physical and social infrastructure, including provision, as required, for primary health care in the locality to serve the new community;
- iii. Ensure that sustainable transport measures are implemented at an early stage of the development, including pedestrian and cycle links, a public transport strategy and any offsite contributions as deemed necessary;
- iv. Provide measures to ensure that smarter transport choices are made to achieve a modal shift which minimises car usage, manages the impact of private cars on the highway network, and implements measures necessary to accommodate additional traffic, including improvements to junction 9 of the M27. These should improve Whiteley's self-containment and make a significant contribution towards reducing commuting levels;
- v. Complete Whiteley Way at an early stage of development, in an environmentally sensitive manner which does not cause undue severance for the new community or encourage traffic from adjoining areas to use the new route to gain access to the strategic road network;
- vi. Avoid harmful impacts on water resources, given the proximity of the site to European sites of nature conservation interest. The development should provide a fully integrated Sustainable Drainage System to mitigate against any potential flood risk. ~~and apply a flood risk sequential approach to development across the site~~

Add new criteria:

A site specific Flood Risk Assessment will need to be prepared and agreed that demonstrates how the development will be safe over its lifetime taking climate change and the vulnerability of the developments users into account, and ensure that flood risk is not increased elsewhere as a result of the development.

Occupation of development will be phased to align with the delivery of sewerage infrastructure, in consultation with the service provider. The development should ensure future access to existing sewerage infrastructure for maintenance and upsizing purposes;

- vii. Assess the impact of development both on site and in combination with other nearby sites on habitats and biodiversity (especially those of national and international importance such as the River Hamble and the Solent);
- viii. Implement a Green Infrastructure Strategy to avoid harmful impacts and mitigate the local and wider impacts of the development, including their phasing and long term management and any off-site measures required to mitigate harmful impacts on European sites.

Explanatory Text:

Amend page 387 'Indicative number of homes' to update remaining dwellings and replace 490 with 200.

Amend the area covered by the Policy SH2 site allocation (pages 387-388) to delete the north-western area, as follows:



Amend paragraph 13.13 as follows:

At North Whiteley additional capacity can be achieved through small extensions to the proposed development area, without breaching important boundaries, and development of an extra care scheme. These are expected to give an additional capacity of about ~~490~~ 200 dwellings over and above the approximately ~~3,300~~ 2,500 (at April 2023) still to be developed through the existing planning consent.

Amend paragraph 13.17 as follows:

.... The capacity of the development area has been reviewed and this indicates that additional capacity can be achieved through small extensions to the proposed development area (totalling about 6 hectares), without breaching important boundaries of the development area, at land off Bluebell Way (approximately 110 dwellings) and land off Ridge Farm Lane (approximately 50 dwellings). In addition, the development of an extra care scheme will contribute a further approximately 40 dwelling equivalents. These are expected to give an additional capacity of about ~~490~~ 200 dwellings.

Add new paragraph after 13.21, as follows:

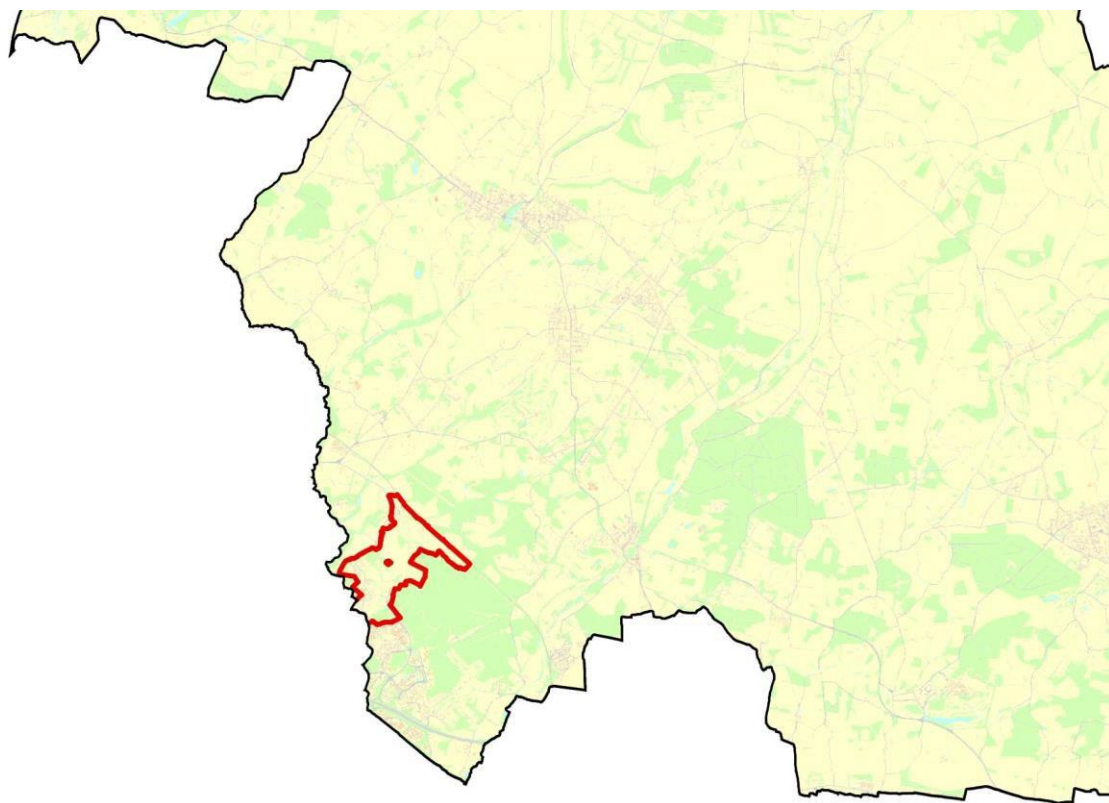
The development proposals will need to align with and support the proposed South East Hampshire Rapid Transport network extensions and the Fareham Local Cycling and Walking Infrastructure Plan (LCWIP) network, where feasible. It should also take account of the emerging Winchester District LCWIP and a countywide LCWIP network that traverses the boundaries of both Fareham and Winchester.


Add another new paragraph after 13.21:

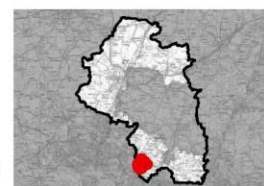
The development of this site needs to refer to the Winchester District Stage 2 Strategic Flood Risk Assessment and a site specific Flood Risk Assessment will demonstrate how flood risk will be safe over the lifetime of the development.

SH3c: North Whiteley

Proposed use: Mixed use




 0 1,4002,800 m Contains Ordnance Survey data © Crown copyright and database right 2022



IIA Objective	Score
IIA1: climate change mitigation	Minor negative (-)
IIA2: travel and air quality	Minor negative (-)
IIA4: health and wellbeing	Negligible (0)
IIA7: services and facilities	Minor negative (-)
IIA8: economy	Negligible uncertain (0?)
IIA9: biodiversity and geodiversity	Significant negative (--)
IIA10: landscape	Negligible uncertain (0?)
IIA11: historic environment	Negligible uncertain (0?)
IIA12: natural resources	Significant negative (--)
IIA13: water resources	Negligible (0)
IIA14: flood risk	Negligible (0)

IIA objective 1: To minimise the District's contribution to climate change through a reduction of greenhouse gas emissions from all sources and facilitate the aim of carbon neutrality by 2031

Overall effect: Minor negative (-)

Score by criteria: 1a: Minor negative (-); 1b: Major negative (--); 1c: Major negative (--); 1d: Major positive (++); 1e: Major negative (--); 1f: Minor negative (-); 1g: Major positive (++); 1h: Minor positive (+); 1i: Minor positive (+)

Justification: The site is within 801-1,200m of an NHS GP surgery. It is not within 1,200m of a primary school. The site contains a primary school, which could be lost to development. It is not within 2,000m of a secondary school. It is within 400m of a town centre. It is not within 800m of a district or local centre. It is within 1,000-2,000m of a railway station. It is within 300m of a bus stop. It is within 300m of open space, open country or registered common land. Less than 25% of the site contains open space, open county or registered common land, which could be lost to development. The majority of it is within an area where average commuting distance is in 21-40% range for the plan area.

IIA objective 2: To reduce the need to travel by private vehicle in the District and improve air quality

Overall effect: Minor negative (-)

Justification: Appraisal criteria and results are the same as shown under SA objective 1: greenhouse gas emissions.

IIA objective 4: To improve public health and wellbeing and reduce health inequalities in the District

Overall effect: Negligible (0)

Score by criteria: 4a: Negligible (0); 4b: Negligible (0); 4c: Negligible (0); 4d: Major negative (--); 4e: Minor negative (-); 4f: Minor positive (+); 4g: Major positive (++)

Justification: The site is not within 500m of an AQMA. The majority of it is within an area where noise levels at night from roads and railways are below 50 dB and the noise levels as recorded for the 16-hour period between 0700 – 2300 are below 55 dB. The site does not lie within a noise contour associated with Southampton Airport. It is within 400m of a wastewater treatment works or within 250m of a waste management facility. The site is within 801-1,200m of an NHS GP surgery. It is within 300m of open space, open country or registered common land. Less than 25% of the site contains open space, open county or registered common land, which could be lost to development. It is within 200m of a public right of way or cycle path.

IIA objective 7: To ensure essential services and facilities and jobs in the District are accessible

Overall effect: Minor negative (-)

Justification: Appraisal criteria and results are the same as shown under SA objective 1: greenhouse gas emissions.

IIA objective 8: To support the sustainable growth of the District's economy

Overall effect: Negligible uncertain (0?)

Justification: The site is not in existing employment use.

IIA objective 9: To support the District's biodiversity and geodiversity

Overall effect: Significant negative (--)

Score by criteria: 9a: Major negative (--); 9b: Major negative (--); 9c: Major negative (--); 9d: Minor negative (-); 9e: Negligible (0)

Justification: The site is within an internationally or nationally designated biodiversity site. It is within a locally designated wildlife site or ancient woodland. It is within a priority habitat. It is within 100m of a water course. The site does not intersect with a county or local geological site.

IIA objective 10: To conserve and enhance the character and distinctiveness of the District's landscapes.

Overall effect: Negligible uncertain (0?)

Justification: The site has low overall landscape sensitivity.

IIA objective 11: To conserve and enhance the District's historic environment including its setting.

Overall effect: Negligible uncertain (0?)

Justification: The site is rated 'green' for risk of effects relating to historical constraints.

IIA objective 12: To support the efficient use of the District's resources, including land and minerals

Overall effect: Significant negative (--)

Score by criteria: 12a: Major negative (--); 12b: Minor negative (-); 12c: Negligible (0)

Justification: The majority of the site contains greenfield land. A significant proportion of the site (>=25%) is on Grade 3 agricultural land or less than 25% of the site is on Grade 1 or 2 agricultural land. Less than 25% of the site is within a Mineral Safeguarding Area.

IIA objective 13: To protect the quality and quantity of the District's water resource

Overall effect: Negligible (0)

Justification: The site does not fall within Source Protection Zone 1, 2 or 3, within a drinking water safeguard zone (groundwater), or within a drinking water safeguard zone (surface water).

IIA objective 14: To manage and reduce flood risk from all sources

Overall effect: Negligible (0)

Score by criteria: 14a: Negligible (0); 14b: Negligible (0)

Justification: Less than 25% of the site is within flood zone 2 or 3. Less than 25% of the site has a 1 in 100 year or 1 in 30 year risk of surface water flooding.