

Introduction

13.1 This Chapter presents policies that apply to individual settlements, in alphabetical order. Only settlements that are subject to specific policies are listed. Chapters 3-10 identify the topic based policies relating to the whole Local Plan area and to individual sites, which must be read in conjunction with the policies in this Chapter. The policies applying to Winchester are set out in Chapter 11 and those applying to the Major Development Area at West of Waterlooville and the Reserve MDA provision at West of Waterlooville and Winchester City (North) are set out in Chapter 12.

Bishop's Waltham

Environment

- 13.2 The Local Plan's policies aim to protect and enhance the character of Bishop's Waltham generally and ensure that new development is appropriate. There are some areas within Bishop's Waltham that require specific policies to secure their retention and/or improvement.
- 13.3 Bishop's Waltham Ponds are particularly important as an open space amenity within the town (see Policy RT.1), as well as for historic and wildlife reasons. South Pond is part of a Scheduled Ancient Monument and North Pond is a Site of Importance for Nature Conservation (see Policies HE.1 and CE.9). The Local Planning Authority will encourage the restoration and management of the North Pond/Middlebrook Grounds area as an informal open area.

Policy S.1

In order to retain and enhance Bishop's Waltham Ponds as an informal open space amenity area, development proposals that threaten the historic, landscape, nature conservation and amenity importance of the area will not be permitted. Proposals for the restoration, maintenance and enhancement of North Pond/Middlebrook Grounds (including the creation of some

open water and limited public access) will be permitted provided:

- (i) the physical features of the site, particularly the Pond areas, are maintained or enhanced in accordance with their historic, landscape and nature conservation value;*
- (ii) adequate drainage and flood control measures are provided.*

13.4 The Malt Lane area provides an opportunity, through redevelopment, to improve the local townscape and provide additional local facilities such as shopping and housing.

Policy S.2

In order to achieve a general improvement in the appearance and environment of land to the north of Winchester Road and east of Malt Lane, Bishop's Waltham, proposals for the redevelopment of the area will be permitted provided that they:

- (i) achieve a mix of complementary uses, which may include housing, small-scale retail development, service uses and car parking, and provide for the relocation of existing uses on the site, where necessary;*
- (ii) are accessed principally from Malt Lane and achieve an attractive pedestrian link between St. George's Square and Malt Lane.*

13.5 Policy S.2 allows for a variety of uses such as housing (particularly for small households), shopping, and service uses. Any additional retail floorspace should be of a small scale, appropriate to the modest size of the town centre. The site is in various ownerships and uses, some of which may need to be relocated or accommodated within any development scheme.

13.6 The development of the site offers great potential to improve the townscape qualities of St. George's Square and the north side of Winchester Road, but needs

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to be handled very carefully. A draft Development Brief was produced, setting out suggestions and principles for development and identifying constraints. Its general aims should be reflected in development proposals, although the importance of promoting a viable comprehensive development scheme may require some changes.

Housing

- 13.7 The centre of Bishop's Waltham retains a substantial amount of residential property above, and sometimes between, shops and offices. Policy H.3 provides for the development of suitable sites within the built-up area of Bishop's Waltham for residential purposes and Policy SF.4 encourages residential development in town centres. Additionally scope exists for residential development at the Malt Lane site (see Policy S.2), in association with the redevelopment of the area.

Mixed Uses

- 13.8 Land at Abbey Mill is currently not intensively used and is in need of environmental improvement. The area offers an opportunity for significant redevelopment for mixed residential and employment uses, which will be encouraged so as to improve the environment and economic prosperity of the area.

Policy S.3

Mixed employment and residential development will be permitted on 1.9 hectares of land at Abbey Mill, Bishop's Waltham provided that:

- (i) *employment uses [Use Classes B1 (Business), B2 (General Industry), or B8 (Storage and Distribution)] constitute the majority of floorspace on the site and are integrated well with adjoining housing. A reduced level of employment provision may be accepted if it is necessitated by constraints and the need to achieve a viable development which meets other requirements of the Plan;*

- (ii) *an adequate means of access to, and within, the site is provided from the B2177 roundabout, including any off-site improvements to Station Road and its junction, and/or traffic management and parking control measures, that may be required;*
- (iii) *a substantial landscape framework is established around and within the site by the retention of existing planting and the provision of substantial new planting, particularly along the southern boundary of the site;*
- (iv) *careful design and landscaping, are incorporated to ensure that development does not intrude into both short and long views of the area;*
- (v) *the Bishop's Waltham Conservation Area and the Bishop's Waltham Palace and Ponds Scheduled Ancient Monument are not adversely affected;*
- (vi) *appropriate remedial measures to deal with any contamination affecting the site or causing a threat to its surroundings are investigated and implemented.*

- 13.9 Policy S.3 allows for a range of uses, but the site is in a very sensitive location, partly within Bishop's Waltham Conservation Area and the Bishop's Waltham Palace and Ponds Scheduled Ancient Monument. Any development must be very carefully designed and developers will need to investigate the extent of any contamination and put forward appropriate remediation measures. Accordingly, the Local Planning Authority will be flexible about the exact proportions of different types of development that will be accepted, although it will encourage provision to be made for the inclusion of employment uses already on the site.

- 13.10 The development could take the form of separate employment and housing areas, or live/work units, provided that the amount of employment floorspace exceeds the residential floorspace. A lower proportion would only be justified if further detailed

studies identified a need for a lower amount of employment floorspace, taking account of relevant factors, for example, local employment needs and the effect on viability of requirements such as those relating to contamination or flooding (see Policies DP.8 and DP.13).

- 13.11 A new access from Station Road will be required to serve the development, as well as the carrying out of improvements to Station Road and its junctions and the introduction of traffic management measures. Proposals should include a Travel Plan (see Policy T.1) and provision is also likely to be needed for contributions to off-site works to improve access and maximise the sustainability of the overall transport solution (see Policy T.5). Some car parking provision could be made within Abbey Field (see also Policy S.4) subject to approximately half the spaces provided being for public use. Before granting planning permission for such proposals, the Local Planning Authority will wish to secure satisfactory planning obligations to ensure that the provision of public car parking and open space is achieved.
- 13.12 Developers will be expected to enter into planning obligations to ensure the agreed proportions of employment and residential development (including affordable housing) are provided through a phased programme. This should encourage retention of existing employment uses and address works and/or contributions for decontamination, flood measures, access and transport infrastructure improvements, landscaping (including, if possible, restoration of the open water course), open space and other requirements of the Policy.
- 13.13 Landscaping will need to be reinforced and new planting provided, as required by Policy DP.4. The development should incorporate an interesting roofscape and attractive ancillary and parking areas.

Facilities and services

- 13.14 Bishop's Waltham's shopping centre forms the core of its Conservation Area. In conserving this area, it is important to

retain a balance between residential, commercial, and shopping uses. Policy SF.1 defines the boundary of the town centre and additional commercial and leisure development to serve the town and its rural hinterland should take place within this area. Policy SF.2 restricts the loss of existing commercial and leisure uses at ground floor level within the town centre. Policy SF.5 seeks to avoid the loss of ground floor retail uses (Use Class A1) within the defined primary shopping area.

Recreation and open space

- 13.15 Bishop's Waltham has a particular shortage of recreational land for children's equipped and casual play space. Such facilities are especially needed in the Ponside area, if all housing areas are to have convenient access to them. Policy RT.5 allocates land at Ponside Lane for recreation use, to address this need on a site well located for the purpose and where facilities would not seriously intrude into the countryside or the setting of Bishop's Waltham. Planting within and around the site will need to be reinforced and a new footpath provided, to link the site to the footpath around the Claylands area to Battery Hill.
- 13.16 The open area between Abbey Mill and the Palace House is part of an important open area running through the centre of Bishop's Waltham. It provides an attractive setting for the Bishop's Palace and its environs, is part of the Bishop's Waltham Palace and Ponds Scheduled Ancient Monument, and acts as a buffer between the Palace and Abbey Mill.

Policy S.4

The area between Abbey Mill and Palace House is suitable for development as informal public open space and for the provision of a carefully designed and landscaped car park (confined to the lower part of the site). Development which threatens the retention of this area, both as an important open space and as a buffer between the existing and proposed uses at Abbey Mill and the Palace and its setting, will not be permitted.

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13.17 Policy S.4 provides for part of the area to be laid out and managed as an amenity public open space, which may also be of benefit to visitors to the Palace and residents or employees at the proposed mixed use site at Abbey Mill. The development of some of the site for car parking may also be permitted, in association with the development of the Abbey Mill site, subject to the need to avoid harm to the Bishop's Waltham Conservation Area and the Palace and Ponds ancient monument. Legal safeguards will be needed to secure the provision of public car parking and open space (see also Policy S.3 and accompanying text).

Transport

13.18 The medieval layout of Bishop's Waltham's central streets makes them unsuitable for modern traffic demands. A review of the traffic system in central Bishop's Waltham is promoted, with the aim of achieving major environmental improvements whilst maintaining accessibility and the commercial viability of the town. Environmental improvements have been carried out in the High Street and surrounding roads, but some reorganisation of traffic and pedestrian movement is also justified, to reduce the environmental intrusion of traffic.

13.19 Pedestrian facilities on parts of Bank Street are inadequate and the proposed traffic rearrangements will give priority to addressing this problem.

~~Policy S.5~~ This policy expired on 7th July 2009

The traffic system in the centre of Bishop's Waltham will be reviewed and planning permission will be granted for environmental and safety improvements whilst maintaining accessibility. The aims of these measures are:

- (i) to encourage walking, cycling and other non-car modes and to remove as much extraneous through traffic as possible from the historic town centre, whilst taking account of the need to*

maintain the viability of commercial properties;

- (ii) to encourage the use of the distributor road network around the town centre to carry both through traffic and access traffic serving the town centre;*
- (iii) to reduce potential conflict between vehicles and pedestrians in the central area, particularly where pedestrian numbers are high;*
- (iv) to maintain adequate servicing to commercial premises.*

Initial proposals relate particularly to High Street, Bank Street, Houchin Street, Brook Street, Free Street and Little Shore Lane. Priority will be given to improving pedestrian facilities and safety in Bank Street, subject to the availability of funds.

13.20 Policy S.5 establishes the principal objectives that any review of the traffic system will be seeking to achieve. The proposed traffic review will be undertaken through the Central Hampshire Transport Strategy and implementation of any proposals will be subject to the availability of funding. Most of the changes will require the approval of Traffic Regulation Orders, which are the subject of consultation processes independent of the Local Plan.

Cheriton

Mixed use

13.21 Freeman's Yard in Cheriton was once a fully operational timber yard employing up to 100 people. The yard has now closed and is available for redevelopment. In accordance with the Local Plan's strategy of seeking to provide facilities and employment locally, it is important that local employment opportunities form a part of any future development proposals.

13.22 The site falls within the defined policy boundary of Cheriton, but access is poor, limiting the scale and type of development

that can be accommodated. Also, the site adjoins the Conservation Area and any traffic generated would have to pass through it. Accordingly, employment development on the whole site may not be appropriate and a mixed employment and residential scheme may be more suitable. The scale of development will be limited by the site's location on the edge of the village and, more particularly, the access and environmental constraints. Hampshire County Council is also seeking to extend the playground of the adjacent village school. The redevelopment of this site provides an opportunity to achieve this.

Policy S.6

Mixed business and residential development will be permitted on approximately 1.1 hectares of land at Freeman's Yard, Cheriton, provided that:

- (i) business uses (Use Class B1) constitute not less than 35% of floorspace on the site, and are integrated well with adjoining housing;*
- (ii) the mix of uses ensures that the amenities of existing and proposed residential properties are protected, if necessary by limiting working hours or other appropriate measures;*
- (iii) provision is made for the improvement of local recreational space and facilities;*
- (iv) provision is made for the development of a playground of 0.075 hectares to serve the adjoining school;*
- (v) it is of an appropriate scale, character and density both within itself and in relation to the surrounding area, taking account particularly of the location of the site on the edge of the village and adjacent to the Conservation Area, and the limitations of its means of access;*
- (vi) it can be adequately accessed and serviced without requiring inappropriate off-site improvements. The access to the site should be*

improved in association with development, by widening it on its southern side;

(vii) it provides substantial new landscaping within and around the site, particularly on the eastern boundary of the site, to create a new edge to the village and to screen the development in longer views. Developers will be expected to ensure that land to the east of the site is put to agricultural or other appropriate rural use;

(viii) developers carry out site investigations, risk assessment and implement appropriate remedial measures to deal with any contamination affecting the site or causing a threat to its surroundings.

- 13.23 Development proposals will be expected to include business uses aimed primarily at providing local employment. Great care will be needed to ensure a satisfactory relationship between residential and commercial uses. Any contamination on the site resulting from its previous use will need to be remedied prior to development and particular account will need to be taken of Policies DP.10 - DP.12 in considering development proposals for the site.
- 13.24 The eastern part of the site is poorly contained at present, and some dumping has been carried out beyond the site. This boundary should be firmly established by the provision of structural landscaping. Developers will be expected to restore the land to the east of the site to agricultural or similar use in association with development. This area may be suitable for provision of some recreational land to help satisfy requirements for open space to be provided by residential development (Policy RT.4).
- 13.25 The means of access to the site is a particular constraint. Whilst the site operated with a substandard access for many years, its redevelopment provides the opportunity to tailor development to the capacity of the site and its access. Large-scale access improvements would

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harm the character of the Conservation Area, so development needs to be limited generally to that which can be served by limited access improvements, achieved by realigning the wall of the school to the south. The site also offers an opportunity to provide for the expansion of the school playground, which would otherwise not be possible given the constrained school site. Development should provide for this.

Curdrige

Employment

- 13.26 Policy T.12 safeguards land for the construction of the Botley bypass. Previous Local Plans allocated land between the line of the bypass and Hillsons Road (Bottings) Industrial Estate for business, industrial and/or warehousing (Use Classes B1, B2 and B8) use, subject to the bypass being programmed for construction. The need for a bypass for Botley has been reviewed, but the safeguarding of land is retained. The business, industrial and/or warehousing (Use Classes B1, B2 and B8) allocation is, therefore, also retained.

Policy S.7

In order to encourage improvements to industrial, warehouse, and business premises within the Hillsons Road Industrial Estate, development and redevelopment will be permitted.

Approximately 4.1 hectares of land to the west and south of the existing estate, between the existing industrial estate and the proposed Botley bypass, is suitable for business, general industrial and/or storage and distribution development, which will be permitted, provided that it would:

- (i) fall within Use Classes B1 (Business), B2 (General Industry) or B8 (Storage and Distribution);*
- (ii) be accessed from the proposed Botley bypass and provide a link with Hillsons Road. Such a link should include measures to prevent Hillsons Road being used as a through route and to*

encourage access to the existing industrial estate from Botley bypass wherever possible;

- (iii) provide substantial landscaping on the southern, western and eastern boundaries of the site;*

- (iv) protect the visual and ecological quality of the River Hamble valley;*

The development of land outside the existing industrial estate will only be permitted in advance of the construction of the Botley bypass if the above criteria are met and the whole bypass is programmed for construction by the Highway Authority.

- 13.27 In order to ensure that the amenities of nearby land uses and properties are protected, development on the existing industrial estate or the proposed extension will be limited to business, general industry and distribution/warehousing. Units that are designed to meet a variety of space needs, including units with flexibility for various uses and sizes, will be encouraged. Development proposals will need to satisfy the provisions of Policies DP.10 - DP.12.

- 13.28 Intrusion into the countryside between Botley and Curdrige needs to be minimised, and a defensible edge to development created. Therefore, substantial landscaping of any extension to the industrial estate will be required, and care will be needed to protect the ecological and visual quality of the Hamble valley.

- 13.29 Policy S.7 requires Hillsons Road to be linked to the industrial estate extension. The aim is to discourage the use of existing accesses onto Station Road, in association with traffic management measures, to achieve traffic and environmental benefits. However, account will need to be taken of the access requirements of occupants of the Hillsons Road industrial estate.

- 13.30 Although the extension of the industrial estate could take place in advance of the construction of the bypass, there must be a firm commitment to construct the bypass

within a reasonable time period. If, in the future, the construction of the whole of the bypass is firmly programmed by the Highway Authority the development of the industrial estate extension may be permitted in advance of its construction. The line of the bypass would need to be taken into account, and provision made for the development to link with it, and contribute to its funding.

Denmead

Environment

13.31 The previous District Local Plan promoted the environmental improvement and enhancement of Denmead village centre and the Local Planning Authority is currently in the process of implementing a phased scheme.

~~Policy S.8~~

This policy expired on 7th July 2009

In order to promote the improvement and enhancement of the shopping area in Denmead, development will be permitted where it contributes to:

- (i) a rationalisation of existing accesses and parking arrangements for vehicles;*
- (ii) improved pedestrian facilities and safety;*
- (iii) an enhancement of the appearance of the area.*

13.32 The environmental improvement scheme addresses current problems caused by vehicles entering and leaving the forecourt area at numerous points on Hambledon Road. The scheme includes measures to improve pedestrian safety by restricting random parking of vehicles on the forecourt area and to improve the visual appearance of the forecourt area.

Recreation

13.33 There is a substantial shortfall in all categories of formal recreation space in Denmead. Most of the northern parts of the village, and the Anthill Common area,

are more than 400 metres from children's play facilities. Substantial additional provision is needed, which is best located in two areas to serve both the north-west of the village and more central area, which are the areas least well served by current provision. Policy RT.5 allocates suitable areas of land at Anthill Common and east of Forest Road.

Kings Worthy

Environment

13.34 Kings Worthy is contained on three sides by an operational railway line and trunk roads. Planning Policy Guidance Note 24: "Planning and Noise" advises that development which could be affected by unacceptable noise levels is carefully controlled. Accordingly, proposals for development in Kings Worthy will be assessed against the provisions of Policy DP.12. Pollution sensitive development, including housing, in close proximity to trunk roads or operational railway lines, will only be permitted where its location or design achieve an acceptable environmental quality and minimise levels of pollution, within buildings and in the spaces around them.

Recreation

13.35 Despite the extension to the Eversley Park Recreation Ground, off Lovedon Lane, Kings Worthy remains deficient in all categories of recreational space, particularly children's play. All existing open spaces and recreational areas should, therefore, be retained and opportunities to provide additional recreational space identified. Accordingly, important open areas are defined as being subject to the provisions of Policies RT.1 and RT.2 and land is allocated for recreational use by Policy RT.5, at Hookpit Farm Lane.

13.36 The disused railway line that runs through the centre of the village provides an area of informal open space and a new public footpath is proposed. There may also be scope to provide a bridleway between Ox Drove and the former Worthy Down Halt.

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The Local Planning Authority will support such provision, provided this would not result in conflict between pedestrians and horseriders.

Policy S.9

Public footpaths are proposed along the disused railway lines linking Lovedon Lane, Winchester Junction, Worthy Down and South Wonston.

Sutton Scotney

Mixed use

13.37 The future use of the old Station Yard and adjoining former coach business at Sutton Scotney has been included in a review of existing employment allocations in the District (see paragraph 7.9), which concluded that it would be suitable for a mixed business/housing use.

Policy S.10

Mixed business and residential development will be permitted on approximately 1.6 hectares of land at the former station yard and adjoining former coach business, Sutton Scotney, provided that:

- (i) business uses (Use Class B1) constitute the majority of floorspace on the site, and are integrated well with adjoining housing. A reduced level of employment provision may be accepted if it is necessitated by constraints such as access and traffic generation, and the need to accommodate other requirements of the Plan;*
- (ii) it has satisfactory access, including off-site highway and footpath improvements necessitated by development;*
- (iii) it improves the setting of the Victoria Hall, with the provision of an adjoining open area and improved access for pedestrians from the eastern part of the village;*

- (iv) it retains existing landscaping around the site and reinforces it with new planting;*
- (v) a drainage study and flood risk assessment is carried out, and the resulting drainage strategy requirements incorporated within the development;*
- (vi) provision is made for the improvement of local recreational space and facilities;*
- (vii) it is of an appropriate scale, character and density, both within itself and in relation to the surrounding area, taking account of the site's location, partly within and partly adjoining the Conservation Area, in the central part of the village.*

13.38 The sites are surrounded by existing residential development, and are currently accessed from Oxford Road and Wonston Road. Businesses falling within Use Classes B2 (General Industry) and B8 (Storage and Distribution) will, therefore, not be permitted. Business uses will be restricted to Use Class B1, as the nature of the businesses, and the type and amount of traffic generated, is most likely to ensure that the amenities of residents within and adjoining the development are protected, in accordance with Policy E.1.

13.39 The development could take the form of separate business and housing areas, or live/work units, provided that the amount of employment floorspace exceeds the residential floorspace. However, a lower proportion of business floorspace has been justified through further detailed studies carried out as part of the preparation of the planning brief. The studies took into account the need for further local employment, the implications for traffic generation, and the likely effects on the local environment, particularly within the Conservation Area.

13.40 Developers will be expected to fund necessary off-site highway improvements and contribute to the provision of safe

pedestrian access from the residential areas to the east, through the site to the village centre and the Victoria Hall.

- 13.41 The western part of the site is within the Conservation Area, and the eastern part adjoins the Conservation Area boundary. There is an opportunity to improve the general appearance of the area, and the scale and character of the development should reflect that of the adjoining parts of the village. The development should also provide an attractive open area adjacent to the eastern side of the Victoria Hall, to improve its setting within the village and provide a focal point for the development.
- 13.42 There have been drainage problems in Sutton Scotney and therefore the development would need to ensure that satisfactory drainage can be provided. A drainage study and flood risk assessment should be carried out at an early stage, and any requirements of the resulting drainage strategy incorporated within the principles of development for the site.
- 13.43 The Local Authority will need to be sure that the various elements of the development are appropriate in scale, location, access provision and design for this key site within the village. Development proposals should accord with the Design and Development Brief which has been prepared, which shows the relationships of the various elements of the development and establishes the principles to be followed.

Whiteley

- 13.44 Whiteley falls within the administrative areas of two Local Authorities, but it is important to consider it as a single entity in terms of its planning. To date, some infrastructure, much of the Solent 1 Business Park (in Winchester District), and a large amount of housing has been built. Outline proposals have been accepted for the Solent 2 Business Park and it is currently being developed in phases. The development of Whiteley Farm and Whiteley Green is nearing completion.

- 13.45 Development briefs have been prepared for all of the development areas within the Winchester District part of Whiteley. All development proposals should take account of the guidance contained in these, and any future, documents. Development briefs are intended to amplify the policies of this Plan, for example to illustrate possible layouts of development areas, or include matters of administrative detail inappropriate in a local plan.

Housing

- 13.46 The Whiteley Local Plan allocated a total of 99 hectares of land for residential development. Within the Winchester part of Whiteley, some of the housing proposed has yet to be built. This Local Plan broadly confirms existing commitments, modified where necessary to reflect the current position.

~~Policy S.11~~

This policy expired on 7th July 2009

Approximately 1.4 hectares of land at Whiteley Farm, Whiteley, is suitable for residential development. Such development will be permitted, provided that it:

- (i) provides a wide variety of densities and house types, including affordable housing;*
- (ii) provides an extensive landscape framework by maintaining or enhancing existing woodland, major hedgerows and watercourses, and by carrying out additional planting;*
- (iii) minimises traffic and potential conflicts between pedestrians and vehicles in residential areas. Provision should be made for a safe and attractive footpath and cycleway network, and for the development to be fully served by public transport;*
- (iv) provides neighbourhood greens within new housing areas.*

Developers will be expected to contribute to the costs of services required for the development of Whiteley as a whole,

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including transport infrastructure, parkland, sports grounds, neighbourhood greens, community and social facilities, local nature reserves, and drainage.

- 13.47 Whiteley Farm is the largest of the residential development areas at Whiteley within Winchester District. It is also the focus of the new community, as it contains the District Centre. In this central location within the new community, it is appropriate to provide a wide range of housing types, including affordable housing and housing for the elderly or less mobile.
- 13.48 The Whiteley Farm Development Brief has been prepared and adopted for the whole of the allocated area. Development proposals will be expected to reflect the more detailed guidance and requirements set out in the Brief. A number of other policies of the Local Plan will also be relevant to development at Whiteley Farm. Whiteley Technical paper No.1 sets out arrangements for securing contributions towards physical and social infrastructure and its provisions will be followed.

Policy S.12

Approximately 2.9 hectares of land (including the neighbourhood green) at Whiteley Green, Whiteley, is suitable for residential development. Such development will be permitted, provided that it:

- (i) includes provision for landscaping and tree planting belts of at least 20 metres adjoining the M27 to protect the amenities of occupiers of the proposed housing from noise and to screen the development from external views;*
- (ii) provides a wide variety of densities and house types, including affordable housing;*
- (iii) provides an extensive landscape framework by maintaining or enhancing existing woodland and major hedgerows, and by carrying out additional planting;*

(iv) minimises traffic and potential conflicts between pedestrians and vehicles in residential areas. Provision should be made for a safe and attractive footpath and cycleway network, and for the development to have convenient access to public transport;

(v) provides a neighbourhood green within the new housing area.

Developers will be expected to contribute to the costs of services required for the development of Whiteley as a whole, including transport infrastructure, parkland, sports grounds, neighbourhood greens, community and social facilities, local nature reserves, and drainage.

- 13.49 The Whiteley Green area is an exposed and elevated site. Accordingly, careful design will be needed to ensure that major skylines are dominated by trees and that development is contained within a landscaped setting. Steeply sloping sites, even if not particularly exposed to extensive views beyond the development site, will require contour planting belts to contain and screen development. Some house types are better suited to sloping sites than others, for example, split-level and patio housing. Such development can contribute to the variety of housing available at Whiteley.

Employment

- 13.50 In pursuit of the strategic objectives for South Hampshire, and in order to achieve a balanced mix of land uses, the Whiteley Local Plan allocated two areas of land north of the M27 motorway for business parks.
- 13.51 Although certain outline and detailed planning permissions exist, development has to date occurred only on parts of the above areas. It is, therefore, appropriate to carry forward these allocations.

~~Policy S.13~~ This policy expired on 7th July 2009

Approximately 9.8 hectares of land at Solent 1, east of Whiteley Way, Whiteley is suitable for business park development. Such development will be permitted,

provided that it:

- (i) includes parkland, which as a minimum should constitute 30 per cent of the area of development sites, in addition to the structural landscaping already provided;*
- (ii) provides for a range of high technology uses, falling within Use Class B1 (Office, Research and Development, and Light Industry);*
- (iii) incorporates a high standard of design so that buildings make an individual and positive contribution to the overall appearance of the business parks;*
- (iv) avoids buildings of more than three storeys or 14 metres in height to eaves level;*
- (v) incorporates appropriate measures for the on-going maintenance and management of landscaped parkland.*

13.52 A Development Brief has been adopted for the above area. Policy S.13 represents a continuation of existing policies, providing the framework within which detailed development proposals should be prepared.

13.53 The Business Parks at Whiteley are intended to provide high quality surroundings suitable for high technology firms. Part of Solent 1 has been developed, and is occupied. A fundamental aspect of the aims for the Business Parks is the development of low density buildings in a parkland setting. At least 40% of the site area is required to form part of the parkland setting. In the case of Solent 1, about 10% of the site area was laid out as structural landscaping in advance of development. Accordingly, 30% of the area of those sites remaining to be developed should be devoted to the provision of parkland. Clearly, the existing structural landscaping and parkland should be retained within any development.

13.54 The parkland areas are intended to be landscaped private open spaces, with recreational potential for Business Park employees. The landscape design for the parkland should take account of the need to create attractive settings for buildings and retain the more significant existing woodland. The Local Planning Authority will seek to enter into planning obligations with applicants and landowners to secure the above requirements for the Business Park and to ensure the proper management and maintenance of the parkland areas.

Policy S.14

Approximately 8.7 hectares of land (within Winchester District) at Solent 2, west of Whiteley Way, Whiteley is suitable for business park development. Such development will be permitted, provided that it:

- (i) includes parkland, which at a minimum should constitute 40% of the area of the site;*
- (ii) provides an extensive landscape framework by maintaining or enhancing existing woodland, major hedgerows and watercourses, and by carrying out additional planting, having particular regard to areas of ecological interest within the site.*

13.55 The site west of Whiteley Way is split between the administrative areas of Fareham Borough and Winchester City Councils, but should continue to be treated as a single entity for planning purposes. Accordingly, a Development Brief has been adopted for the whole site.

13.56 The site is greenfield and its development should be phased so that it is not developed unless the land available at Solent 1 Business Park for the type of development proposed is fully committed.

13.57 Development is just commencing on this site, and the full requirement for 40% of the site to be laid out as parkland therefore applies. This should include structural

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landscaping to provide a landscape framework for the site as a whole (10% of the site area), and parkland within each development area providing a low density landscaped setting (30% of the site area). In providing for these requirements, schemes should seek to conserve the nature conservation interests of the site (part of which is unimproved grassland, designated as a Site of Importance for Nature Conservation), and retain these features within any development.

- 13.58 The Local Planning Authority is aware of the need to be flexible about the balance of employment uses within the business parks. The areas are intended to be attractive to high technology industries, which normally embrace a number of activities within the same building complex. Therefore, the developments at Solent 1 and 2 are likely to contain a mixture of manufacturing, office and research facilities, possibly with some ancillary warehousing.
- 13.59 The business park developments proposed at Solent 1 and 2 are likely to result in development predominantly in Use Class B1. It is important that this is balanced by provision of employment opportunities within other Use Classes. This is particularly important given the provisions of the General Permitted Development Order for flexibility in respect of subsequent changes of use. Therefore, initial control of the type of use is desirable in order to secure some influence on the provision of a mix of employment opportunities.
- 13.60 The Fareham Borough Local Plan Review (2000) allocates land at Little Park Farm for employment development. A small area of contiguous land lies within Winchester District and would also be appropriate for such development, as part of a comprehensive scheme.

Policy S.15

Approximately 1.3 hectares of land (within the Winchester District) at Little Park Farm, Whiteley is suitable for employment

development. Such development will be permitted, provided that it:

- (i) falls within Use Classes B1 (Business), B2 (General Industry) or B8 (Storage and Distribution);*
 - (ii) is developed comprehensively with land to the west in Fareham Borough.*
- 13.61 This is also a greenfield site (see paragraph 13.56). However, the site should be developed comprehensively for employment purposes with land to the west in Fareham Borough. Access to the site from land to the west is most likely to be appropriate, although alternative proposals will be considered.

Town Centre

- 13.62 The former District Centre has now been developed and provides important shopping facilities to the local community. The extent of the town centre and Primary Shopping Area has been defined on Inset Map 29, in accordance with Policies SF.1 and SF.5, which seek to maintain and improve the vitality and viability of town/village centres. The defined Primary Shopping Area includes only parts of the town centre, equivalent approximately to the proportion which should be retained in retail use to provide facilities to serve the local community.

Transport

- 13.63 Developers will be expected to provide transport infrastructure to the Highway Authority's current standards for all development at Whiteley, consistent with the transport policies of this Local Plan. The County Council is seeking to secure the completion of Whiteley Way (see Policies T.12 and paragraph 10.41).
- 13.64 The existing Fareham to Southampton railway line runs parallel to the motorway on the southern edge of Whiteley. There is an existing station at Swanwick within the Fareham part of Whiteley. Policy T.6 of this Plan acknowledges the desirability of an integrated transport network and, in this context, the Highway Authority will

support opportunities to improve rail facilities to serve Whiteley.

Pegham Coppice (Wickham)

- 13.65 Pegham Coppice has a complicated planning history arising from its long standing use as a scrap yard, and subsequent attempts to replace this use with more appropriate development. The site is in the countryside and, therefore, any further development beyond that currently permitted will not be permitted.

~~Policy S.16~~ This policy expired on 7th July 2009

The Local Planning Authority will not permit development which would lead to the expansion of the existing commercial activities at Pegham Coppice.

