

**Site Assessment Evaluation Framework Cabinet Summary for Whiteley Area 1**

Based on Sustainability Appraisal Framework approved by LDF Cabinet December 2007

25.02.09

KEY	
<b>DG</b>	Development actively encouraged as it would resolve an existing sustainability problem
<b>LG</b>	No sustainability constraints and development acceptable
<b>B</b>	Neutral effect
<b>Y</b>	Potential sustainability issues; mitigation and / or negotiation possible
<b>O</b>	Problematic and improbable because of known sustainability issues; mitigation or negotiation difficult and/or expensive
<b>R</b>	Absolute sustainability constraints to development
<b>?</b>	Unknown/uncertain effect
<b>N/A</b>	Where SA objectives are not applicable to the option/policy being assessed

	SA OBJECTIVE			Comments
1	<b>Building Communities</b>			
	<b>To create and sustain communities that meet the needs of the population and promote social inclusion</b>		<b>Y</b>	<p>The site adjoins Burr ridge and Whiteley to the south west and countryside or woodland to the north west, north east and south east.</p> <p>A footpath crosses the site from Burr ridge to the north east. A bridleway crosses the site from the Whiteley Farm Roundabout to the main road through Burr ridge. This road is narrow, has poor visibility and no pavements in the vicinity of this footpath. The site is close to a traffic free cycle route through Whiteley and a cycle route, signed on the road which links with the Solent Business Park.</p> <p>There is an hourly bus service through Burr ridge and Curbridge, and an irregular bus service through Whiteley. Swanwick Station is located to the south of the motorway, lying 3 miles from Whiteley Village. Botley Station lies to the north. Neither is easily accessible by foot, cycle or public transport.</p> <p>The extension and upgrading of the footpath and cycle network could be secured by the development of the site resulting in its integration with Whiteley. An improved bus service could be secured by the development of the site, particularly if Whiteley Way is completed. This would improve the site's integration with Whiteley and communities to the south of the motorway.</p> <p>WCC would require the provision of community facilities that complement those existing in Whiteley,</p>

				promoting integration between new and existing development.
<b>2</b>	<b>Infrastructure</b>			
	<p><b>To provide for the timely delivery of infrastructure suitable to meet community needs</b></p> <p>Definition of infrastructure: transport, affordable housing, education, health utilities etc (Source, SE Plan)</p>		<b>B</b>	<p>For footpath and cycle network provision and public transport, see objective 1.</p> <p>The site lies to the immediate east of the A3051 which links Botley and Park Gate and Swanwick. If Area 1 were to be developed with Area 2, the extension of Whiteley Way could be secured.</p> <p>Access to Whiteley is gained from Junction 9 of the M27 and via residential roads from the Botley Road (A3051) or from Whiteley Lane via Solent Business Park.</p> <p>WCC would require that the development of this site which would result in the expansion of Whiteley would facilitate the provision of improved facilities and infrastructure.</p> <p>In accordance with PPS3, WCC would require a proportion of affordable housing on this site.</p> <p>Utility providers comments need to be taken into account.</p>
<b>3</b>	<b>Housing</b>			
	<p><b>To provide good quality housing for all</b></p>		<b>LG</b>	<p>Southern Water Sewer Lines cross site in rough zigzag from west to south east.</p> <p>Works exceeding 90 m in height restricted throughout the site by Civil Aviation Height Restriction.</p> <p>North Whiteley Consortium propose possibly 3,000 units of housing, possibly commercial/industrial and retail use to serve local need.</p> <p>WCC's 'Live for the Future' event revealed local aspirations for a secondary school, better public transport, a better range of shops, a 'proper' centre and park and ride facilities for the business park. The development of this site, primarily for housing could address some of these issues.</p> <p>The assessment of the suitability of this site to provide good quality housing for all must take into account all other constraints set out in this appraisal.</p>
<b>4</b>	<b>Economy and Employment</b>			
	<p><b>To maintain the buoyant economy and develop greater diversity that</b></p>		<b>LG</b>	<p>Please see comments under housing, above. The North Whiteley Consortium proposes mixed use areas that may include commercial/industrial uses.</p>

	<b>meets local needs</b>			<p>The potential impact of employment uses on the amenity of existing housing near the site needs to be taken into account.</p> <p>An extended Whiteley Way could provide an access for employment uses on the site.</p> <p>The assessment of the suitability of this site to provide employment or mixed uses must take into account all other constraints set out in this appraisal.</p>
<b>5</b>	<b>Transport</b>			
	<b>To increase accessibility; reduce car usage and the need to travel</b>		<b>LG</b>	<p>The site is bounded to the west by the Botley Road (A3051), which is well used, and for long stretches is without pavements. To the south it is adjoined by residential roads. Outside its south western boundary is the uncompleted Whiteley Way. Planning permission currently exists for this road to be extended across this site.</p> <p>The site lies close to Junction 9 of the M27 which currently serves Whiteley. The motorway does provide a significant barrier to the south of Whiteley and this site. The extension and upgrading of the footpath and cycle network could be secured by the development of the site resulting in its integration with Whiteley. An improved bus service could be secured, particularly with the completion of Whiteley Way which could improve the site's accessibility to Whiteley.</p> <p>Further discussions with the Highways Agency and Transport for South Hampshire required to achieve an optimal package of transport measures and to mitigate impact of development on strategic road network.</p> <p>Housing on this site could provide homes for those working at Solent Business Park, NATS and other nearby places of employment.</p>
<b>6</b>	<b>Health</b>			
	<b>To improve the health and well being of all</b>		<b>Y</b>	<p>The ability for this site to provide allotments, recreational open space and a more extensive footpath and cycle network needs to be taken into account in assessing this site for development.</p> <p>The greater part of this site is grade 4 agricultural land. To the north west of the site is a small area of grade 3 agricultural land. A significant band of grade 2 agricultural land lies to the southwest and north east of Whiteley Lane. Need to assess whether loss of grade 2 and 3a land can be justified when taken alongside other sustainability consideration (PPS7 para28). Mitigation could be secured by provision of renewable energy sources as part of development or by the potential to improve health and well being by, for example, provision of recreational land.</p>
<b>7</b>	<b>Water</b>			

	<b>To protect, enhance and manage water resources in a sustainable way</b>		Y	<p>Site contains small area of Flood Zone 2 and 3 along north eastern boundary.</p> <p>Site is within water catchment area for River Hamble.</p> <p>Further work needed particularly in relation to SUDS, impact development of this site would have on runoff, groundwater and future potential flooding and the Water Framework Directive.</p>
<b>8</b>	<b>Waste</b>			
	<b>To ensure sustainable waste management</b>		Y	<p>More work needed to ensure elements of sustainable waste management can be accommodated within the site.</p>
<b>9</b>	<b>Climate Change</b>			
	<b>To address the causes of climate change and to mitigate and adapt in line with Winchester's Climate Change Strategy</b>		Y	<p>There are few south facing slopes: opportunities for passive and active solar energy production are therefore limited.</p> <p>Proximity of large areas of woodland gives potential for use of dry biomass as energy source. .</p> <p>The development of this site would result in the loss of greenfield land which may contribute to urban cooling. Once developed, this area would extend the urban heat island and increase car borne traffic in and around Whiteley.</p>
<b>10</b>	<b>Sustainable Construction</b>			
	<b>To promote the sustainable design and construction of buildings and places</b>		Y	<p>WCC will require that all sites coming forward for development promote the sustainable design and construction of buildings and places in accordance with the Hampshire Minerals and Waste Core Strategy and other relevant guidance.</p>
<b>11</b>	<b>Biodiversity</b>			

	<p><b>To conserve and enhance biodiversity</b></p>	<p>O</p>	<p>Proposed development of site may impact on:</p> <ol style="list-style-type: none"> <li>1. Protected sites as western site boundary abuts River Hamble which is a RAMSAR site (wetland site of international importance); a designated SAC (Special Area of Conservation: European status); SPA (Special Protection Area: European status) SSSI (statutory national designation).</li> <li>2. Extensive woodlands within and to E of site, including designated ancient woodland, majority protected by SSSI.</li> <li>3. Significant areas within and surrounding site are designated SINC, covering both woodland and grassland areas (refer constraint maps). Areas located around edge of site ie along the site boundary between Areas 1 and 2, to W and along S boundary adjacent built development (refer constraint maps).</li> <li>4. Very diverse range of habitats and species, in both protected areas and within site. Minor streams within site drain into R Hamble, the District's only stretch of tidal river with rich woodland surrounding the upper Hamble grading into neutral grassland, reed beds, salt marsh and tidal mudflats.</li> <li>5. Irregular small to medium sized meadows within site closely integrated with a strong assarted woodland structure provide important nature conservation interest and green wildlife corridors.</li> <li>6. Good existing network of interconnecting rights of way throughout the site. Accessible links with green spaces / wildlife corridors, including historic hedgerows, allows good connectivity with natural environment and enjoyment both within and beyond the site.</li> <li>7. CRoW access for extensive woodland area within site which extends into Area 2 and beyond site boundaries to the east.</li> <li>8. Proximity of large tracts of woodland (Forestry Commission) provides opportunities for renewable energy resource (dry biomass).</li> </ol>
<p>12</p>	<p><b>Heritage</b></p>		
	<p><b>To protect and enhance built and cultural heritage</b></p>	<p>Y</p>	<p>Proposed development of site may impact on:</p> <ol style="list-style-type: none"> <li>1. Historic landscape character: assarted fields and woodland.</li> <li>2. Ancient woodlands within and to the E of site.</li> </ol> <p>Ref: WCC Archaeology Officer Initial Appraisal: GIS constraint maps.</p>
<p>13</p>	<p><b>Landscape and Soils</b></p>		

	<p><b>To protect and enhance the character and quality of the landscape of Winchester District</b></p>	<p>O</p>	<p>Proposed development of site may impact on:</p> <ol style="list-style-type: none"> <li>1. Rich diversity of different landscape types and recognised landscape character as identified in Landscape Character Assessment within and surrounding site. A main feature is pattern of irregular small to medium sized meadows closely integrated with a strong assarted woodland structure, important in terms of combined biodiversity/amenity value and as green corridors.</li> <li>2. Important views that contribute to landscape character and local distinctiveness: <ol style="list-style-type: none"> <li>a) Significant views to and from the high point in centre of site, 20.0m, mainly overlooking River Hamble and valley setting.</li> <li>b) Skyline features to and from site eg tree belt through centre of site along E-W right of way.</li> </ol> </li> <li>3. Two main interconnecting public rights of way provide good network with an area of dedicated woodland (Forestry Commission) within and beyond site (also shown as CRoW access). Provides accessible links with green spaces and corridors of high amenity value, good connectivity with natural environment and enjoyment both within and beyond the site. Poor footpath links between site and R Hamble National Trust land to the W, exacerbated by busy A3051.</li> <li>4. Landscape character of site boundaries when considering proposed vehicular access for development into site. Very restrictive from E by woodland located within and beyond site; railway line to N and proximity of highly sensitive landscape of River Hamble to the W.</li> <li>5. Agricultural Land Classification: the site includes grade 2 agricultural land and is therefore of 'the best and most versatile quality'. This will need to be taken into account alongside other sustainability considerations including biodiversity, heritage, landscape character (Ref: PPS7 para 28.)</li> <li>6. Geology: existence of London Clay formation which may impact on proximity of existing/new trees to proposed development.</li> <li>7. Tranquillity: mainly evident within site, along rights of way and woodland areas. Intrusion of A3051 when close to W boundary and from railway to N.</li> </ol> <p>Ref: European Landscape Convention (2000); PPS 3; PPS 7; CPRE website for tranquillity maps and dark night skies; GI Technical Statement; Landscape Character Assessment (March 2004).</p>
<p>14</p>	<p><b>Built Environment</b></p>		
	<p><b>To secure high standards of design</b></p>	<p>Y</p>	<p>WCC would require that all development is built to high standards of design.</p>
<p>15</p>	<p><b>Pollution</b></p>		

	<b>Minimise local and global sources of pollution</b>		Y	<p>Careful design required to minimise potential light pollution, particularly that emanating from two high points on the site.</p> <p>WCC would require assessment of impact of significant development and resulting traffic flow on air quality.</p>
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