

## Site Assessment Evaluation Framework Cabinet Summary for Whiteley Area 2

Based on Sustainability Appraisal Framework approved by LDF Cabinet December 2007

25.02.2009

Please note: This colour coding relates to the development of Area 2 in isolation, **not as a site developed with Area 1.**

KEY	
DG	Development actively encouraged as it would resolve an existing sustainability problem
LG	No sustainability constraints and development acceptable
B	Neutral effect
Y	Potential sustainability issues; mitigation and / or negotiation possible
O	Problematic and improbable because of known sustainability issues; mitigation or negotiation difficult and/or expensive
R	Absolute sustainability constraints to development
?	Unknown/uncertain effect
N/A	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>O</b>	<p>The site adjoins Curbridge, a small linear hamlet, and the Burrige Road (A3051) to the west, the railway line to the north east and woodland and countryside to the southwest and south east. It does not adjoin any other settlement.</p> <p>A footpath crosses the southern corner of the site linking Burrige with woodland.</p> <p>There is an hourly bus service through Burrige 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>If developed in isolation, integration of this site with existing communities would be difficult to achieve.</p> <p>If developed comprehensively with Area 1, 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 integration with Whiteley and communities to the south of the motorway.</p>

2	<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>		O	<p>For footpath and cycle network provision and public transport see objective 1.</p> <p>The extension of the road or footpath and cycle network is unlikely to be secured if this site is developed in isolation.</p> <p>The site lies to the immediate east of the A3051 which links Botley and Park Gate and Swanwick. This road is the site's sole vehicular access route. If the site were to be developed comprehensively with Area 1, the extension of Whiteley Way could be secured.</p> <p>In accordance with PPS.3, WCC would secure a proportion of affordable housing provision on this site.</p> <p>More work required to ensure the provision of all necessary infrastructure were this site to come forward for development.</p> <p>Utility providers' comments need to be taken into account.</p>
3	<b>Housing</b>			
	<p><b>To provide good quality housing for all</b></p>		Y	<p>Environmental health has reported that noise from the railway at the north of the site would be an issue to those properties nearest the source.</p> <p>No works exceeding 90m in height are permissible due to the Civil Aviation Height Restriction.</p> <p>A County Minerals site lies within area 2: there is a requirement to consult the County on any development that may affect this site.</p> <p>Electricity overhead cables run to the south east of the site boundary and north east of the railway line.</p> <p>An area where Radon Action is required lies in a band across the northern portion of the site along and to the south of the river floodplain.</p>
4	<b>Economy and Employment</b>			
	<p><b>To maintain the buoyant economy and develop greater diversity that</b></p>		Y	<p>Please see comments under housing, above.</p>

	<b>meets local needs</b>			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.
<b>5</b>	<b>Transport</b>			
	<b>To increase accessibility; reduce car usage and the need to travel</b>		Y	<p>This site can currently be accessed only from Burridge Road. To the north east the railway line is a significant barrier. To the east lies woodland only accessed by a footpath.</p> <p>There is an hourly bus service along the Burridge Road which links with Swanwick Railway Station.</p> <p>Further discussions with the Highways Agency and Transport for South Hampshire required to achieve optimal package of transport measures and to mitigate impact of development on strategic road network.</p> <p>The extension of the road or footpath and cycle network is unlikely to be secured if this site is developed in isolation.</p>
<b>6</b>	<b>Health</b>			
	<b>To improve the health and well being of all</b>		Y	<p>The ability for this site to provide allotments, recreational open space and a more extensive footpath network needs to be taken into account in assessing this site for development.</p> <p>This site includes an area of Grade 2, areas of Grade 3 and an area of Grade 4 agricultural land. Need to assess whether loss of this can be justified when taken alongside other sustainability considerations (PPS7 para 28). Mitigation could be secured by provision of renewable energy sources as part of development or by 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>		O	<p>The site contains Zone 2 and Zone 3 flood designations along its south western boundary and to the west of the site along the existing water course.</p> <p>Site is within water catchment 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	More work needed to ensure elements of sustainable waste management can be accommodated within the site.
<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>The site does not contain significant south 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 Winchester.</p>
<b>10</b>	<b>Sustainable Construction</b>			
	<b>To promote the sustainable design and construction of buildings and places</b>		Y	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.
<b>11</b>	<b>Biodiversity</b>			
	<b>To conserve and enhance biodiversity</b>		R	<p>Proposed development of site may impact on:</p> <ol style="list-style-type: none"> <li>1. Protected sites of national and international importance that abut W boundary as River Hamble is a RAMSAR site (wetland site of international importance); a designated SAC (Special Area of Conservation: European status); SPA (Special Protection Area: European status) 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's (local designation), covering both woodland and grassland areas (refer constraint maps).</li> <li>4. BAP Priority Habitats: diverse number of identified areas within site (refer constraint map).</li> <li>5. Highly diverse range of habitats and species within and beyond site. Minor streams within site drain into R. Hamble, the District's only stretch of tidal river. Rich woodland surrounds the upper Hamble grading into neutral grassland, reed beds, salt marsh and tidal mudflats.</li> </ol>

				<p>6. 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. One main right of way in SE corner of site links to extensive woodland area within site which has recognised CRoW access, extending into Area 1 and beyond site boundaries to the east.</p> <p>7. Proximity of large tracts of woodland (Forestry Commission) provides opportunities for renewable energy resource (dry biomass).</p>
12	Heritage			
	To protect and enhance built and cultural heritage		Y	<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> <li>3. Fairthorne Manor, large historic park on the Hampshire Register of Historic Parks and Gardens, bordering NW corner of the site.</li> </ol> <p>Ref: WCC Archaeology Officer Initial Appraisal: GIS constraint maps.</p>
13	Landscape and Soils			
	To protect and enhance the character and quality of the landscape of Winchester District		O	<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. Main features include irregular small to medium sized meadows; minor streams and associated wetland feeding into R Hamble; all closely integrated within a strong assarted woodland structure, important in terms of combined biodiversity/amenity value and as green corridors. Site is within river catchment area.</li> <li>2. Protected sites within and outside site. High quality but fragile landscape which abuts highly sensitive River Hamble within National Trust land.</li> <li>3. Views mainly confined to local prominence due to small/medium enclosed field pattern and woodland. Site visible from elevated railway embankment and from public footpath and woodland CRoW access in eastern half of site.</li> <li>4. A public right of way in SE corner of site connects with an area of dedicated woodland (Forestry Commission) within and beyond site boundaries (also shown as CRoW access). Provides accessible links with green spaces and corridors of high amenity value, good connectivity with natural environment and enjoyment both within and beyond the site. Poor footpath links between site and R Hamble National Trust land to the W, exacerbated by busy A3051.</li> <li>5. Landscape character of site boundaries when considering proposed vehicular access for</li> </ol>

				<p>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.</p> <ol style="list-style-type: none"> <li>6. Agricultural Land Classification: the site includes grade 3A 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>7. Proximity of large tracts of woodland (Forestry Commission) provides opportunities for renewable energy resource (dry biomass).</li> <li>8. Geology: existence of London Clay formation which may impact on proximity of existing/new trees to proposed development.</li> <li>9. Tranquillity: mainly evident within central areas of site, along right 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>
<b>14</b>	<b>Built Environment</b>			
	<b>To secure high standards of design</b>		Y	WCC would require that all development is built to high standards of design.
<b>15</b>	<b>Pollution</b>			
	<b>Minimise local and global sources of pollution</b>		Y	<p>Account needs to be taken of noise emanating from railway line.</p> <p>Careful design required to minimise potential light pollution.</p> <p>WCC would require assessment of impact of significant development and resulting traffic flow on air quality.</p>