

Gosport Borough Council

Local Development Framework

CORE STRATEGY: Issues & Options

December 2006



People



Places



Pursuit of Excellence





GOSPORT CORE STRATEGY

ISSUES AND OPTIONS

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Background

- 1.1 Planning seeks to create sustainable communities. This can be achieved by ensuring that there is sufficient land available for employment, housing, community and health uses, retail and leisure facilities for local residents, workers and visitors. It also aims to protect and enhance the natural and historic environment, conserve open spaces and ensure that there is appropriate infrastructure to serve new development. Planning aims to ensure that new development is of a good standard of design and is appropriate to its surroundings.
- 1.2 A new planning system has been introduced by the Government that will change the way the Borough Council will plan for the future of its communities. At present we have the Gosport Borough Local Plan Review and the Hampshire Structure Plan 1996-2011 (Review), but in the future these will be replaced by a Regional Spatial Strategy (the SE Plan) and a Local Development Framework (LDF). The Council is responsible for preparing the LDF which will include wide ranging community engagement.
- 1.3 The LDF will deal with spatial issues, for instance the use and development of land, the movement of people and access to opportunities. The Gosport LDF will be prepared in conjunction with the Gosport Community Strategy which is being prepared by the Local Strategic Partnership (known as the Gosport Partnership). The land use implications of the Community Strategy will be addressed in the Local Development Framework.
- 1.4 The LDF must take account of and conform to national Planning Policy Statements, legislation and regulations. It must be in conformity with the South East Plan which includes the South Hampshire Sub Regional Strategy. The LDF will take into account the Regional Economic Strategy, the Local Transport Plan and other important local strategies, plans and projects.
- 1.5 The Gosport LDF will consist of a number of documents including the Core Strategy. Appendix 1 gives more detail about the documents that comprise the LDF.

The Core Strategy

- 1.6 The Core Strategy is the most important document in the LDF as it sets the context for the all other documents in the LDF. The Core Strategy will set out the spatial vision for the future of the Borough over the next 20 years and will set out objectives and policies which seek to achieve this vision. The Core Strategy has been prepared in line with the Government's Planning Policy Statements (PPSs).
- 1.7 This consultation document is the first stage in the development of the Core Strategy. The 'Issues and Options' highlighted in this document have been developed through engagement with service providers within the Council and with key stakeholders in the Gosport Partnership and the Government Office for the South East. This pre-consultation initiative involved the consideration of emerging issues from the baseline data collected to support the LDF and the Community Strategy. In many instances the Partner organisations in the Gosport Partnership supplied further evidence to inform the Issues and Options document.
- 1.8 The importance of involving the Gosport Partnership is seen as critical to preparing a sound and comprehensive Core Strategy. The Gosport Partnership is currently updating the Community Strategy (2003-2006) which is being undertaken in conjunction with the preparation of the Core Strategy. Consequently a joint consultation programme is being carried out with this Core Strategy.



1.9 The production process of the Core Strategy is summarised in Figure 1.1.

Figure 1.1 : Core Strategy Timetable

Evidence Gathering and Development of Evidence Base and liaison with Specialist Information providers	May 2005 - September 2006
Initial Consultation with Community Stakeholders on Issues and Options	December 2006 - January 2007
Consultation on Preferred Options and Proposals	July - September 2007
Submission of Core Strategy to Secretary of State	March 2008
Consultation on submission Core Strategy	March - April 2008
Pre Examination Meeting	June 2008
Public Examination	September - October 2008
Provisional Date of Adoption	May 2009

Format of this Document

- 1.10 This document is broken down into several sections. The following section provides a profile of Gosport and includes some key facts and figures. Section 3 sets out the sub regional context.
- 1.11 Section 4 identifies the key spatial objectives of the Core Strategy and section 5 outlines a number of suggested locational principles to guide development. Section 6 sets out various overarching themes which are relevant to the whole Core Strategy and sections 7-16 relate to a number of themes and identify key issues, policy considerations and potential options to address these issues.
- 1.12 One of the primary purposes of this consultation is to consider a wide range of issues and options. We are seeking views from local service providers and stakeholders as well as the views of local residents, businesses and visitors. At this stage of the process the options are very general. They will become more detailed and focussed as the Core Strategy progresses. As the options are explored a series of questions are asked. These questions provide the opportunity to explore the issues and emerging options. The questions are also grouped together in a questionnaire that accompanies this paper.
- 1.13 At the end of the document there is a Glossary which explains the technical terms used in this document.
- 1.14 A Sustainability Appraisal must be undertaken on the Core Strategy during its preparation. This considers the wider effects of the Strategy and ensures that it accords with the principles of sustainable development. The Sustainability Appraisal Report is available for comment, along with this Issues and Options paper.
- 1.15 A key requirement of this new planning system is that all issues and assertions should be supported by robust evidence. As part of the Sustainability Appraisal process a Baseline Information document has been compiled in conjunction with the Gosport Partnership. The Baseline Information is a comprehensive database of evidence that has been collected from a variety of sources including the various agencies that support the Gosport Partnership. The statistics quoted in this Issues and Options document are derived from the Baseline Information unless they attributed to a different source. Copies of the Baseline Information are available to view at the Council's offices, Libraries or on line at www.gosport.gov.uk/ldf.

Your Views

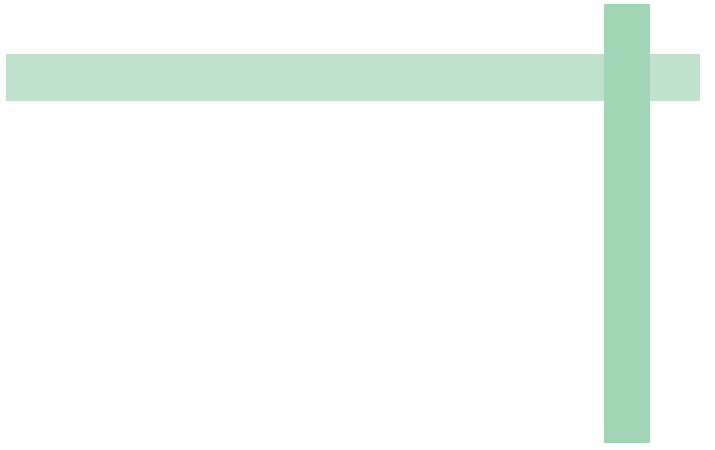
- 1.16 This is a consultation document and this is an opportunity for you to let us know what you think is important. This document will shape the way the Gosport peninsula develops over the next 20 years.
- 1.17 Please let us know your views by filling in the questionnaire.

Comments should be returned by 12th February 2007 to the

Head of Planning Policy
c/o Corporate Policy Section
Gosport Borough Council
FREEPOST SCE750
Gosport
PO12 1ZU

Or

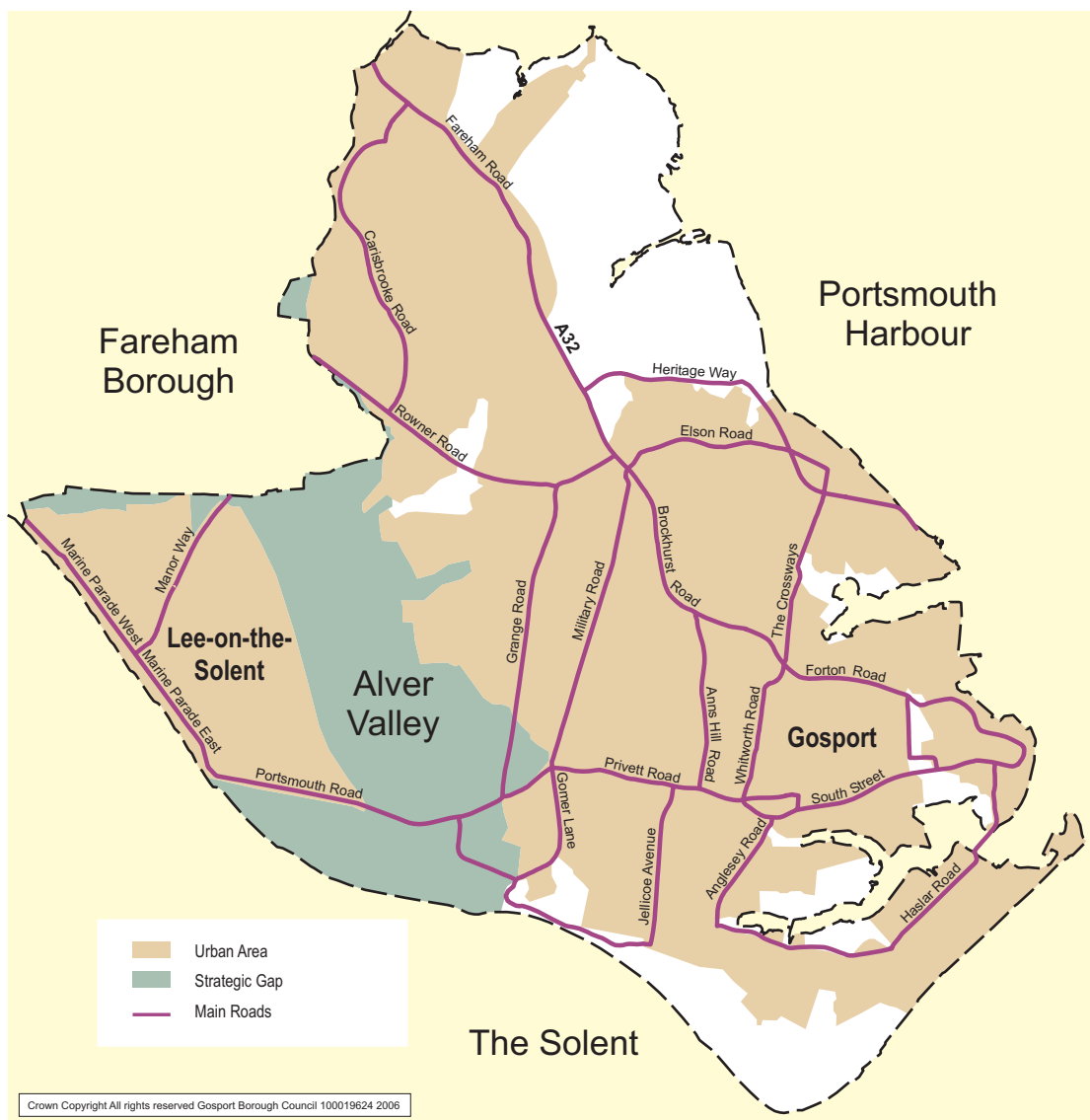
Via email to : planning.policy@gosport.gov.uk



Location

- 2.1 Gosport is located in South Hampshire and has a distinctive geography. The Borough is a peninsula of 2,750 hectares surrounded on three sides by The Solent and Portsmouth Harbour (See Figure 2.1) with almost 39 kilometres of coastline. The Borough contains two principal settlements, Gosport and Lee-on-the-Solent, separated by the Alver Valley.

Figure 2.1: Gosport Borough



Population and Households

- 2.2 The population of the Borough is fairly stable. In the 2001 Census it was recorded as 76,415 persons, which represents an increase of 1.8% from the 1991 figure. However, the number of households has increased by 6.7% over the same period. In 2006 there were 34,991 homes in the Borough. Gosport is also one of the most densely populated areas in the South East Region, with an urban density of 30.2 people per hectare.



Economy and Prosperity

- 2.3 Historically, Gosport developed primarily as a support base for the Royal Navy and a large number of residents of the Borough were once employed either in local MoD establishments or at Portsmouth Naval Base and other establishments around the Harbour.
- 2.4 There has been a significant change both in the patterns of employment and mode of transport in the last three decades. Employment at Portsmouth Naval Base has fallen while several other Ministry of Defence establishments in the Borough and around the Harbour have closed. Some of these sites have been redeveloped and others are available for re-use. As a result of these changes a large number of residents of the Borough now work in different locations, particularly along the A27-M27 corridor in areas where the journey to work is predominantly by private car. Out-commuting has increased by 41% from 1991 to 2001 with over 18,000 residents working outside of the Borough. The Borough provides work for only 51% of its resident workers.
- 2.5 There are 1,700 businesses in Gosport employing some 19,000 employees. The business sector is characterised by a small number of companies employing a large proportion of the workforce. The number of businesses per 1,000 residents is significantly below the average business density for Hampshire and the South East. Gosport has the lowest business start-up rate in the South-East. The unemployment rate at August 2006 was 1.5%, although certain areas experience higher levels of employment deprivation.

Transport

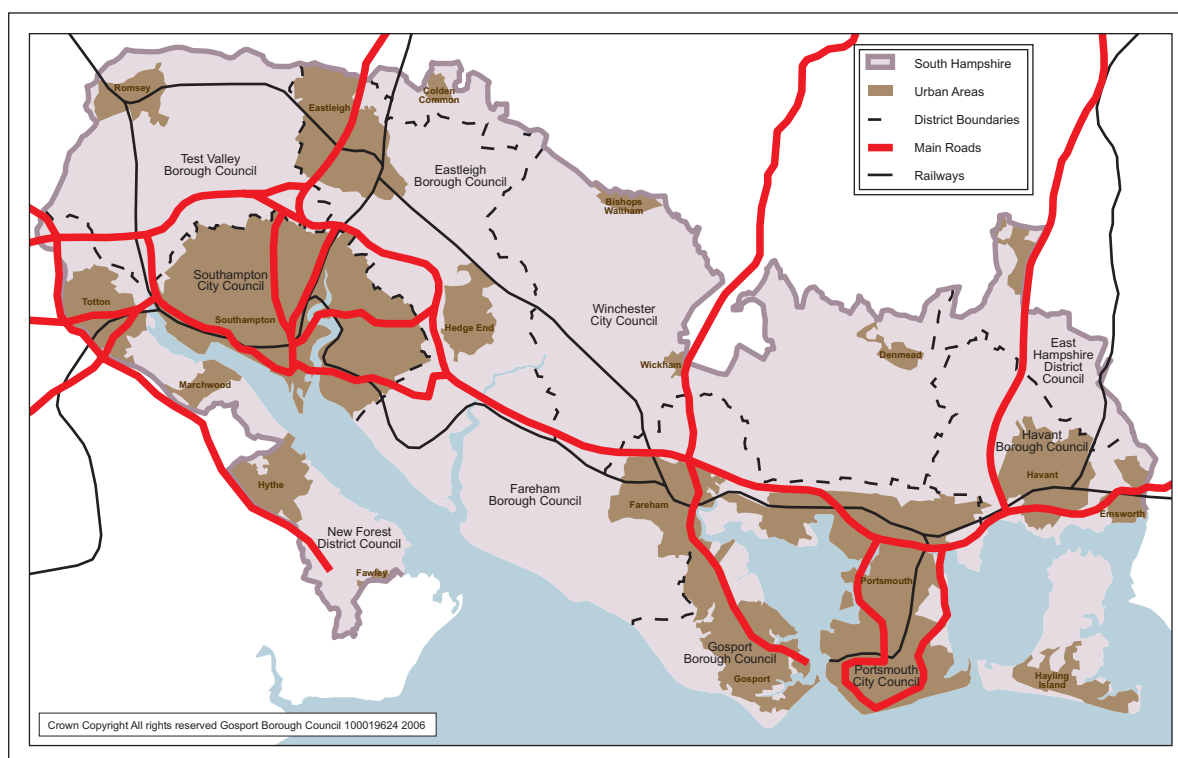
- 2.6 Access to the peninsula is via three road routes. One of these is the A32 which is part of the County Strategic Road Network. There is no railway service to Gosport. Hampshire County Council and Portsmouth City Council submitted proposals for Light Rapid Transit system linking Fareham, Gosport and Portsmouth. The Government chose not to provide funding for this scheme. The County Council is now looking at alternatives. Gosport is linked to Portsmouth by the Gosport Ferry service which is one of the busiest passenger ferry routes in the United Kingdom. The Ferry service provides a link to Portsmouth Harbour railway station.
- 2.7 The increasing dominance of the journey to work by private motor vehicle has resulted in high levels of congestion on the A32, B3385 (Newgate Lane) and other roads in the morning and evening peaks. By 2002 the traffic flow capacity had been reached on parts of the A32. Bus services are subject to delays arising from this traffic congestion.

Environmental Quality

- 2.8 Despite being densely developed there are some important and attractive open spaces within the Borough. The Alver Valley, much of which is set to become a 221 hectare Country Park, forms part of the Stubbington/Lee-on-the-Solent-Fareham/Gosport Strategic Gap. The Stokes Bay/Gilkicker area also provides a significant area of open space. The quality of Gosport's environment is also reflected in its built heritage with 16 Conservation Areas, 505 Listed Buildings and 13 Scheduled Ancient Monuments. There are also significant areas which are internationally and nationally important for nature conservation.

- 3.1 In terms of regional planning Gosport is located in the South East of England. Regional Planning Guidance for the South East (RPG9) was published in March 2001 and continues to provide the strategic framework for development in this region.
- 3.2 However a new Regional Spatial Strategy for the South East, '*The South East Plan*' is being prepared by the South East England Regional Assembly (SEERA). This document has been subject to public consultation and was submitted to the Government in March 2006. An examination into this plan by an independent Inspector is due to commence in November 2006. The new Plan will provide an updated strategic policy framework for the Region, and places a renewed emphasis on urban regeneration and sustainable development.
- 3.3 The draft *SE Plan* recognises that there are distinct sub-regions, which because of particular issues require their own strategy. South Hampshire is one of these sub regions (see figure 3.1). The Sub Regional Strategy for this area was developed by SEERA in conjunction with the Partnership for Urban South Hampshire (PUSH). PUSH is a consortium of local authorities which includes Gosport Borough Council.

Figure 3.1: Area covered by the South Hampshire Sub Regional Strategy



- 3.4 The draft *SE Plan* sets out the following vision for South Hampshire:
- To foster and encourage increased levels of development over the Plan period in order to realise the potential of the sub-region to improve its sustainable economic performance through increased levels of development over the Plan period, addressing the needs of significant areas of social deprivation, particularly in areas of Southampton and Portsmouth.*
- 3.5 The principal objective of PUSH is to address the economic regeneration and development needs of the sub-region by improving its economic performance to at least match the regional average, with a target of achieving a Gross Valued Added (GVA) rate of growth of 3.5% per annum by 2026.
- 3.6 This will involve an increase in jobs as well as productivity, requiring land for business development and house building. To enable this to happen, there will need to be increased

investment in transport and other infrastructure. The strategy is one of 'conditional managed growth', with the pace of growth and development determined by, and conditional on, the rate of infrastructure investment.

- 3.7 The preferred spatial option is to focus growth on the cities of Southampton and Portsmouth and the main towns. However not all development can be accommodated within the existing urban area. Some greenfield development needs to be planned in order to provide sites for new businesses on which future economic prosperity depends and to provide enough homes for the sub-region's population. The draft SE Plan's preferred option is to concentrate development within existing urban areas, in a number of urban extensions and in two 'Strategic Development Areas' (SDA). These SDAs would have a variety of types, sizes and tenures of new housing together with a full range of shopping, local facilities and employment opportunities. One SDA is proposed to the north of Fareham whilst the other is proposed to the north east of Hedge End.
- 3.8 The draft SE Plan acknowledges that congestion is a major issue on several sections of the strategic transport network including the A32. It also recognises that in order to enhance the economic competitiveness of South Hampshire it is necessary to secure improvements to the strategic network. The draft SE Plan will seek to secure these improvements by a range of measures including reducing the need to travel, managing the network and investing in new schemes.
- 3.9 South Hampshire has a dense and complex settlement pattern. It is recognised that provision for substantial economic growth and new urban development must be balanced with the retention of the sub-region's quality of life and environmental character. Within the urbanised parts of the sub-region, there are substantial areas of undeveloped land which are of fundamental importance for shaping the settlement pattern. They help break up an otherwise continuous built-up area with a population of almost one million people. Some areas already offer valuable formal or informal recreational opportunities near to where large numbers of people live. In addition, there is a need to safeguard the integrity of existing settlements from encroachment by the proposed new urban development by maintaining strategic open areas to safeguard the separate identity of settlements.
- 3.10 Within the sub region Gosport Borough has a distinct identity and it is important that this is retained. Large parts of the Borough are already developed and much of the open space is highly valued in terms of nature conservation interest and/or its recreational importance. Gosport has an important role to play in promoting sustainable economic regeneration in the sub-region. A significant amount of land within the Borough is owned by the Ministry of Defence and as it continues to rationalise its operations as part of a national review there is the likelihood that some of its land holdings will be released for re-development. These land releases as well as other sites will provide opportunities for economic development which can contribute towards meeting the employment needs of Gosport residents and improving the economic performance of South Hampshire.

VISION FOR GOSPORT

- 4.1 The Core Strategy needs to put forward a vision for Gosport over the next twenty years to coincide with the timespan of the draft *SE Plan*. The Vision is being prepared in conjunction with the emerging Community Strategy. The Gosport Partnership is undertaking a consultation event to inform the development of the vision. The vision will be included in the next stage of the Core Strategy and will provide guidance to preparation of 'Preferred Options'.

Spatial Objectives

- 4.2 It is important to identify key objectives that will deliver the Local Development Framework (LDF). The following objectives are suggestions for comment. Are there alternative objectives that should be considered?

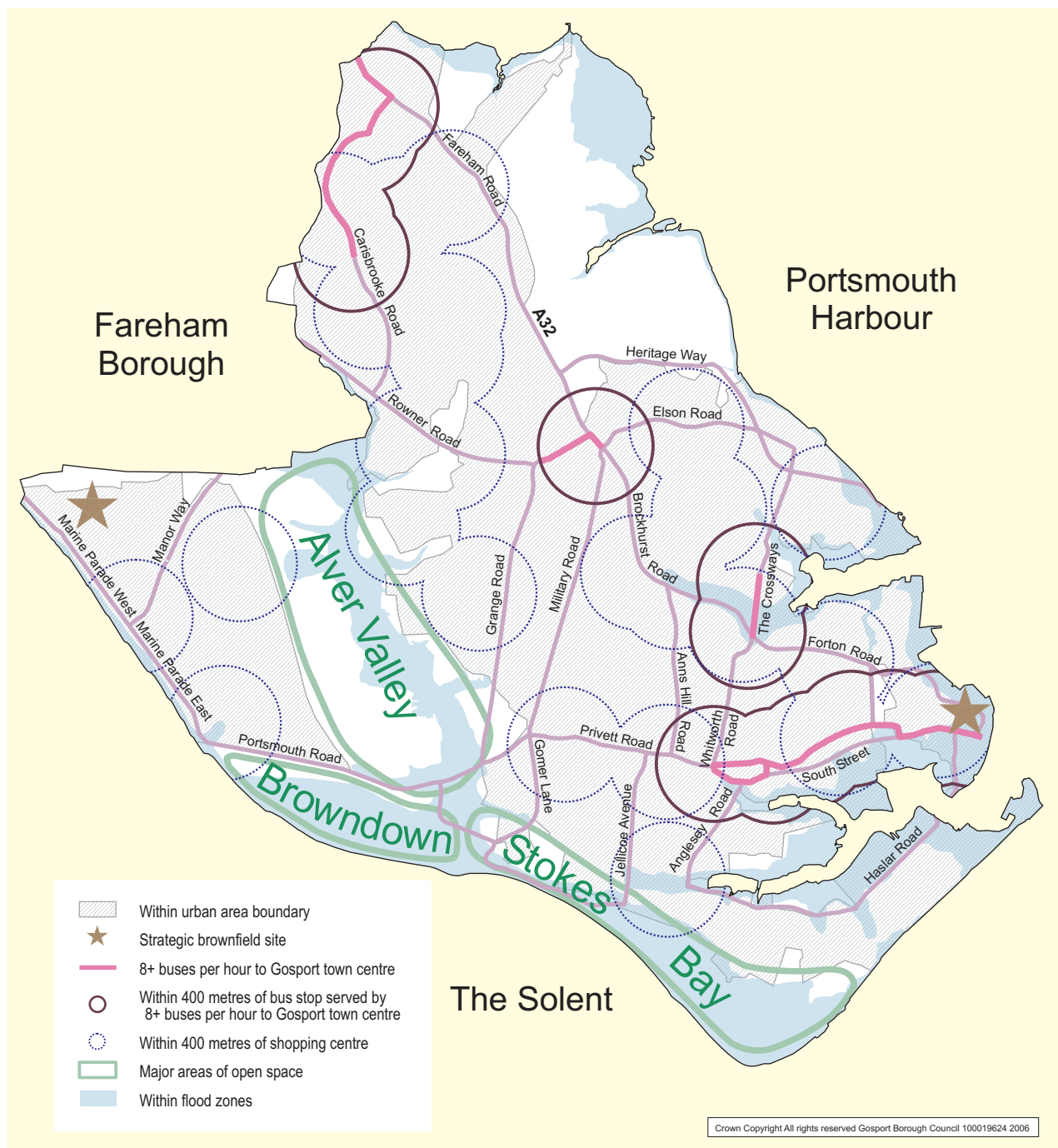
- SO1 *To promote sustainable development in a form that meets the needs of the present without compromising the ability of future generations to meet their own needs.*
- SO2 *To create a safe environment where people want to live.*
- SO3 *To ensure that the existing community is served by appropriate infrastructure and that all new development is supported by suitable infrastructure.*
- SO4 *To plan the future use of land in the Borough so that the need to travel is reduced and the use of sustainable forms of transport are encouraged.*
- SO5 *To make provision for the employment needs identified in the emerging South East Plan to enable economic regeneration to achieve a more sustainable employment base.*
- SO6 *To meet the requirement for housing development identified in the emerging South East Plan with an emphasis on re-use of urban sites, quality design and innovation in layout.*
- SO7 *To make provision for a range of housing types and tenures to provide the opportunity for members of the community to live in a decent home.*
- SO8 *To create a high quality waterfront environment.*
- SO9 *To maintain and improve the vitality and viability of Gosport Town Centre and the other key centres in the Borough and to ensure a range of facilities are provided to meet the requirements of residents, workers and visitors.*
- SO10 *To provide and promote a range of community and leisure facilities in locations that are easily accessible.*
- SO11 *To conserve and enhance the natural and historic built environment with particular importance given to those characteristics that provide local distinctiveness.*
- SO12 *To create a range of accessible open spaces and promote participation in active recreation.*
- SO13 *To ensure new development takes account of natural hazards.*
- SO14 *To encourage the use of natural resources in the most sustainable way including re-cycling.*
- SO15 *To minimise energy requirements of development and to encourage the use of renewable energy sources where appropriate in order to mitigate the impact of climate change.*

Q1: Do you agree with the spatial objectives or are there different objectives that should be considered?



- 5.1 One of the key aims of the Core Strategy is to set out the broad locations for land use over the next 20 years or so. The details relating to specific sites will be outlined in the Site Allocations Development Plan Document which will be produced at a later date.
- 5.2 It is clear that genuine options relating to the broad location of development are limited due to the small size and built-up nature of the Borough as well as environmental constraints and the need to accord with Government guidance. However within these constraints fundamental locational principles can be devised, and within this framework, it is possible to consider more detailed options which will be explored later in this document. Figure 5.1 reflects the locational principles outlined below.

Figure 5.1: Key locational principles



Appropriate development should take place on sites within the existing urban area

- 5.3 Directing most forms of development into the existing built-up area of the Borough will encourage more sustainable forms of development by:
- promoting the efficient use of land by building on brownfield sites;
 - contributing to the urban regeneration of Gosport;
 - reducing the need to travel by ensuring development is built at appropriate densities close to existing local services; and
 - protecting undeveloped areas outside of the urban area which are an important recreational and natural resource.
- 5.4 In the forthcoming Site Allocation Development Plan Document (DPD), which will identify potential uses for particular sites, it will be necessary to fully consider the detailed boundaries of the built-up area. Certain types of development may be appropriate in urban fringe locations including particular recreational uses as well as development necessary for the operational requirements of essential services.

A Strategic Gap should be maintained between Stubbington/Lee-on-the-Solent and Fareham/Gosport

- 5.5 The principle of maintaining gaps between settlements is well established and is included in the draft *SE Plan*. The primary purpose of these gaps is to prevent the coalescence of settlements and maintain their identity.

Brownfield sites should be prioritised for development

- 5.6 The Government requires that 60% of residential development is built on brownfield land. Over the period 2001-2006 at least 95% of new homes in the Borough have been built on brownfield land and in 2004/05 81% of commercial development was built on brownfield land. In line with Government objectives it is considered appropriate to continue to focus most development on brownfield land in the Borough. If new brownfield sites are released the appropriate use of these sites should be considered in line with the overall strategy including prioritising economic uses.
- 5.7 However there may be certain circumstances where small parcels of greenfield development may be appropriate, such as under-used open spaces that have little prospect or potential to be improved for community use.
- 5.8 It is also important to note that certain brownfield sites may not be appropriate for development due to a number of reasons including the presence of important wildlife habitats.

Higher density development should be located in the areas best served by public transport with good access to a range of shops and services

- 5.9 The Government requires that the highest density development including residential and commercial uses should be well-served by local services and public transport, thereby reducing the need to travel by car and minimising the distance needed to travel. If this option is pursued it will be necessary to ensure that buildings and their immediate environment are places where people want to live, work and visit.

There should be an appropriate mix of uses in Gosport to provide a sustainable community

- 5.10 In order to develop a genuine sustainable community there is a need to plan for a balanced and viable mix of uses including employment, community facilities, leisure, retail and residential uses. There has been concern that housing has been developed at the expense of other uses

such as employment. Whilst the development of housing is critical to ensure people can have a quality and affordable place to live it is important to acknowledge that in order for Gosport to be truly sustainable there needs to be a balanced mix of other uses which are easily accessible. Without a balanced mix of employment and facilities to serve the community, local residents will have to travel outside of the Borough on an inadequate road network or rely on a limited public transport system.

- 5.11 The mix of uses and the extent of each use will vary depending on the characteristics of a particular site. It will also be necessary to ensure that the uses of a particular site in combination with other sites are meeting the overall objectives of the Core Strategy. In particular there is a need to maximise employment opportunities and make the best use of land in order to support the local economy. Development will need to be phased to ensure that an appropriate mix of uses is being built to meet changing demands.

Existing open spaces and nature conservation areas should be protected and enhanced

- 5.12 Gosport is one of the most densely populated areas in the South East and its existing open spaces are of particular importance by enhancing the quality of life for its residents, as well as containing important habitats in many cases. However, future investigations may indicate that certain open spaces may be appropriate for development where the site is of little recreational or nature conservation value and has little prospect of being improved for the local community.

Development should not take place within the Floodzone Areas unless it can be demonstrated through a Strategic Flood Risk Assessment that the proposal will not be at risk of flooding or put other areas at risk

- 5.13 The Environment Agency defines Flood Zones 2 and 3 as areas at risk of flooding. Zone 2 is defined as low to medium risk with an annual probability of flooding of at least 0.1% from rivers and 0.1% from the sea (i.e. 1 in 1,000 years). Zone 3 is defined as high risk with an annual probability of flooding of 1.0% or greater from rivers (1 in 100 years), and 0.5% or greater (1 in 500 years) from the sea. It is important to note that these probabilities do not take into account existing or proposed flood defence schemes.
- 5.14 Some 21.1% of the Borough's land area is within Flood Zone 2 and 12.4% of the area is in Flood Zone 3. Some brownfield land is located within these areas. Consequently it will be necessary to carefully consider in liaison with the Environment Agency whether development is appropriate and whether certain mitigation and prevention measures can be implemented.

**Q2: Do you agree with these key locational principles?
If not what changes would you wish to see?**



KEY OVERARCHING THEMES

6.1 When planning for the future there are a number of overarching themes that need to be considered which apply to most aspects of the Core Strategy. A short summary of these themes is outlined below:

Sustainable Development

6.2 Sustainable development is the core principle underpinning planning and is integral to all elements of the Core Strategy. It acknowledges that economic, social and environmental issues are inextricably linked and is based on the concept that development should meet the needs of the present without compromising the ability of future generations to meet their own needs.

6.3 The Government sets out four aims of sustainable development. These are:

- social progress which recognises the needs for everyone;
- effective protection of the environment;
- prudent use of natural resources; and
- the maintenance of high and stable levels of economic growth and employment.

6.4 It will therefore be necessary to strive to ensure that the Vision and the policies of the Core Strategy contribute towards creating a more sustainable community in Gosport.

Climate Change

6.5 There is a growing awareness internationally, nationally and locally that climate change will have an increasing influence on our lives over the next 20 years and beyond. Future predictions affecting the UK include higher average temperatures, dryer summers, wetter winters, more extreme weather events, including stormier conditions, and the continued rise in sea level.

6.6 The Government requires that local authorities take account of issues relating to climate change, including reducing our emissions of greenhouse gases that contribute to this process and adapting to its consequences.

6.7 Issues that will need to be taken into account in the Core Strategy include how the impact of climate change will affect the location of development, what can be done to reduce emissions, how can people and property be protected against natural hazards, how resources such as water and energy are used, and how biodiversity can be safeguarded.

Globalisation

6.8 The global economy is undergoing a profound transformation, involving fundamental changes in trading patterns and in the use of technology, bringing radical changes to economies across the world. The fast pace of technological change, combined with the emergence of rapidly industrialising economies, such as China and India, presents new challenges as well as opportunities.

6.9 For the UK economy as a whole there has been a trend that has seen rationalisation and consolidation amongst a number of sectors driven by increased competition and advantages of scale. Cheap labour has continued to contribute to the decline of the UK's traditional manufacturing base and together with advances in communications technology there has also been a trend for service sector functions to relocate overseas.

6.10 The impacts of globalisation have been experienced locally over the past few years with job losses occurring in the manufacturing sector. The challenges for Gosport include making the best use of its geographical advantages such as its attractive waterfront location. It will also be necessary to enhance the skills of the local workforce to enable local businesses to

successfully perform in sectors where Gosport enjoys particular advantages. Planning policies will be required to support the local economy.

Demographic Trends

- 6.11 In planning for the future it will be necessary to take into account the needs of all the community, including particular requirements relating to age, sex, ethnic background, religion, disability and income. Changes in the population structure over the next 20 years will influence the way in which services are provided and what type of development is needed to serve the requirements of the population.
- 6.12 According to the latest Hampshire County Council projections based on housing numbers proposed in the draft *South East Plan* the population of the Borough is projected to rise by almost 1% between 2001 and 2026 to just over 77,000 people. The Borough has an ageing population in line with national trends. It is forecast that by 2026 almost 24% of the local population will be over 65 compared to just over 16% in 2001. There are certain parts of the Borough that currently have concentrations of people aged over 60 including Lee West and Alverstoke, with around 40% and 34% respectively, which compares with the national average of 21%. An ageing population will have significant implications on a whole range of issues including the provision of appropriate types of dwellings, as well as on health, public transport and community services. It will also impact upon the local labour market and on what type of employment is provided locally.
- 6.13 The Borough has high concentrations of young people in particular wards, including Grange Ward where almost 36% of the population is under-16 compared to a Borough and national average where just over 20% of the population is under-16. In Brockhurst Ward 20% of the population are aged 16 to 24 which is almost double the Borough average. Consequently there are implications for the provision of services including health, youth facilities, education and training, and the provision of local employment and affordable housing.
- 6.14 In addition to these trends there are components of population change that are difficult to predict including the rate of migration from other parts of the United Kingdom, other parts of Europe and beyond as well as out-migration from the Borough.
- 6.15 Based on proposals in the draft *South East Plan* it is predicted that the number of dwellings will continue to rise with just over 37,450 dwellings predicted by 2026 representing an almost 15% increase on 2001. The average household size will continue to fall with 2.1 occupants per household predicted by 2026. This is in line with national trends as people are living in smaller households due to a number of reasons including later and fewer marriages, relationship breakdown, people living longer and lifestyle choices. The increase in households and the fall in average household size have implications for the number and types of housing built and related infrastructure requirements.

Deprivation

- 6.16 Deprivation can take on many forms including high crime rates and the fear of crime, poor health, low education and skills levels, low incomes and poor employment prospects. It is the Government's objective that planning should promote development that creates inclusive communities and reduces social inequalities.
- 6.17 In Gosport there are persistent concentrations of multiple deprivation that need to be tackled. According to government statistics Gosport is the second most deprived district in Hampshire with 5% of the population living in the 20% most deprived areas in England. The most deprived concentrations are in Town, Grange and Leesland Wards. In relation to income deprivation an area in Grange is within the highest 10% of deprived areas in England.
- 6.18 According to Government indicators on crime Gosport has areas in three wards which are ranked within the highest 5% of crime rates in England.

- 6.19 It will be necessary for policies in the Core Strategy to support solutions to these problems in order to help reduce social exclusion and improve the quality of life for local residents.

Provision of Infrastructure

- 6.20 New development can increase pressures on existing infrastructure, including roads and public transport, water supply and sewerage, key services and community facilities. Consequently the provision of infrastructure in association with any new development is a critical requirement which needs to be addressed in the Core Strategy. Transport is of paramount importance due to the significant congestion problems of the Gosport peninsula. The draft *SE Plan* recognises that the timely provision of infrastructure is a fundamental element of its policies and proposals and that this will require significantly improved delivery arrangements. As part of the proposals for growth in South Hampshire, central Government finance and support will be essential in order to bring about genuinely sustainable communities in the sub region as a whole and in Gosport specifically.
- 6.21 It is important to acknowledge that the Borough currently suffers from an infrastructure deficit which has been exacerbated by the construction of new development. This level of growth was considered acceptable based on the premise that the Borough would be served by the Light Rapid Transit (LRT). The LRT proposals had planning permission following a public inquiry, however in 2005 the Government decided to withdraw funding for this project. Hampshire County Council is now looking at alternative schemes. The need to provide the necessary infrastructure to serve new development and overcome existing deficiencies will be a fundamental requirement of the Core Strategy.

Q3: Do you agree that the provision of infrastructure to serve new development should be a key requirement in the Core Strategy?

Local Distinctiveness

- 6.22 Local distinctiveness can be defined as the features that make an area special and the combination of characteristics and qualities that give a place its own particular identity and atmosphere. It relates to how a place looks and feels, its architecture and detail; it is about people and the things they do; how they earn their money and how they spend it; it can include customs and traditions, events and attractions.
- 6.23 Local distinctiveness is important because it provides a place with meaning and is an important factor in attracting people to live, work, visit or invest in one place rather than another. It is an important element in determining economic competitiveness.
- 6.24 Yet in many places these qualities are being eroded by globalisation; by the use of standard designs, solutions and products; and by the erosion of the linkages between people and their local environment. These international and national trends can undermine the special attractiveness of a place and risk damaging its future prosperity. It is therefore considered that local distinctiveness will be an important underlying theme when developing the Core Strategy and other parts of the Gosport Local Development Framework.
- 6.25 There are numerous examples of what makes Gosport distinct, including many linked to its location adjacent Portsmouth Harbour and the Solent, which not only helps to define its appearance but has shaped its character through its naval and maritime heritage.

Q4: What features are important to the identity and distinctiveness of the Borough?



Local Context

- 7.1 Located on a peninsula bounded by Portsmouth Harbour and the Solent, Gosport has its own unique transport demands, travel patterns and constraints on accessibility. The A32/B3385 corridor converging in Fareham to the north and the B3334 to the west are the only access roads connecting the Borough to the wider strategic road network of South Hampshire. Both access roads operate at capacity for long periods beyond traditional peak hours over much of their length from their respective junctions with the A27 and M27. It should be noted that all these junctions are located outside Gosport's boundary within Fareham Borough. Particular bottlenecks in the road network are:
- Quay Street junction A32 / A27
 - Salterns Lane / A32 Gosport Road junction
 - Longfield Avenue / B3385 Newgate Lane junction
 - Peel Common Roundabout B3334 / B3385
 - Stubbington Village
 - M27 junctions 9 and 11
- 7.2 Gosport is the largest town in the country without access to a railway station. Local bus services operate within a limited and highly congested area. There are very few direct services off the peninsula and almost all terminate at Fareham or Gosport bus stations. Road congestion is a constraint on providing reliable services and patronage is in decline.
- 7.3 Despite being almost entirely urban in character Gosport has a number of wards in locations isolated from arterial routes and difficult to serve cost effectively by bus. People within these communities without personal transport have difficulty in accessing health, leisure, shopping, work and educational facilities.
- 7.4 In a recent Best Value Survey, the residents of Gosport cited transport congestion as the top priority for improvement in the local area and accordingly, improving access to the Gosport peninsula and reducing congestion is a priority for the Borough. The traffic flow problems of the Gosport peninsula are also recognised in Hampshire County Council's Local Transport Plan 2006 - 2011 (LTP). The Core Strategy provides the opportunity to promote more sustainable development patterns which complement the LTP transport strategies for the area.
- 7.5 With relatively low house prices, compared with other parts of South Hampshire, and its attractive coastal environment, Gosport is a popular place to live, but provides work for only 51% of its residents. The lack of local employment opportunities and limited public transport has resulted in very high and growing levels of out commuting by car, mostly to dispersed employment locations in Fareham and Portsmouth. The resulting growth in congestion is a deterrent to investment and job promotion within Gosport.
- 7.6 A section of the A32 in Fareham is identified as an Air Quality Management Area. Increases in traffic and congestion are expected as a consequence of increasing car ownership and new development, which may further increase air and noise pollution and detract from the general quality of the environment. Transport is also recognised as a significant contributor to global warming.

Policy Context

- 7.7 The policies and options to improve transport and accessibility must be guided by national, regional and local policies.



National Policy

- 7.8 "A New Deal For Transport: Better for Everyone (1998)" is the Government's White Paper on the future of transport. It highlights the importance of integrating sustainable transport policies with policies for the environment, education, health, economic growth and land use planning. It emphasises the need to combat congestion and pollution by reducing the reliance on the private car and finding alternatives to road building for economic and environmental reasons. Increasing travel choice through the improvement of alternative forms of transport is seen as the key to delivering more sustainable travel trends.
- 7.9 Planning Policy Guidance Note 13 (PPG13): '*Transport*' has key objectives of creating sustainable and inclusive communities by promoting accessibility to jobs, shopping, leisure and other facilities by public transport, walking and cycling and reducing the need to travel, especially by car.

Regional Policy

- 7.10 The SE Plan core objectives are to balance economic and housing growth with improved environmental management, greater social inclusion, and a reduction in natural resource consumption. The plan acknowledges that the most critical issue is the failure of infrastructure improvements to keep pace with new development. The Plan accepts that under-investment has an adverse impact on economic performance and on the environment and reduces the quality of life.
- 7.11 The Regional Transport Strategy (RTS) is included within the *SE Plan*. It sets out the long term strategy to 2026 and specifies the immediate five year regional transport priorities to assist with the development of Local Transport Plans.
- 7.12 The *SE Plan* identifies South Hampshire as a sub region and puts forward a sub regional strategy. It acknowledges that congestion is a major issue on several sections of the strategic transport network including the A32. It also recognises that in order to enhance the economic competitiveness of South Hampshire it is necessary to secure improvements to the strategic network. The *SE Plan* will seek to secure these improvements by a range of measures including reducing the need to travel, managing the network and investing in new schemes. The strategy envisages that a delivery agency, based upon Solent Transport, will be developed for South Hampshire with the responsibility and necessary powers to manage and integrate public and private transport.
- 7.13 SEERA has prepared an Implementation Plan to support the South East Plan which will be submitted as evidence to the South East Plan Examination in Public. The Implementation Plan includes a South Hampshire sub regional investment framework of infrastructure schemes. Those schemes which are directly relevant to Gosport include Western Access to Gosport, Rapid Transit Link (North Fareham SDA-Fareham-Gosport-Portsmouth) and A32 Access to Gosport.

Local Policy

- 7.14 The Solent Transport Strategy to 2026 has identified a list of infrastructure improvements which are considered a pre-requisite for the proposed expansion in housing and employment within South Hampshire.
- 7.15 The Second Local Transport Plan (LTP) for Hampshire covers the period 2006 - 2011. The document includes a strategy and 5 year programme of measures to deliver transport improvements in Gosport. Key elements of the LTP include:
- Improving accessibility through a range of highway improvements;
 - Continuing promotion of bus use through further development of Quality Bus Partnerships, infrastructure improvements and better travel information;

- Integrating the Gosport Ferry more effectively with bus services through better ticketing, promotion and interchange;
- Raising travel awareness and promoting effective marketing campaigns.
- Promoting car sharing and car club initiatives; and
- Addressing severance issues for pedestrians and cyclists.

7.16 The LTP has a relatively short life compared to the potential twenty year life of the Core Strategy. The Core Strategy therefore needs to consider the issues and options for improvement beyond the remit of the current LTP.

7.17 Both the LTP and the Borough Council's Corporate Strategy highlight the issues of congestion and accessibility to and within the Gosport peninsula. The need to reduce congestion and improve access are identified as the most important transport objectives by Gosport Borough Council.

Developing the Options

7.18 The following paragraphs discuss strategies and options for accommodating new development and reducing travel demand and congestion in a sustainable manner.

Accessibility to new developments

7.19 The type, mix and location of development will have implications for future travel demands and will create a need to improve transport infrastructure. Ideally, future development should be located where a choice of transport modes is present, or can be realistically provided to a good standard. It should not be located where it is reliant on over-stretched parts of the network, without enhancements in capacity.

7.20 The Government and regional authorities have limited resources to fund transport improvements to meet current infrastructure deficiencies and consequently improvements to meet the needs of future development will be increasingly reliant on external funding. As part of the LDF process there is an opportunity to consider using developer contributions to improve the transport network.

7.21 In order to reduce the need to travel there is a need to ensure that development in the Borough has a good mix of uses to support a sustainable community. An imbalance between housing growth and the availability of local employment, for example, will increase out-commuting from the Borough and a lack of appropriate retail and leisure facilities will encourage a greater number of trips out of the Borough. Policies will therefore need to be considered that aim to reduce the need to travel and reduce the reliance on the private car for commuting. Policies include:

- Locating employment opportunities and services close to where people live;
- Locating new residential developments close to employment and services that are well served by public transport; and
- The provision of mixed use development on appropriate sites.

7.22 Encouraging inward investment to reduce the high percentage of out-commuting is critical to the economic and transport strategies for the Borough. There should be a close and substantive link between transport strategies and economic strategies through appropriate allocations for employment sites.

Q5: Do you think that financial contributions sought through new developments are an acceptable mechanism for providing transport improvements within the Borough?

Q6: What policies do you think will be effective in reducing the need to travel?

Transport Investment Options

- 7.23 To address the transport needs of future development and overcome the existing infrastructure deficit, the Council could pursue strategies ranging from minimal intervention, through to a package of sustainable transport and management measures, to the promotion of major infrastructure investment. It is more likely however, that transport needs and problems will have to be tackled in a broad variety of ways. A balance will need to be struck between providing additional road capacity to ease congestion and encourage inward investment, and the need to reduce traffic growth and encourage a modal shift to more sustainable and environmentally friendly modes of travel. The emerging transport policies and schemes need to be effective, affordable and acceptable.
- 7.24 The **minimal investment** option relates to the consideration that if only a little investment occurs, people may change their travel habits as congestion worsens. However as congestion becomes worse over time there is likely to be a reduction in the quality of life of residents and the level of inward investment will be restricted.

Q7: Is it realistic to hope that individuals will change their travel patterns as congestion worsens, or must investment in improved transport take place?

- 7.25 The **sustainable transport and management** option would focus on improvements in public transport, encouraging cycling and walking and on introducing various measures to reduce the amount of independent car travel.
- 7.26 This option would not include major investment in public transport infrastructure but would include, for example, improvements to the existing bus network (see paragraphs 7.38-7.40) It would also include measures to improve cycling and pedestrian access across the Borough (see Paragraphs 7.41-7.42). This can be achieved by ensuring measures to encourage these modes are fully incorporated into the layout of a development with good linkages to existing infrastructure.
- 7.27 This option also includes improvements through the implementation of travel plans associated with major developments including work-place travel plans. These might include incentives to car share or travel by cycle or bus and might include interest-free loans or subsidy for public transport tickets and bicycles. School travel plans aim to reduce unnecessary car trips to and from school and encourage parents, pupils, teachers and visitors to use other modes.
- 7.28 Demand management is increasingly promoted by Government as a means of reducing congestion and funding improvements in transport. A variety of demand management techniques are possible, for example restricting road or parking capacity, congestion charges and increased parking charges.

Q8: Do you think a focus on public transport improvements will help significantly to alleviate the issues of congestion within the Borough?

Q9: Do you think that peak hour congestion can be reduced through the promotion of Work Place and School Travel Plans?

Q10: Do you think that discouraging the use of the car or raising revenue through demand management techniques is an acceptable mechanism for addressing congestion and providing transport improvements?

- 7.29 The **major investment** option could include significant highway investment (see Paragraphs

7.30-7.35) and/or the development of significant public transport infrastructure (see Paragraphs 7.36-7.37). The *SE Plan* proposes the following major schemes of importance to Gosport:

- Western Access to Gosport- road improvements from western Gosport towards the M27 and Whiteley including a bypass around Stubbington.
- A32 Access to Gosport- road and junction improvements along the A32 including a number of bus priority measures.
- Rapid Transit Link- a mass transit system linking the North Fareham Strategic Development Area, Fareham, Gosport and Portsmouth.

It will be important to consider whether the investment in highway improvements will increase the reliance on the car and release suppressed demand.

Q11: What major transport projects do you think are most likely to resolve congestion and accessibility problems on the Gosport Peninsula?

Improved road access

- 7.30 The solutions to the Borough's transport problems will need to accommodate the travel needs of a growing population, which is likely to remain largely dependant upon the car. Coupled with this issue are the requirements to address existing infrastructure deficits that have contributed to existing congestion problems.
- 7.31 The LTP proposes a review of junction arrangements on the B3385 Newgate Lane and on the A32 from Salterns Lane to Quay Street. The aim is to reduce congestion, whilst providing or maintaining facilities for cyclists and pedestrians.
- 7.32 It is also intended that the capacity of the A32 be optimised where possible through Intelligent Transport Systems (ITS) solutions, including variable message signing (VMS) and traffic management measures.
- 7.33 Consideration needs to be given to the potential for further transport improvements to the A32 between Rowner Road and Newgate Lane to increase capacity and reduce congestion. Options for study and evaluation might include the provision of additional lanes on part of the A32 dedicated to certain classes of vehicles such as buses, cycles, taxis, motorcycles, HGVs and multi-occupancy vehicles.
- 7.34 The implementation of major schemes would be very costly and they would likely require land acquisition in some areas. They could incur major impacts on the adjoining residents and significantly change the character of the A32 Fareham Road.
- 7.35 The County Council has undertaken feasibility studies into the provision of a by-pass around Stubbington, which, together with improved access to the M27, may offer the best opportunity to significantly improve road access to Gosport.

Q12: If the necessary land and funding became available what major highway improvements do you think are appropriate to help reduce congestion on the A32?

Q13: Do you think a Stubbington By-pass is an appropriate means of improving access to Gosport?

Mass rapid transit system

- 7.36 The Light Rapid Transit (LRT) would have provided a high quality public transport alternative to the car, which would have linked Fareham and Gosport with Portsmouth, via a tunnel under the Harbour. Following the Government decision to withdraw funding for the scheme the Highway Authority, HCC, are considering alternative schemes.
- 7.37 It is considered that the safeguarding of the former railway line between Fareham and Gosport as a transport corridor, as well as the interchange at Fareham railway station are important requirements of any future transport plans for the peninsula.

Q14: What alternatives to the Light Rapid Transit should be considered?

Improvements to the bus network

- 7.38 Figures 7.1 and 7.2 show there are large areas of the Borough without accessibility to high frequency bus services, which leads to perceptions of isolation and increased dependency on the private car. Whilst bus patronage in Gosport is higher than the Hampshire average, with 6.6% of travel to work trips taken by bus compared with 3.2%, it has fallen from 8% in 1991. Despite a dense urban environment bus patronage within the Borough is less than the national average of 7.5%.
- 7.39 Hampshire County Council is promoting Quality Bus Partnerships in the Gosport and Fareham areas. These initiatives will look at ways of encouraging greater public transport use through the installation of bus priority measures and by improving bus stops, promoting effective marketing campaigns, the extension of the InfoMotion campaign to include the entire peninsula bus network, and promoting public transport use through improved interchange facilities and travel information.
- 7.40 Since deregulation, bus services outside London are operated by private companies largely on a commercial basis but with some contracting and subsidy of buses by local authorities on routes that are not commercially viable. Bus deregulation has reduced the range and frequency of services in Gosport which may have contributed to the shift to car use and resulted in a decline in service provision and patronage.

Q15: Would better bus stops, information and service reliability encourage greater bus use? If not, what would?

Q16: Do you think more public money should be used to subsidise and promote better bus services?

Improvements to cycle access

- 7.41 Gosport with its favourable topography and climate and work travel patterns is conducive to cycling. The 1991 Census showed that 14.4% of Gosport's population cycled to work, however by the 2001 Census this had reduced to 10.7%. Despite this reduction, the percentage of people cycling to work in the Borough is still significantly higher than the Hampshire average of 3.5% and the national average of 2.8% and this mode is more popular than bus travel for commuting. These statistics show how important cycling continues to be within Gosport.

Q17: Do you think that cycle infrastructure within the Borough should be improved, and if so what would be your priorities?

Figure 7.1 : Areas served by 4+ buses per hour

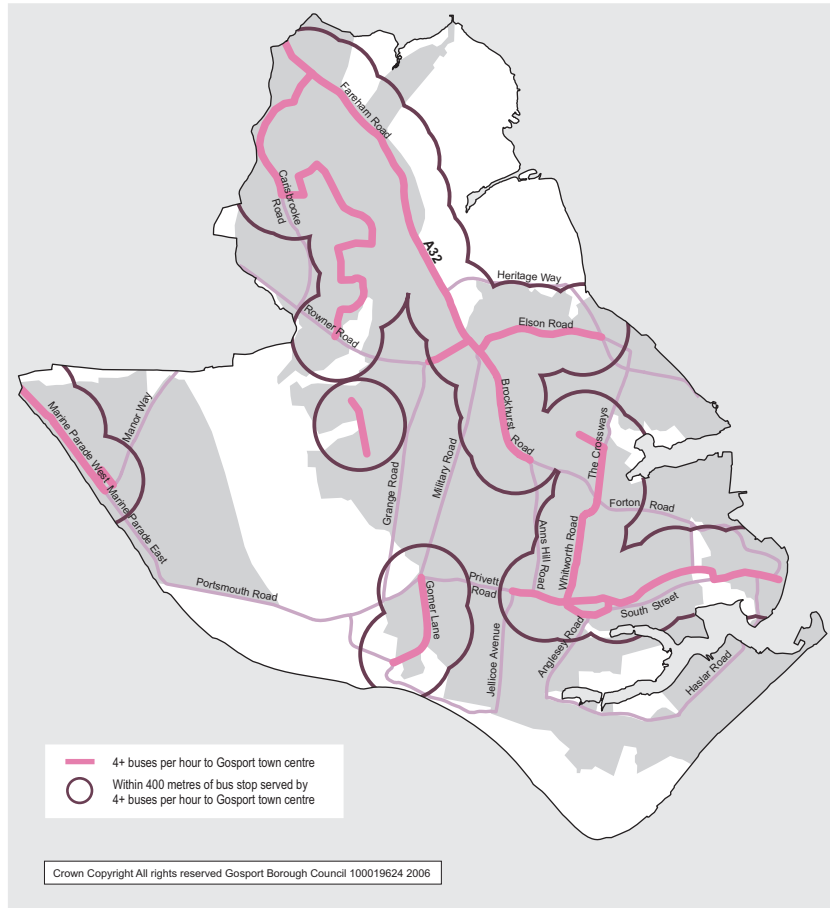
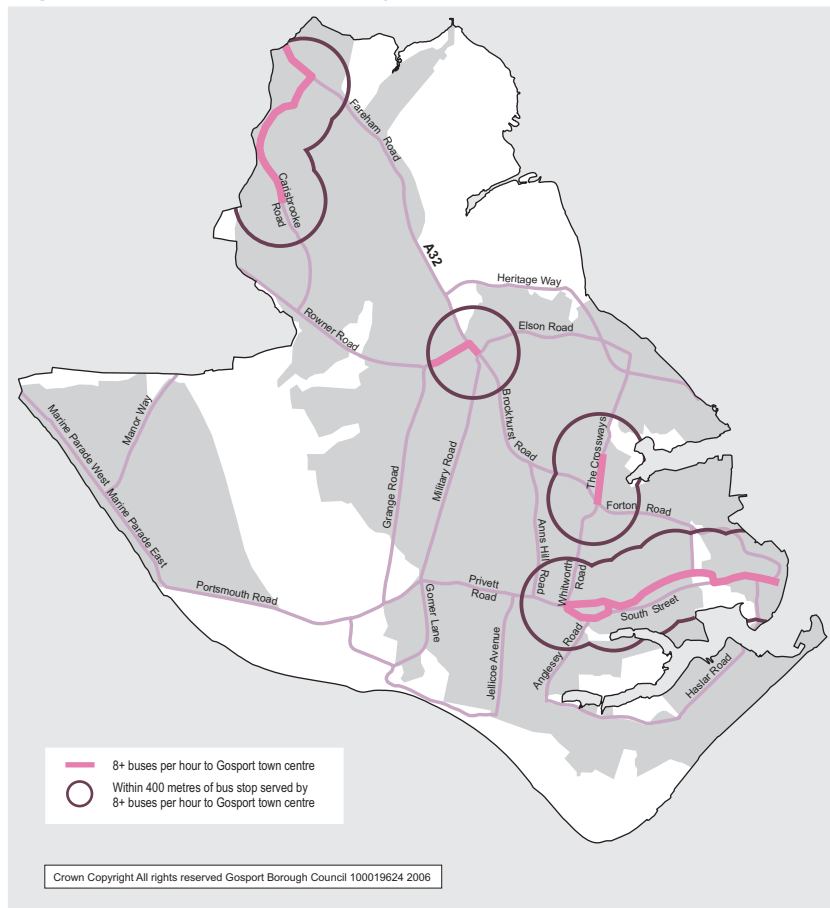


Figure 7.2 : Areas served by 8+ buses per hour



Improvements to pedestrian access

- 7.42 Government statistics indicate that walking accounts for about one third of all the journeys we make and forms an essential part of most others. Walking is the most popular mode of travel to work in Gosport after the car (11.8%) and is the most environmentally acceptable. However, efforts to better accommodate the car and concerns over safety and security can deter walking.

Q18: Do you think that more priority should be given in transport planning to promoting and encouraging walking and how do you think this is best achieved?

Local Context

- 8.1 The economy of the Borough has been largely shaped by both its peninsula location and its long association with the armed forces which has left a legacy of a largely defence dependent economy and skills base.
- 8.2 A number of economic indicators highlight that the Borough's economy is underperforming. It has a significantly lower business density when compared with the averages for Hampshire and the South East Region, with just 15.1 businesses in Gosport per 1,000 residents. Gosport also has the lowest number of businesses registered for VAT within Hampshire and has the lowest business start-up rate in the South East Region with 1.6 start-ups per 1,000 habitants. The Borough also has the lowest Gross Value Added (GVA) rate in Hampshire, highlighting relatively low productivity levels.
- 8.3 Business investment is critical in creating new jobs to enable residents to work locally and compensate for the decline of local jobs over recent years. Between 1998 and 2004, the total number of jobs available in the Borough decreased from approximately 21,000 to 18,500 jobs mainly in the public administration sector (including defence, health and education) and in the manufacturing sector. Despite this, the Ministry of Defence (MoD) is still a key sector which employs over a third of the Borough's economically active population. The job losses that have been recorded have not been compensated by sufficient growth within the service and commercial sectors.
- 8.4 The Borough has the lowest job density rate within the South East Region and the fifth lowest within the UK with only 0.53 jobs per resident of working age. This lack of local jobs has contributed to significant out-commuting resulting in acute congestion on its constrained road network, particularly along the A32 Fareham Road. Between 1991 and 2001, the number of people out-commuting on a daily basis increased by 41% to 18,159 workers.
- 8.5 Only 51% of Gosport's workforce was employed within the Borough in 2001, a decrease from 62% in 1991. This reduction in the proportion of the workforce employed locally is the highest within South Hampshire and has significantly contributed to the increase in out-commuting levels. Conversely, Gosport has the second highest workplace self-containment ratio in Hampshire with 72% of Gosport based jobs successfully filled by local residents. This suggests that when local jobs are provided they are taken by local residents. Additional job opportunities could help to alleviate the high levels of traffic congestion, reduce pollution associated with the unsustainably high levels of out-commuting and enable a more sustainable pattern of development.
- 8.6 It is important to note that whilst Gosport has had consistently low unemployment rates, there are pockets of significant employment deprivation in parts of the Borough with low rates of economic activity.

Policy Context

National Policy

- 8.7 Planning Policy Statement 1: *'Delivering Sustainable Development'* (PPS1), Planning Policy Guidance 4: *'Industrial, Commercial Development and Small Firms'* (PPG4) and Planning Policy Guidance 13: *'Transport'* (PPG13) are relevant in setting the national policy context. The focus is on providing a strong, stable and productive economy that aims to bring jobs and prosperity for all. National policy aims to ensure that economic development is well served by infrastructure which is accessible and reduces the need to travel, especially by car.



Regional Policy

- 8.8 The '*Regional Planning Guidance for the South East*' (RPG9) includes key development principles that promote economic regeneration within urban areas and reduce the need to travel. In particular, it recognises that positive investment within the Priority Areas for Economic Regeneration (PAER), which includes Gosport, is necessary to address strategic economic inequalities within the region.
- 8.9 The draft '*South East Plan*' acknowledges that the economy of South Hampshire is relatively affluent with a significant skilled labour supply. However, it is recognised that there are pockets of high employment and deprivation, including areas of South Hampshire, which have not generally benefited from the same levels of skills and job growth as the South East Region as a whole. Increasing economic productivity and the development of locally significant clusters of employment are recognised as key priorities.
- 8.10 The draft *SE Plan* includes a sub-regional strategy for South Hampshire in which it is recognised that over the last two decades South Hampshire's economic growth rate has been consistently below that achieved by the Region as a whole. It is aimed to increase the sub-region's economic growth rate to 3.5% per annum (Gross Value Added) by 2026. Policy SH6 of the Plan sets out a requirement of almost 900,000 square metres of additional business floorspace to be located in the south-east part of the sub-region which includes Gosport. It is anticipated that around 53% of this requirement will be on previously developed land within Portsmouth and the other towns, with the remainder on greenfield land including the proposed Fareham Strategic Development Area.
- 8.11 The South East England Development Agency's (SEEDA) '*Draft Regional Economic Strategy*' (RES) (July 2006) recognises the differences in economic opportunities across the various sub-regions of the South East. Gosport is located within '*the Coastal South East*', a less prosperous area of the region, with large urban areas offering strong economic potential which have had mixed success in reinventing themselves.
- 8.12 SEEDA is also responsible for the Area Investment Framework (AIF) funding within parts of the South East Region. An AIF programme exists for the South East Hampshire area, which includes Gosport, and will remain in operation until at least March 2008. The purpose of the AIF is to support local regeneration by identifying gaps in investment and encouraging a sub-regional approach to a range of economic, physical and social issues.

Local Policy

- 8.13 The Local Plan Review provides the current planning policy context for employment within the Borough highlighting the importance of a strong local economy. It recognises the need to facilitate new development to provide job opportunities and encourage a more diverse employment base and reduce dependence on defence related industries. It aims to facilitate the provision of tourism related employment and provide a range of sites for small and medium sized businesses.
- 8.14 The Council's Economic Regeneration Strategy, is set within this framework and aims to guide investment and policy formation in the following priority areas:
- Improving local skills;
 - Business support and workforce development;
 - Sustainable investment and indigenous growth; and
 - Community regeneration
- 8.15 In addition to these policies, it is important to recognise that the Council works in partnership with a range of organisations and agencies to develop the local economy and will therefore need to take into account the plans and proposals of these agencies. Primary partners include: SEEDA, Business Link Hampshire and Isle of Wight, Portsmouth University, Hampshire & Isle of Wight Learning & Skills Council, Hampshire Economic Partnership, South Hampshire Enterprise Agency, the Harbour Economic Development Forum and PUSH.

Developing the Options

Provision of sufficient quality and quantity of employment land

- 8.16 Historically there has been a relatively low provision of new quality floorspace within the Borough. However, over recent years there has been a significant take up of employment sites in the Borough following the release of MoD land which has been redeveloped for new employment opportunities such as at Heritage Business Park and Frater Gate. In the light of the economic led growth strategy for South Hampshire outlined in the *SE Plan*, it is considered that over the period to 2026 there will be a need to identify further employment land in Gosport. The identification of such sites will need to be considered in the context of the locational principles set out in Section 5.
- 8.17 The Local Plan Review identifies a number of sites to be developed for employment purposes. Most of the identified areas are likely to be developed over the medium term period (i.e. 5-10 years). It is possible that the release of further MoD land will provide the catalyst for physical regeneration through industrial and mixed use developments, providing new business and employment opportunities.
- 8.18 The peninsula's geographic and road infrastructure constraints mean that many businesses prefer to locate outside of the Borough and closer to the strategic road networks of the M27 and M3. In order to compete effectively for investment and secure new business growth, there is a need to maximise the Borough's natural attributes and sector strengths in marine, aerospace, instrument engineering and tourism. In addition to securing vital employment and mixed use development sites, there is a need to protect and ensure access to key assets such as the waterfront and the Daedalus airstrip as well as develop local skills in key sectors. The Borough will then be better placed to retain and attract sustainable new investment.
- 8.19 In identifying new employment sites, it will also be important for the Council to ensure sites are of a sufficient quality and size to meet business needs and that they are served by appropriate infrastructure. Once sites have been identified, it will be necessary to ensure that development is phased in order that there is a steady release of suitable floorspace.
- 8.20 In addition to the provision of new sites there is also a need to ensure that existing employment areas are safeguarded and enhanced. The Council's Economic Regeneration Strategy highlights that a number of older industrial estates in the Borough may be vulnerable to decline if existing businesses opt to relocate or expand to new premises. The Council will be required to assess the suitability of existing employment land as part of a forthcoming employment land review. Those sites that meet local employment needs will be protected and where possible enhanced.
- 8.21 The employment land review will also assess whether there should be greater flexibility on industrial, office and warehouse sites to allow for other complementary commercial uses that generate employment such as some leisure or childcare uses. Government guidance (PPS6) requires that many of these types of uses be located in town centre or edge of centre sites and to follow a sequential approach to ensure they are located in the most appropriately accessible locations. Over the last few years, there has been a demand for such uses to be located on existing employment sites due to a lack of appropriate sites in the town centre or edge of centre sites. Consequently it may be considered appropriate for the Core Strategy to provide a framework to allow such uses to be accommodated on employment sites provided they meet relevant national policy tests.

Q19: Do you agree that the provision of employment land should be a priority of the Core Strategy?

Q20: Do you think that the Core Strategy should encourage the economic regeneration of existing employment sites? If not, how should these sites be developed?

Q21: Where there is a lack of town or edge-of-centre sites suitable for commercial and community uses, do you consider that there needs to be a greater flexibility of uses on employment sites to allow such facilities?

Developing key business sectors

- 8.22 In the competitive global economy it is necessary for communities to build upon locational strengths in order to successfully compete and provide local employment and prosperity. The development of key business clusters can enhance existing competitive advantages and promote an area's reputation within key markets and industries. By developing clusters it is possible for businesses to collaborate to exploit opportunities by sharing resources, knowledge and expertise.
- 8.23 Most of the important business sectors in Gosport are dominated by a small number of large companies. A number of potential business clusters have been identified based on criteria related to the size and concentration of existing businesses within each sector. Potential clusters to be developed could include:
- aerospace and defence;
 - advanced manufacturing;
 - analytical instruments; and
 - marine-related industries.
- 8.24 In order to develop these clusters, as well as other sectors that may emerge, it will be necessary to ensure that particular locational requirements related to a specific sector are available. This could include access to waterfront sites or being located in close proximity to related types of businesses or services, for example specialist training facilities.

Q22: What requirements are important for existing and potential business sectors within the Borough?

- 8.25 Tourism is considered to be an important potential growth industry utilising the Borough's attractive setting on the Solent and Portsmouth Harbour, with its nationally important maritime heritage and significant recreation facilities including marinas and beaches. It has been estimated by a Tourism South East study that the local tourism industry supports around 1,200 jobs in the Borough and that over a million visitors came to the Borough in 2003 spending over £40 million and generating a total local business turnover of more than £57 million.
- 8.26 There is significant scope to enhance the local tourism industry as only 15% of visitors stayed overnight. Most of the visitors staying overnight stayed with friends and family with only 14% of overnight visitors staying in commercial accommodation such as hotels, bed and breakfast, self-catering, camping and caravans and 9% staying on a boat in the marinas.
- 8.27 The closure of some hotels has led to a shortage of accommodation with an increasing reliance on self-catering, guest houses and smaller bed and breakfast establishments. A recent study has demonstrated that there is a need for additional hotel development in the Borough including a budget hotel and the potential for small quality developments. It may be appropriate for the Council to allocate land for additional hotel accommodation within the Borough. For tourism to develop further there is a need to attract additional hotel providers to supplement this existing provision, particularly in locations which are accessible to the existing transport infrastructure.

Q23: Do you agree that tourism should be promoted in the Borough?

Q24: Do you think the Core Strategy should make provision for hotel accommodation within the Borough?**Developing the skills base**

- 8.28 The workforce of the Borough remains constrained by a deficiency in basic skills, poor academic and vocational attainment levels and associated low wage levels. There is a need to up-skill the existing and potential workforce in a way that matches future economic needs so that it is more able to contribute to the sustainable economic regeneration of the Borough.
- 8.29 Within the community, UK Online has expanded its operations and now offers a wide range of drop-in services, courses and Learn Direct opportunities in community settings across the Borough. More recently, successful funding bids have resulted in a Carnival Factory (enabling residents to develop a range of creative and management skills) and the 'Its your Turn' project which gives people the opportunity to develop new skills and/or gain recognition for existing skills through a process of accreditation.
- 8.30 The Council recognises the need to support the Borough's existing and future workforce by enabling them to develop or consolidate the skills needed to compete effectively in the future economy. The Council is currently the lead partner in a 3-year multi-agency project working with schools, St Vincent College, Portsmouth University and a host of business support organisations to address workforce development and skill needs.
- 8.31 Developing these existing initiatives and any future schemes could be a key factor towards the up-skilling of the local workforce and in matching the local skills base with local employment opportunities. The development of knowledge-based industries particularly through utilising the skills of those who have worked within the defence sector can assist in diversifying the skills base. Any improvements in matching the local skills base with job opportunities would also help to maximise local economic productivity rates amongst the Borough's economically active population.
- 8.32 In reducing the existing mismatch between the skills base and job opportunities, it may be appropriate for the Council to look at ways of adding to the existing training and skills agenda through securing the commitment of prospective developers to fund specific training agreements.

Q25: Do you support the principle of securing the agreement of developers to fund training agreements in order to support residents in accessing the skills they need for local job opportunities?



Introduction

- 9.1 Ensuring that the community has access to a range of quality educational services is essential for the future of the Borough. An educated workforce will have a better chance of securing skilled jobs and can attract inward investment. The Core Strategy can help ensure that there is sufficient land available for educational purposes and that additional provision is provided in association with new development.

Local Context

- 9.2 Hampshire County Council is the local education authority (LEA) for the Gosport area and its latest School Organisation Plan show that there are a total of 4 nursery schools, 27 primary schools, and 3 secondary schools within the Borough. There are also 4 special schools, 3 attached to primary schools and 1 special pupil referral unit. For post 16 education there are two main providers, St Vincent College and Bay House School.
- 9.3 Pupil attainment is below the Hampshire average in the core subjects at all key stages and below the national average in most subjects. The proportion of pupils achieving 5 GCSE A* to C grades is the lowest within the Hampshire LEA area. There are particular pockets of education deprivation, including areas within Grange, Bridgemary South, Bridgemary North, Forton and Town wards. Gosport has the second highest rate of absences within the LEA area.
- 9.4 Staying-on rates for Year 11 pupils in full-time education and training is 75% compared to the Hampshire average of 78%. Those Wards with a particularly low rate are: Rowner and Holbrook (below 60%), Hardway, Lee East (both with 62-64%), Forton, Peel Common and Bridgemary North (all with 64-66%).
- 9.5 The highest level of qualification is below the county average, with almost 27% of the population having no qualifications. Only 14% of Gosport residents have a degree or above compared to a national and Hampshire average of around 20%.

Policy Context

National Policy

- 9.6 The Government's Education and Skills White Paper '*Higher Standards, Better Schools for All - More Choice for Parents and Pupils*' (2005) sets out plans to improve the education system. Planning Policy Statement 1-*Delivering Sustainable Development* states that development plans should address accessibility to education facilities, both in terms of location and physical access, for all members of the community.

Regional Policy

- 9.7 The draft *SE Plan* acknowledges the need to raise educational levels and to develop opportunities for everyone to acquire the skills needed to find and remain in work. Higher and further education establishments and other partners are also encouraged to work in partnership to promote a culture of innovation, and to establish centres of excellence in regionally important sectors and clusters. Life Long Learning Partnerships in the South East region are also considered to be advantageous because they bring together educational providers, learners and employers to improve the provision of learning opportunities and to address skills shortages.

Local Policy

- 9.8 Hampshire County Council will be producing annual School Places Plans (to replace the

School Organisation Plans), which will be a position statement on policies guiding the provision of school places.

- 9.9 The Local Plan Review identifies additional sites which are allocated for educational use subject to the confirmation of future need. Sites currently identified include land at Priddy's Hard and land in the northern part of the Alver Valley. Over the period of the Core Strategy, it may be necessary to review these sites in terms of their requirements for educational provision having regard to the School Places Plan. It will also be necessary to consider any review of post-16 provision in the Borough.

Developing the Options

Provision of good quality educational facilities

- 9.10 For both primary and secondary schools Hampshire County Council advise that there is a small current and predicted surplus of school places within the Borough. No new schools are proposed in the short term although additional accommodation may be required at some existing schools.
- 9.11 The programme for 2004/2005 included additional places at Brune Park Secondary School. An extension of 30 places at Lee-on-the-Solent Junior School was completed in 2004. It has been noted within the School Organisation Plan (2005 revision) that further extensions and new accommodation for Lee-on-the-Solent schools will be considered as development at Cherque Farm and Daedalus proceeds.
- 9.12 In 2005, an overall surplus of 13% of school places was recorded at primary school level with a predicted surplus of 11% by 2010. During the same period, the surplus at secondary school level was 5% and is likely to increase to 12%.
- 9.13 Despite the existing and predicted surplus in the number of pupil places within the Borough's primary and secondary schools, there are significant variations in existing and predicted pupil capacities from school to school. Any emerging requirements for new primary, secondary and special schools over the period of the Core Strategy will need to be taken into account. The Core Strategy will aim to protect educational sites in the Borough unless it can be demonstrated that they are no longer required.
- 9.14 There will also be a need to consider any requirements for further education in the Borough. The Learning and Skills Council (LSC) identify an imbalance between the demand/potential demand and the supply of vocational courses in Gosport and the need to ensure that there are suitable further education facilities within the area. It will be necessary to ensure any future requirements are accessible to the community they are intended to serve and allow students to easily reach the facilities by public transport, cycle or on-foot. There is also a need to consider the requirements for life-long learning and other education provision in the Borough.

Q26: The Core Strategy will aim to protect educational facilities within the Borough unless it can be demonstrated by the Local Education Authority and/or Learning Skills Council that there is no longer a need. Do you agree with this approach?

Q27: Do you agree that the Core Strategy should make provision for suitable sites to support the identified need for vocational training facilities? If so where could such facilities be located?

Local Context

- 10.1 Access to a choice of good quality housing is a key factor in improving the quality of life for residents. The Core Strategy must address the housing needs of all sections of the community. In April 2006 there were a total of 34,991 homes in the Borough, of which 28,707 were in the private sector and the remaining 6,284 were owned by Registered Social Landlords (RSL), the Borough Council and other public sector bodies. Over the ten year period from 1996 to 2006 a total of 3,146 new homes have been completed and occupied of which 456 are affordable dwellings.
- 10.2 There is currently a high rate of housing completions with several major sites being developed at the same time. Most of these sites, such as Priddy's Hard and Royal Clarence Yard, have become available following MoD land releases.

Policy Context

National Policy

- 10.3 The key objective in the Government's consultation draft of Planning Policy Statement 3 (PPS3): '*Housing*' is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. In order to achieve this objective the Government is seeking to:
- Ensure a wide choice of housing types are available to meet the needs of all members of the community;
 - Deliver a better balance between housing demand and supply and if necessary improve affordability; and
 - Create sustainable, inclusive and mixed communities.

Regional Policy

- 10.4 The housing policies in the draft *SE Plan* aim to support an urban renaissance, deliver sustainable development and provide everyone with the opportunity of a decent home. Policy H1 of the Plan makes provision for an average of 28,900 homes per annum in the South East over the period 2006 to 2026.
- 10.5 The draft *SE Plan* identifies South Hampshire as an important sub-region. A strategy prepared by PUSH has been incorporated in the draft *SE Plan* and aims to increase economic growth in the sub-region and consequently needs to be supported by an increased requirement for new housing including affordable homes. A housing market assessment (HMA) has been carried out to provide information on the size, type and location of new homes in South Hampshire. A number of options have been considered and the preferred option is to concentrate development in and around Portsmouth and Southampton, in the main urban areas and in two large strategic development areas. Overall a total of 80,000 new homes are planned for South Hampshire, with an annual completion rate of 4,000 over the 20 year period.
- 10.6 The sub-regional strategy allocates 2,500 new homes for Gosport up to 2026, with an annual completion rate of 125. The housing target for Gosport is relatively low in comparison to neighbouring districts recognising that there are a number of significant local constraints. The continuing imbalance between housing and employment and the resulting high levels of out-commuting and congestion, together with the decision not to support the LRT, act as significant constraints on development in Gosport and thus reduce the ability to deliver sustainable housing.



Local Policy

- 10.7 The Local Plan Review aims to provide for the housing needs of the Borough's residents now and in the future and identifies a ten year supply of land for residential development. The '*Gosport Housing Strategy*' recognises the pivotal role of the Borough Council in addressing housing needs and facilitating community regeneration.

Developing the Options

Provision of an adequate supply of housing on appropriate sites

- 10.8 Gosport is on target to meet its housing requirement set out in the draft *SE Plan*. At April 2006 there was outstanding planning permission for 1,571 new homes and additional sites allocated in the Local Plan Review could provide a further 252 homes. Therefore in order to meet the requirement set out in the draft SE Plan there is a need to provide land for an additional 677 new dwellings. The potential sites will be investigated through a forthcoming housing land availability assessment and will be set out in the Site Allocation Development Plan Document (DPD).
- 10.9 A number of issues need to be considered in regard to the location of these new homes, such as their accessibility by public transport and proximity to local services. It is necessary to consider whether these new homes should be concentrated in the most accessible locations within the Borough. These are defined as an area served by eight buses per hour and within 400 metres of an identified centre which includes a range of shops and services (see Figure 11.1).

Q28: Do you agree that most new homes should be located in areas most accessible to public transport and identified centres? What other factors should influence the location of housing?

- 10.10 Another issue to consider is the proportion of new homes that should be built on brownfield land, often referred to as previously developed land. The Government has set a national target that 60% of new homes should be built on brownfield land by 2008 and the Local Plan Review has set a local target of 90% for Gosport. In fact over 95% of new homes in the Borough since 2002 have been built on brownfield land with 5% on greenfield sites. The housing land availability assessment will need to establish whether there is sufficient brownfield land to meet Gosport's housing requirement. Otherwise it will be necessary to consider other options such as greenfield sites.

Q29: Do you agree that most new homes should continue to be built on brownfield land? If these sites are not available what land should be used for new housing?

Provision of housing with a range of densities

- 10.11 Government guidance promotes higher housing densities in order to make more efficient use of land and encourage more sustainable patterns of development. The draft *SE Plan* sets an overall regional target of 40 dwellings per hectare and the Local Plan Review sets a density range of 30 to 50 dwellings per hectare. Figures 3.1 - 3.3 show three examples of housing developments completed recently in the Borough, which were built at different densities.
- 10.12 Draft Government guidance has put forward the requirement to set indicative density ranges for specific types of location based on a number of factors such as public transport accessibility and the existing character of the area.



Figure 3.1: An example of housing built within the density range of 30 to 50 dwellings per hectare



Figure 3.2: An example of housing built within the density range of 50 to 70 dwellings per hectare



Figure 3.3: An example of housing built at a density over 70 dwellings per hectare

Q30: Do you think that higher density housing developments should only be built in accessible locations?

Q31: What other factors should determine the density of dwellings in various parts of the Borough?

Affordable homes

- 10.13 The Borough Council defines 'affordable housing' as housing intended to meet the needs of people whose incomes are insufficient to enable them to buy or rent suitable housing, without subsidy, on the open market.
- 10.14 With house prices continuing to rise, buying a home is beyond the means of a growing number of people. An affordability gap has opened, with the average property price in Gosport over four times the annual average household earnings.
- 10.15 A series of housing needs surveys have identified a large and growing need for affordable housing in Gosport. A key finding of the '*Housing Needs Survey*' carried out for the Borough in 2003 was that 87% of new households cannot afford to buy or rent market housing. The number of households on the Borough Council's Joint Housing Register increased from 1,498 in 2002 to 2,968 in 2006. This significant need for affordable housing both in Gosport and the sub-region as a whole was re-iterated in the recently published South Hampshire Housing Market Assessment (HMA).
- 10.16 The HMA found that small households made up of single persons and lone parents formed the largest group of people in need of affordable housing in Gosport and highlighted a large number of concealed households where a person living within an existing household wanted to move into their own accommodation. Consequently the main affordable housing requirement in the Borough is for small dwellings, although there is also a need for a range of dwelling types and sizes.
- 10.17 The Local Plan Review seeks the provision of 40% affordable housing on sites over 0.5 hectares or in developments of fifteen or more dwellings. There are several different types of affordable housing including social-rented, shared ownership and supported housing. The Borough Council is keen to promote balanced communities and therefore recognises the need to create opportunities for more affordable, owner occupied dwellings at the lower end of the housing market, such as shared ownership housing, in addition to more traditional forms of affordable housing.
- 10.18 The Department for Communities and Local Government (DCLG) has put community ownership at the heart of its sustainable communities' initiative. New approaches that do not need traditional public subsidy are required to help people into home ownership. Community Land Trusts (CLT's) and other community ownership models can provide the mechanism to help those who are in work (or on a pension) into 'intermediate market housing'. CLT's are not for profit, community based organisations. They are managed by committees elected from their membership.
- 10.19 The idea of communities holding land collectively and in perpetuity is gaining wider support throughout the country. Assembling the resources to meet this requirement, and ensuring the housing is retained in perpetuity at a price succeeding generations can afford, are key issues for many communities and could be an option for further investigation.

Q32: Do you agree that housing affordability is a key issue in Gosport?

Q33: Do you think the Core Strategy should promote different types of affordable housing?

Q34: Do you think that Community Land Trusts, or other community ownership models can work in Gosport?

Size and type of new homes

- 10.20 Existing and emerging planning policies stress the need to provide a mix of dwelling sizes and types reflecting the varying needs and requirements of different types of households. Average household size is decreasing both nationally and locally and this has led to a greater demand for smaller homes. Of particular significance is the number of single person households, which is expected to rise by 58% between 2001 and 2026 to form 36% of households in Gosport.

Q35: Do you think that residential development should be provided mainly in the form of houses with private gardens or blocks of flats with communal amenity space or a combination of both?

- 10.21 With life expectancy increasing steadily, sheltered housing for the elderly and residential care of an acceptable standard are important issues. The Borough Council encourages the development of 'lifetime homes', which are designed to meet the needs of their occupiers throughout their lifetime.

Q36: How do you think the housing needs of the elderly should be met in the future?

- 10.22 The Government requires local authorities to consider is the housing needs of gypsies and travellers. The Hampshire Local Authorities Gypsy and Travellers Panel have been charged with establishing the accommodation needs of gypsies and travellers, including the sub-groups one of which is travelling show people. The panel also aims to identify a number of suitable locations across Hampshire for the provision of residential sites for these different groups. The Borough Council is currently working with all eleven other authorities in South Hampshire to identify sites by commissioning a comprehensive housing needs survey. The survey findings are expected to be produced in January 2007.
- 10.23 The Council set out a number of criteria in the Local Plan Review to assess potential sites for gypsies and travellers and sites for short stay travellers. These criteria address a number of issues such as the proven need for a site, proximity to local facilities and services, the size of the site, the amenity of existing businesses and residents in the locality and the need to protect the environment.

Q37: Do you consider that we should identify a site for gypsies and travellers if a need is demonstrated? If not why not? Are there any specific matters that should be taken into account when assessing the suitability of a residential site for gypsies and travellers?

Existing housing stock

- 10.24 Debates on housing tend to focus on new provision, even though this adds less than 1% to the stock each year. It is also necessary to consider the condition of the existing housing stock and address the issue that the Borough has a higher than average rate of disrepair and unfit housing. A total of 2,838 homes not owned by the Council were considered to be 'non-decent' in April 2006 and were mostly occupied by vulnerable households including older people and families with children. Many non-decent homes are energy inefficient and expensive to heat, and often contribute to poor health. Better access to decent housing is a strategic priority in the Borough Council's Corporate Plan, and there are a number of strategies aimed at improving the condition of different types of housing stock such as the Fuel Poverty Strategy and the Repairs and Maintenance Strategy.

10.25 Poor quality housing stock may ultimately fall out of the supply through demolition and will have to be replaced. The repair or replacement of poor stock is intrinsically linked to wider urban regeneration initiatives and a range of health and social issues including overcrowding, poor educational achievement and access to employment.

Q38: What issues are important to you about the condition of existing housing stock within the Borough?

Use of sustainable construction methods

10.26 The draft *SE Plan* states that the proposed development of South Hampshire represents an opportunity to build to high standards of sustainable design in order to make more efficient use of natural resources. The *Plan* requires all new commercial and residential buildings to achieve at minimum an equivalent rating to Ecohomes/BREEAM 'Very Good' standard and post 2012 Ecohomes/BREEAM 'Excellent' standard. Ecohomes contribute to the achievement of sustainable development by reducing both the environmental impacts of construction and use of our new homes, particularly through the reduction of carbon dioxide emissions.

10.27 In order to secure Housing Corporation funding all affordable housing must be built to Ecohomes/BREEAM 'Very Good' standard. The question arises, therefore, whether all the new homes to be built in the Borough should be built to high standards of sustainable design.

Q39: Do you think it is desirable to promote the construction of new homes in Gosport to at least Ecohomes/BREEAM 'Very Good' standard?

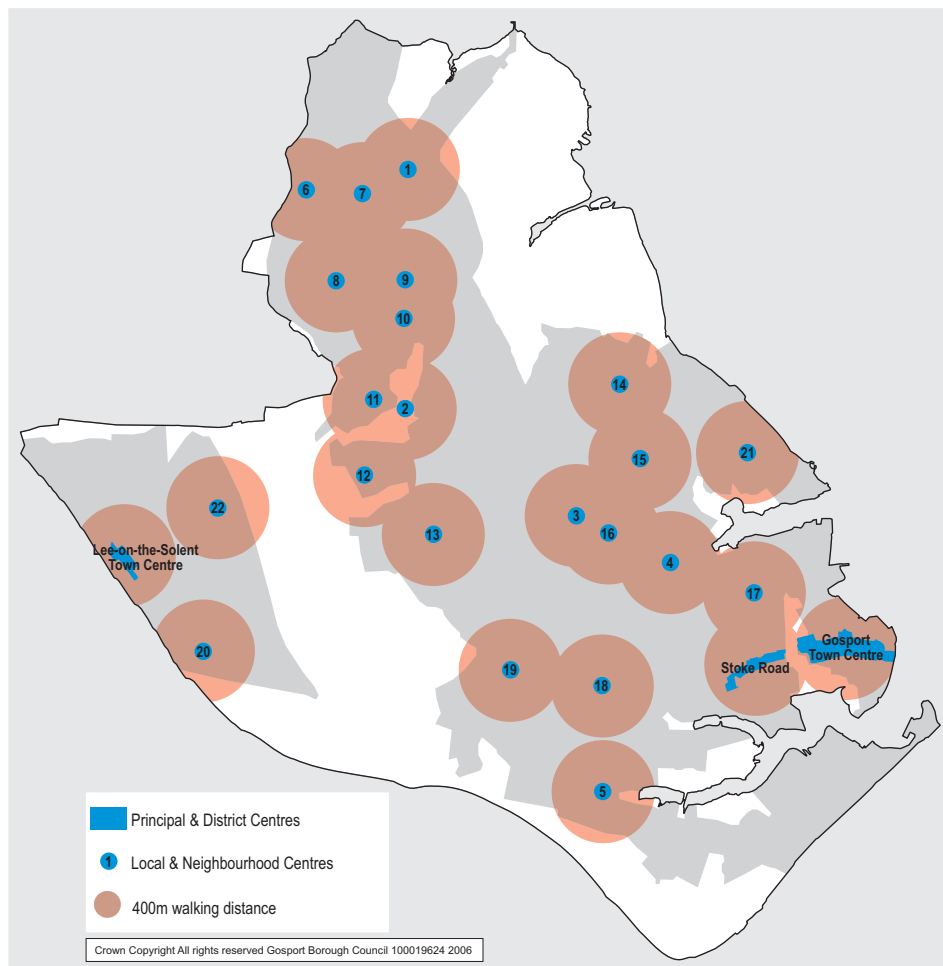
Local Context

11.1 Sustainable centres provide a hub of services for the local community. They range in size from Gosport town centre to small neighbourhood centres and can provide a range of services including shops, community facilities, pubs, takeaways, cafes and restaurants. The Core Strategy needs to plan for the continued vitality and viability of these centres. The current hierarchy of centres is as follows:

- 1 principal centre - Gosport Town Centre;
- 2 district centres - Lee-on-the-Solent and Stoke Road;
- 5 local centres;
- 17 neighbourhood centres.

11.2 The hierarchy of the centres relate to the physical size of individual centres and the range of goods and services they provide. Their location is shown on the accessibility map in figure 11.1.

Figure 11.1: Location of Centres



Local & Neighbourhood Shopping Centres

- | | | | |
|----|---------------------------|----|--------------------------------|
| 1 | Gregson Avenue | 12 | St Nicholas Avenue |
| 2 | Rowner Road | 13 | Nimrod Drive |
| 3 | Brockhurst Road (29-75) | 14 | Elson Road |
| 4 | Forton Road/The Crossways | 15 | Palmyra Road |
| 5 | Alverstoke Village | 16 | Forton Road (335-359, 262-278) |
| 6 | Tukes Avenue | 17 | Forton Road (45-95) |
| 7 | Nobes Avenue | 18 | Bury Cross |
| 8 | Carisbrooke Road | 19 | Queens Parade |
| 9 | Brewers Lane | 20 | Portsmouth Road |
| 10 | Beauchamp Avenue | 21 | Dartmouth Close, Priddy's Hard |
| 11 | Rowner Lane | 22 | Cherque Farm |

Gosport Town Centre

- 11.3 Gosport Town Centre is the Borough's principal shopping and commercial centre. It contains a variety of convenience, comparison and other non-retailing outlets. It provides an attractive pedestrianised shopping environment with the neighbouring open spaces of Walpole Park and Falkland Gardens. The Town Centre is located close to the waterfront where a number of mix use developments have been promoted.
- 11.4 The Town Centre performs well and is a viable commercial centre. This has been confirmed by a recent study undertaken by the consultants DTZ on behalf of PUSH in 2005 on town centres in South Hampshire. Set out below are a number of key facts and figures relating to Gosport that have been taken from the study to illustrate this point:
- Gosport Town Centre has risen over 50 places in the national rankings since 2001;
 - The numbers of retail and leisure businesses expressing an interest in locating in Gosport has increased between 2003 and 2005. The current demand is estimated to be around 11,000 sq.m. of floorspace;
 - Zone A rental values have increased from £323/sq.m. in 2002 to £377/sq.m. in 2005; and
 - Vacancy rates within the town centre are very low at just under 2% which is significantly lower than the national average and the levels recorded for vacancies in the other PUSH centres.
- 11.5 A street market takes place every Tuesday and Saturday. It is one of the largest markets of its type operating along the south coast. It has approximately 28 stalls on a Tuesday and 37 on a Saturday in the High Street. This plays a prominent role in maintaining the vitality and viability of the Town Centre.

Stoke Road and Lee-on-the-Solent

- 11.6 The Stoke Road and Lee-on-the-Solent district centres are the next two largest centres in Gosport. They have a wide variety of outlets including a number of specialist shops and services as well as providing for local needs.

Local and Neighbourhood Centres

- 11.7 There are 22 local and neighbourhood centres located throughout the Borough. These centres perform an important role in meeting day-to-day shopping needs. They comprise mainly of convenience shopping uses with some non-shopping outlets mainly in the form of hot-food takeaways.

Policy Context

- 11.8 Options for the development of sustainable centres must be guided by national and regional policy.

National Policy

- 11.9 Planning Policy Statement 6 (PPS6): *Planning for Town Centres* outlines a number of key objectives which support the role of town centres within communities including:
- Planning for the growth and development of existing centres; and
 - Promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment accessible to all.
- 11.10 Further Government objectives that are of particular relevance include:

- Enhancing consumer choice by making provision for a range of shopping, leisure and local services, which allow genuine choice to meet the needs for the entire community and particularly socially-excluded groups.
- To encourage investment to regenerate deprived areas, creating additional employment opportunities and an improved physical environment.
- To promote high quality and inclusive design, improve the quality of the public realm and open spaces, protect and enhance the architectural and historic heritage of centres, provide a sense of place and a focus for the community and for civic activity and ensure that the town centres provide an attractive, accessible and safe environment for businesses, shoppers and residents.

11.11 The draft *SE Plan* has a number of key objectives relating to town centres. The policies apply to all development in town centres including business, leisure, retail, arts, culture, tourism and residential. The town centres within the South East are key elements in contributing towards the success of the regional economy and delivering sustainable development.

11.12 In the draft *SE Plan* prepared for public consultation, Gosport Town Centre did not form part of the strategic network of town centres identified as a focus for major developments. However PUSH are promoting a policy at the forthcoming Examination in Public that identifies Gosport as an area of opportunity for retail, leisure and office developments. This proposed change is supported by the Regional Assembly.

Local Policy

11.13 The retail and town centre policies within the Local Plan Review seek to maintain and improve the facilities within each centre. The provision of additional facilities must be made in the context of the approach set out in PPS6. The Borough Council will be commissioning a study to assess in more detail current and future demand, in particular for retail, leisure and office uses up to 2026.

Developing the Options

Improving the centres

11.14 Vibrant, thriving centres that provide a range of shopping, leisure and other community facilities and services are a key component of supporting local communities and local businesses. Successful centres providing the right type of facilities for local people can help to reduce the need to travel in order to purchase goods and services and contribute towards providing genuine choices for the whole community.

11.15 Maintaining the health of the Borough's centres and making them more sustainable in the long term will be an important element in formulating the Core Strategy for the Borough. In order to improve centres it will be necessary to:

- Enhance the range of quality services and facilities including retail, leisure, health, education, training and employment opportunities;
- Increase accessibility to centres;
- Enhance the quality of the environment within and adjacent centres; and
- Reduce crime and disorder.

Q40: Do you agree that protecting and enhancing existing centres should be a key priority? What measures can be taken to improve centres?

Development in the Town Centre

- 11.16 Gosport Town Centre has a number of strengths including its attractive harbourside location, pedestrianisation, good accessibility to the bus station and the ferry terminal. There are a range of shops, leisure and other facilities and services.
- 11.17 A key issue for the Core Strategy is to maintain and enhance the facilities within the Town Centre in accordance with the proposed spatial objectives for the Borough. Current policies in the Local Plan Review support this position. In particular the Plan identifies the bus station as being suitable for mixed use development. The Plan also supports proposals for additional retail and leisure uses provided the tests set out in PPS6 are followed.
- 11.18 A high quality waterfront environment is one of the Council's strategic priorities. The waterfront offers excellent opportunities for a mix of uses including shops, pubs, restaurants and other leisure and community facilities as well as residential use. There will be a need to increase the links between the waterfront and Town Centre. Other development opportunities may also come forward within the Town Centre providing options for securing high quality retail, leisure or other community facilities.
- 11.19 There may be opportunities to accommodate some high quality office development along the waterfront as both the Town Centre and the waterfront are closely located to the Passenger Ferry terminal with a short journey time across the Harbour to direct trains to London from Portsmouth Harbour Station.

Q41: Should the Town Centre be expanded to include the waterfront area? What types of uses should be located in the waterfront area?

The evening economy

- 11.20 New development along the waterfront may enable the creation of new opportunities to support the evening economy within the Town Centre.
- 11.21 In the District Centres in the Borough there may also be opportunities that would contribute to supporting an evening economy.

Q42: Should the enhancement of the evening economy be supported in existing Town and District centres?

Other centres in the Borough

- 11.22 Local and neighbourhood centres play an important role in supporting community life. They provide a range of convenience shopping outlets interspersed by a number comparison and non-shopping uses. At the moment planning policy seeks to maintain retail as the primary function of these centres. However there may be opportunities to enhance their ability to meet the wider needs of the local communities they serve, by expanding the types of uses that should be supported in such centres to include uses such as community, health and leisure facilities as well as retail. In this way they provide a broader role in supporting sustainable patterns of development and can contribute towards achieving social inclusion, as well as enhancing the sense of belonging to a particular local neighbourhood. By seeking to broaden the role of local and neighbourhood centres in this way, there may be opportunities through the development process to improve the physical fabric of these centres.

Q43: Is there a good mix of facilities in existing centres to meet local needs? If not, what sort of facilities and services would you like to see?

Shops outside the centres

11.23 There are a number of local shops outside of the defined centres, these can help to provide for day-to-day needs of residential areas. Some of these are individual shops and others are located in groups but are not within defined centres. These shops and services can have a significant role in meeting local community needs and consequently it may be the case that the Core Strategy should aim to protect these facilities.

Q44: Should small shops outside existing centres also be protected, or are the smaller centres adequate for meeting local needs?



Introduction

12.1 Health is a critical factor in determining a person's quality of life. It is also clear that healthy children are more able to fulfil their potential and a healthier workforce will improve the productivity of business. The Core Strategy has an important role in improving health within the Borough including:

- ensuring our communities are served by good and accessible health facilities;
- that opportunities for sport, recreation and cultural facilities are preserved and enhanced which are beneficial to a person's physical and mental health;
- ensuring good access to healthier forms of travel such as cycling and walking;
- ensuring the development of good quality housing;
- ensuring pollution issues are fully considered; and
- ensuring those with disabilities or poor health can easily access facilities and services, employment opportunities and suitable homes.

12.2 Many of these issues are dealt with under different sections within this document, this section concentrates primarily on the provision of health services, although it is necessary to fully acknowledge the importance of wider environmental, economic and social factors when dealing with health issues.

Local Context

12.3 Gosport is below the national average for a number of health indicators, with certain areas experiencing significant health deprivation. A number of wards (Bridgemary South, Forton, Grange, Leesland, Rowner and Holbrook, and Town) are identified as being within the most 25% deprived wards in England, based upon health indicators used as part of the Government's Indices of Deprivation.

12.4 Whilst average life expectancy in the Borough is similar to that for England and is rising steadily, there is significant variability where average life expectancy in the lowest fifth of wards is 76.4 years, 4.5 years less than those in the highest fifth. Forton and Grange are identified as being significantly lower than the national average.

12.5 The mortality rates for both males and females in Gosport for respiratory disease is within the highest 25% of local authority areas and above the national average for strokes and cancers for both sexes, and also above average for heart disease amongst men.

12.6 The Borough also has more deaths per 1,000 live births than the national average, a higher rate of low birth weight and higher teenage conception rates. It also has higher obesity rates than the national average and levels of smoking and excessive alcohol consumption are high in some areas.

12.7 The Council's General Survey (November 2003) shows that the provision of health services is the third top issue that local residents would like improved in the local area (behind crime levels and traffic congestion).

Policy Context

National Policy

12.8 The Government's public health White Paper '*Choosing Health*' places emphasis towards linking health to wider factors such as education, employment, housing, social networks, air and water quality, access to affordable nutritious food and access to social and public services.

12.9 The Government's Planning Policy Statement 1 '*Delivering Sustainable Development*' recognises that planning policies should seek to reduce social inequalities and take into

account the needs of all the community by delivering safe, healthy and attractive places. Plans should support the promotion of health and well-being by making provision for physical activity.

Regional Policy

- 12.10 The draft *SE Plan* recognises that the environment has a fundamental impact on the health of a population, often by providing opportunities for healthy lifestyles. It states that local development documents should embrace preventative measure to address the causes of ill health by developing sustainable communities including, ensuring community access to open spaces and cultural facilities, providing mixed and cohesive communities with a focus on access to housing for socially excluded groups and encouraging healthier forms of transport. It also requires that local planning authorities should ensure the provision of health and social care facilities.

Local Policy

- 12.11 The Local Plan Review aims to protect existing health facilities from other forms of development and ensure land is available for additional quality facilities within the Borough.

Developing the Options

Accessible and quality health facilities

- 12.12 One of the key issues facing the Borough is the future of existing health facilities in the Borough particularly in relation to Royal Haslar Hospital. The Portsmouth Hospitals NHS Trust uses the site in partnership with the Ministry of Defence (MoD). However the MoD are due to vacate the site in 2007 which has meant that the future of the facility has been under review. It would appear that the Hospital will continue to be used until at least the redevelopment of the Queen Alexandra Hospital (QA) at Cosham is completed and that it will continue to be funded by the NHS until Summer 2009.
- 12.13 The Fareham and Gosport Primary Care Trust (PCT) provides the majority of primary health services within the Borough including the Gosport War Memorial Hospital. The PCT has produced a document, '*Planning for Future Health Services for Gosport and Fareham*,' in which it proposes a number of options in relation to future services and facilities in the area. The PCT favours the Community Hospitals option and, following confirmation by the Minister of Health, it announced in July 2006 that it would re-model the Gosport War Memorial Hospital as the preferred site for the development of local health services. It is proposed that the site will accommodate services which will be retained in Gosport when the Royal Hospital Haslar is closed.
- 12.14 The Council is concerned that the loss of Haslar will result in the loss of certain health services from the peninsula and represent a missed opportunity to improve facilities in the area.
- 12.15 It is considered essential to have access to local quality facilities in order to provide the basis of a genuine sustainable community. As outlined above Gosport suffers significant health deprivation and it is considered that health facilities in other parts of Hampshire are particularly difficult to access by public transport due to road congestion. There are no easy or direct public transport links to the QA Hospital or St Mary's Hospital in Portsmouth. Many people who need to access hospital facilities are reliant on public transport services.
- 12.16 The Council considers that Haslar should be retained as a hospital given the recent substantial investment in medical facilities and its potential role in providing a more sustainable location for health facilities for local communities.
- 12.17 In addition to hospital facilities there is a need to provide a whole range of health services including dentists. Such services will need to be appropriately located in relation to the residential area they are intended to serve and, where possible, be located within or adjoining

the Gosport, Lee-on-the Solent or Stoke Road centres or other appropriate local and neighbourhood centres. Medical services will need to be easily accessible to all members of the community including having convenient opening hours. It is clear that in areas where health deprivation is concentrated there is a particular need to ensure that residents can access specialist support.

Q45: Do you agree with the Council's position that the Royal Haslar Hospital site should be safeguarded as a medical facility?

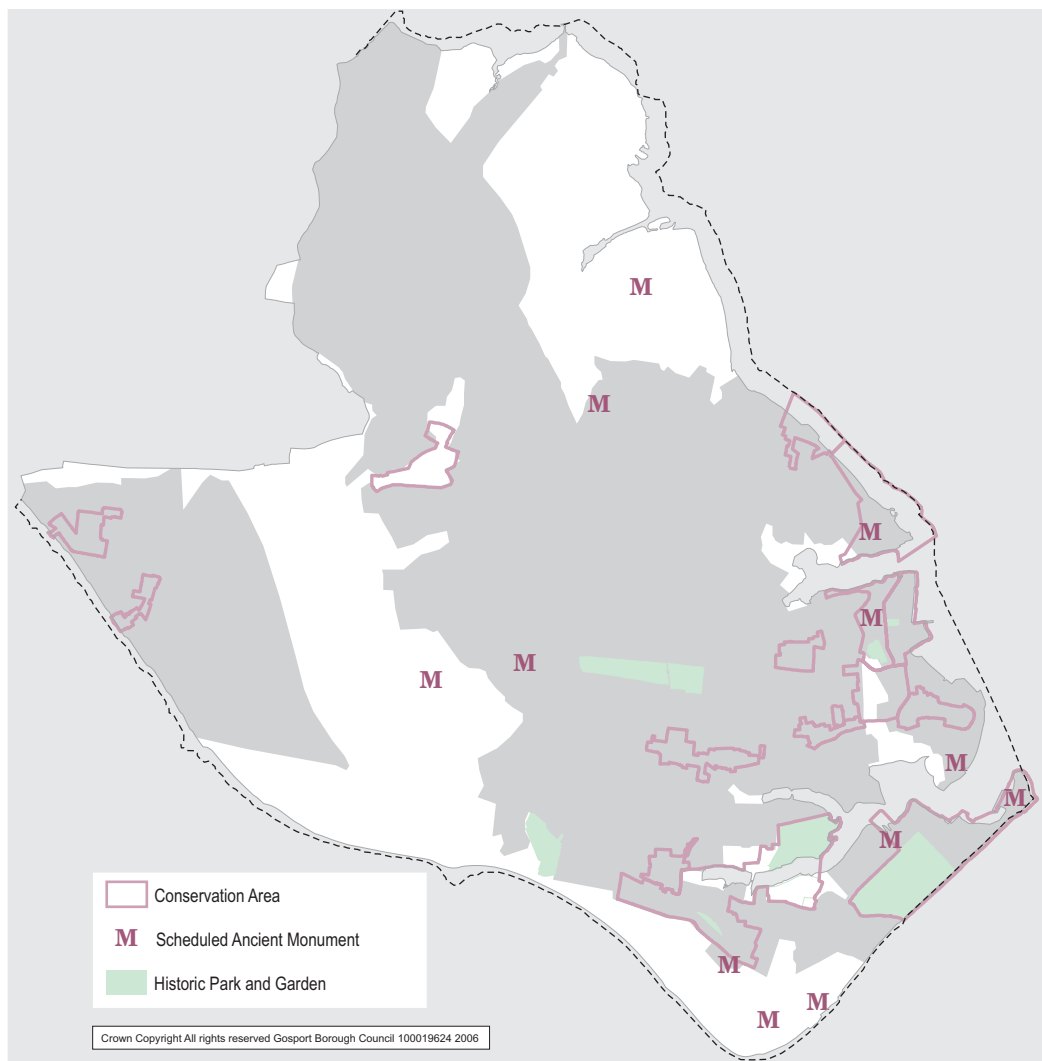
Q46: Do you agree that appropriate new health facilities should be provided in accessible locations?



Local Context

- 13.1 Given that Gosport is only 25 square kilometres, there is a high proportion of buildings and structures of architectural or historic interest with some form of statutory protection. This character has largely been determined by the strategic significance of the Gosport peninsula to the Royal Navy. Consequently there are significant remains of naval heritage, notably areas within Royal Clarence Yard Victualling Yard, Haslar Hospital and Priddy's Hard. Additionally, the military legacy has left a series of ramparts from the 17th to 19th centuries, together with barrack blocks and several coastal and inland forts.
- 13.2 The Borough has 505 Listed Buildings and 99 locally listed buildings. In the year 2004/05 there were 22 listed properties on the 'At Risk' Register, representing just over 4% of the total stock. The majority of these remaining buildings are on retained MoD land.
- 13.3 There are 16 Conservation Areas covering 254.6 hectares representing 10.1% of the Borough's land area. These are designated to preserve and enhance the special character of the area. There are 13 Scheduled Ancient Monuments in 12 sites, the majority of which are related to Gosport's military fortifications. The grounds of Royal Hospital Haslar are a Grade 2 Registered Historic Park of national importance (23ha). There are also seven locally important historic parks (33.1ha). The Borough also has an Area of Special Character in Lee-on-the Solent which aims to safeguard the seafront character. The key designations are shown in Figure 13.1.

Figure 13.1 : Key Built Heritage Designations



- 13.4 As well as protecting the existing heritage it is recognised that high quality design for residential, commercial and community purposes is essential to ensure that the Borough is attractive and vibrant and that the buildings are energy efficient, easily accessible and help create places where people want to be. Some recent examples of good design include the Millennium Promenade and the Gosport Millennium Bridge across Forton Lake.
- 13.5 Good design enhances people's quality of life whereas bad design can lead to a poor quality environment that is detrimental to people's accessibility, health, safety and sense of well-being and can contribute to a variety of social, poverty and deprivation problems.

Policy Context

National Policy

- 13.6 The Government's objectives relating to the historic environment are outlined in PPG15 which requires the effective protection for listed buildings, conservation areas, historic parks and gardens and recognises that historic buildings can contribute towards economic prosperity or residential occupancy. PPG16 refers to the importance of addressing archaeological issues.
- 13.7 Over recent years there has been an increasing emphasis on the importance of design. The Government's PPS1, '*Delivering Sustainable Development*', states that good design ensures attractive, usable and adaptable places and is a key element in achieving sustainable development. Planning policies should promote high quality inclusive design in the layout of new development and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development.

Regional Policy

- 13.8 The draft *SE Plan* recognises the importance of built excellence and design quality that respects the historic character of existing urban areas as well as maximising opportunities for renewal. It encourages local authorities to establish clear design policies and principles. It acknowledges that the historic environment contributes much to the local character and distinctiveness and the importance of the historic environment for supporting regeneration, tourism and social inclusion.

Local Policy

- 13.9 The Local Plan Review has a series of policies that provide the framework to protect and enhance the historic character of the Borough including Conservation Areas, Listed Buildings and Historic Parks as well as archaeological features.

Developing the Options

Quality and distinctiveness of the Borough's heritage

- 13.10 The Borough's built heritage can contribute to the regeneration of the Borough by providing an attractive environment where businesses will want to invest and people will want to live, work and visit.
- 13.11 The Borough Council in partnership with Hampshire County Council and English Heritage have an established role of providing financial assistance and guidance in relation to its built heritage. The Borough Council has designated a number of Conservation Areas, which are considered to have special historic and architectural character and worthy of protection. Conservation Area Appraisals which set out the defining characteristics of a Conservation Area have been produced.
- 13.12 The Borough Council has also produced guidance relating to the Area of Special Character in Lee-on-the-Solent. The Area of Special Character does not have the same statutory status as Conservation Areas but is considered to have a distinctive identity.

Q47: Do you agree that it is important to protect the Borough's built heritage? What aspects are important to you?

Q48: In addition to the existing Conservation Areas and the Area of Special Character, should the Core Strategy make provision for further designations, if so where?

Design of new development

- 13.13 Good design is about creating better buildings, streets, spaces and neighbourhoods that respect their immediate surroundings and the wider environment. Design will have an important role to play in the provision of a high quality waterfront that will contribute to the regeneration of Gosport as well as significantly improving existing residential areas where past poor design has contributed to anti-social behaviour and social exclusion.
- 13.14 The Government's *By Design* guidance outlines a number of urban design objectives (see the box below), which could provide the basis for more detailed local design principles that could guide development on a variety of sites ranging from large scale land releases on the waterfront through to small scale infill development.

Objectives of Urban Design

- To promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture.
- To promote the continuity of street frontages and the enclosure of space by development with clearly defined private and public areas.
- To promote public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled and elderly people.
- To promote accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport.
- To promote legibility through development that provides recognisable routes, intersections and landmarks to help people find their way around.
- To promote adaptability through development that can respond to changing social, technological and economic conditions.
- To promote diversity and choice through a mix of compatible development and uses that work together to create viable places that respond to local needs.

Source: CABE/DETR: *By Design*-Urban design in the planning system: towards better practice

Q49: Do you agree that the Core Strategy should include policies that incorporate key design principles in order to enhance the quality of the built environment?



Local Context

- 14.1 The Borough benefits from a frontage along the Solent and Portsmouth Harbour as well as a range of open spaces including public parks and gardens, play areas, outdoor sports pitches, natural/semi-natural greenspaces, amenity space, allotments and cemeteries. Many areas are highly valued by local residents and visitors, and numerous open spaces enjoy distinctive waterfront views.
- 14.2 The network of open space is particularly important in a densely populated urban area to provide recreation and relaxation opportunities for local residents, workers and visitors and thereby contributing to their physical and mental health. In most cases open spaces enhance the quality of the appearance of the Borough and contribute to its distinctive character.

Policy Context

National Policy

- 14.3 Well designed and managed open spaces contribute towards meeting key Government objectives, as set out in Planning Policy Guidance 17, '*Planning for Open Space, Sport and Recreation*,' including:
- Supporting urban renaissance through the provision of high quality and well managed open spaces and facilities;
 - Promoting social inclusion and community cohesion by providing a focal point for community activities;
 - Contributing towards maintaining health and well being; and
 - Promoting more sustainable development by ensuring that open spaces and recreational facilities are accessible by walking and cycling and where appropriate are planned for locations well served by public transport.

Regional Policy

- 14.4 The draft *SE Plan* recognises the importance of open spaces for sport and recreation and aims to encourage participation for all. It also acknowledges the importance of urban fringe areas as recreational open spaces that offer health, educational, aesthetic and nature conservation benefits.

Local Policy

- 14.5 The provision of quality public areas and green spaces is one of the Council's strategic priorities and the protection and enhancement of local open spaces is an important objective of the Local Plan Review. The Plan also allocates land for new recreational opportunities including the proposed country park within the Alver Valley.

Developing the Options

Open space provision

- 14.6 An Open Space Audit included in the Council's Open Space Monitoring Report (2004) provided justification for the need to protect existing open spaces in the Local Plan Review and identified deficiencies in the quality and quantity of a number of different types of open spaces including children's play areas and outdoor sports provision. The deficiencies in outdoor sports provision have been confirmed by the Council's recent Playing Pitch Assessment and Strategy.

- 14.7 There are a number of different types of improvements that could be made to existing open spaces including: seeking greater access to sites currently restricted to the public such as greater dual use of school and Ministry of Defence open spaces; improved sports and play facilities; greater access for all; and environmental enhancements.
- 14.8 The Council intends to improve the quality and the recreational value of open spaces following detailed public consultation as part of an open space strategy. The Core Strategy will have an important role in protecting existing sites and ensuring that developer contributions can be used appropriately to enhance local facilities.
- 14.9 Despite the benefits that open spaces provide they can often be subjected to development pressures. In some instances open space may have little recreational value and the need for development may be of greater benefit to the community. In other instances development can lead to enhanced sports facilities but a reduced area of open space.

Q50: What do you think are the priorities for improving of open spaces within the Borough?

Q51: In what circumstances do you think it is appropriate to develop or partly develop an open space?

Open space provided in association with new developments

- 14.10 New development places additional demands on the existing inadequate supply of open spaces. In accordance with Government guidance and the Local Plan Review it has been necessary for developers to provide open space provision on sites above certain thresholds and/or contributions in-lieu of on-site provision in order that alternative open space can be created or enhanced to serve the new local residents. The focus for developer contribution will continue to be informed by open space audits and monitoring.
- 14.11 In order to inform developers of what open space is required it is appropriate for the Borough Council to produce local standards based on local needs rather than national standards.

Q52: What forms of open space do you think should be provided for new developments?

Access along the coast and harbour

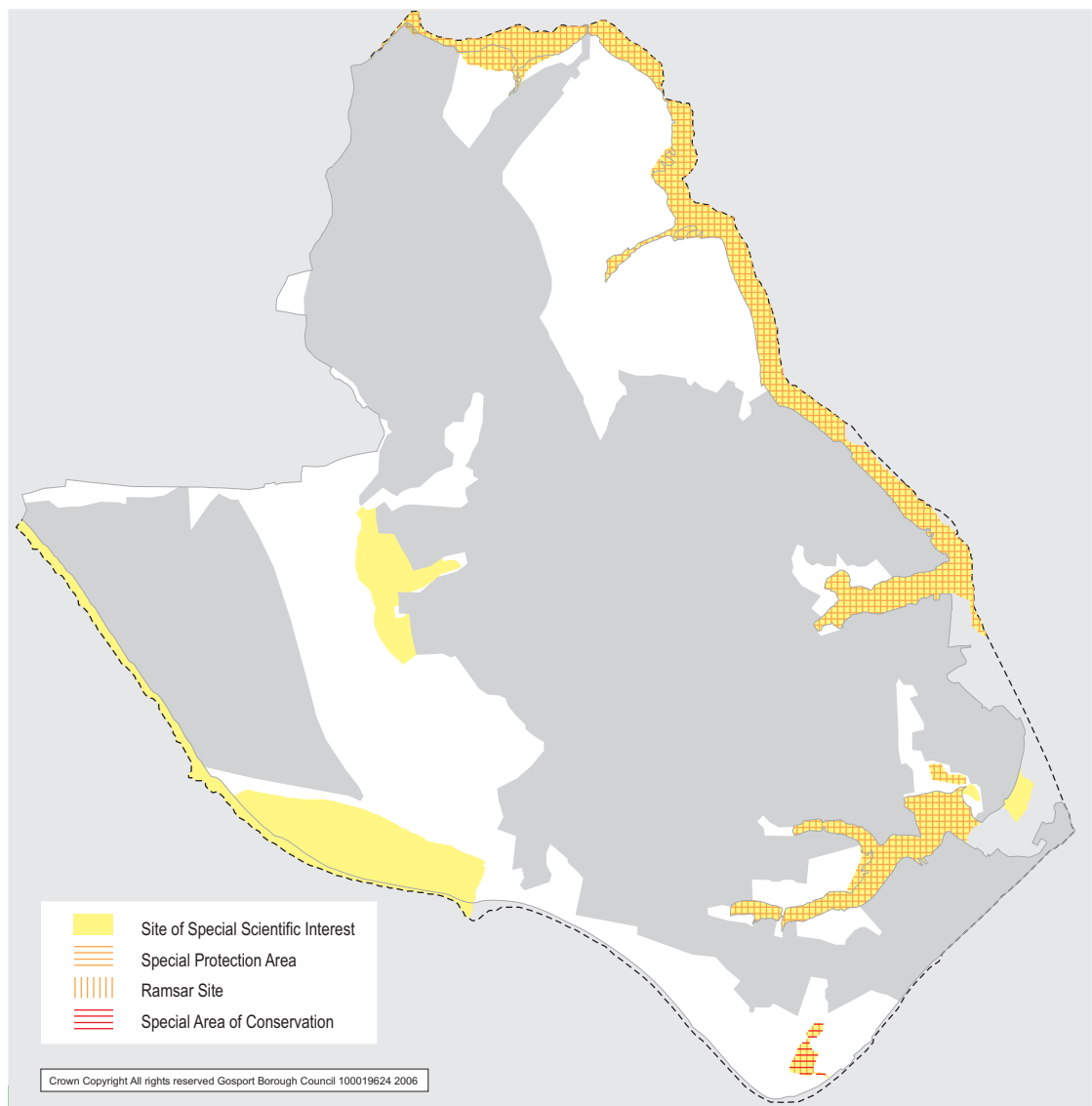
- 14.12 It is one of the Council's Strategic Priorities for the Borough to have a high quality waterfront environment. Public access along the frontage can contribute to enhancing the quality of life for local residents.
- 14.13 Certain parts of the coast have good public access to the shoreline including Stokes Bay and the Lee-on-the-Solent clifflands. The Council has had a successful record in improving the quality of access in recent years with the development of the award-winning Millennium Promenade stretching from the Submarine Museum to Priddy's Hard via the Millennium Bridge. The Council aims to extend the Millennium Promenade as opportunities arise through development sites such as Royal Clarence Yard and Coldharbour.
- 14.14 However, access to many areas is constrained by the extensive Ministry of Defence landholdings at Fleetlands, Bedenham, Frater and Haslar. Where opportunities arise appropriate public access will be sought.

Q53: Do you agree with the Council's approach to enhance public access to the Coast and Harbour?

Local Context

- 15.1 Despite being a largely urban area and one of the most densely populated areas in the South East, Gosport has a number of protected habitats. The peninsula has a number of important marine habitats including inter-tidal mudflat saltmarsh, lagoon and vegetated shingle which support a range of species including wading birds. Other significant habitats include coastal heath, grassland and wetland. Figure 15.1 highlights the type and extent of international and national designations in the Borough. Information about each designation is included in the Glossary.
- 15.2 There are also a number of locally designated conservation sites within the Borough. In addition to recognised protected sites there is a network of open spaces that offer opportunities for nature to thrive including playing fields, allotments, cemeteries, back gardens, hedges, landscaped areas, informal open space and former railway lines.

Figure 15.1 : International and National Nature Conservation Designations in the Borough



Policy Context

National Policy

- 15.3 The Government's objectives are set out in Planning Policy Statement PPS9: *Biodiversity and Geological Conservation*. Objectives include:
- to conserve, enhance and restore biodiversity and geological interests within the local area;
 - to contribute to urban renaissance by enhancing biodiversity in green spaces and within developments so that they are used by wildlife and be valued by people, recognising this can contribute towards a better quality of life and to a person's sense of well-being; and
 - to ensure developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment.

Regional Policy

- 15.4 The draft *SE Plan* has similar aims including the protection of the existing designated sites and protected species, ensuring appropriate access of areas of wildlife importance, identifying opportunities for biodiversity improvements and maintaining and establishing accessible green networks and open green space in urban areas. It also encourages collaborative working to facilitate an integrated approach to the implementation of Estuary Management Plans and Coastal Habitat Management Plans (ChAMPs).

Local Policy

- 15.5 The Local Plan Review includes policies to protect designated sites and protected species.
- 15.6 The Hampshire Biodiversity Action Plan identifies species and habitats of priority concern and will be used to inform the Core Strategy as well as other elements of the Local Development Framework. A number of nature conservation areas within the Borough are subject of management plans including a number of sites managed by the Borough Council and the Ministry of Defence.
- 15.7 When formulating its policies and proposals the Council will also have regard to the Solent Coastal Habitat Management Plan, Portsmouth Harbour Plan Review and the Brent Goose Strategy.

Developing the Options

Protecting and enhancing biodiversity and geology

- 15.8 Gosport's natural assets contribute significantly to the quality of the environment and to its distinctive character. The conservation of habitats and the species they support are important in their own right as well as having a wide range of benefits for local people which enhance their quality of life. Many nature conservation sites are enjoyed by local people for a range of recreational benefits that improve both physical and mental health and are valued for their aesthetic qualities. Nature conservation is also important as an education resource and encourages respect for the environment generally.
- 15.9 Natural processes that support biodiversity can assist with flood control, help to filter waste water, clean pollutants from the air and mitigate noise and the visual intrusion of development.
- 15.10 PPS9 clearly states that the Core Strategy should not include a policy relating to international designations as such sites are already covered by European and national regulations which set out the process to deal with proposals affecting them.
- 15.11 The Core Strategy will be required to include policies on other important nature conservation features including Sites of Special Scientific Interest, locally designated sites including Sites of Importance for Nature Conservation, local nature reserves as well as habitats supporting

protected species and other nature conservation interests.

- 15.12 In certain instances there may be potential conflicts between safeguarding nature conservation interests and allowing development projects that can assist in regenerating the Borough. It will be necessary for the Core Strategy to include a hierarchy of policies that take into account the significance of the nature conservation features. It will also be necessary to consider what avoidance, compensatory and mitigation measures can be undertaken. As part of any development proposal there may be opportunities to integrate nature conservation features within a scheme or enhance particular features. The assessment of any proposal will need to be based on sound ecological information.

Q54: Do you agree that the Borough's key habitats, species and geological features should have protection from development?

Access to nature conservation sites

- 15.13 It is also important to ensure that the public have appropriate access to nature conservation sites within the Borough as well as the improvement of linkages to areas outside of the Borough which can be reached by bike or on foot. The Council has a number of plans to improve access to nature conservation sites including the creation of the Alver Valley Park between Gosport and Lee-on-the-Solent. There may be opportunities to provide greater access to nature within the Borough and create small areas for nature within existing open spaces. However in certain instances it may be necessary to restrict access to sensitive sites.

Q55: Should opportunities be taken to enhance nature conservation features within existing public open spaces?

Q56: Should the Borough Council investigate the potential to designate new nature conservation areas?

Biodiversity within new developments

- 15.14 Increased urbanisation is regarded as one of the key factors resulting in the decline of biodiversity with development pressure on existing habitats, fragmentation of habitats, increased levels of disturbance from human activities (e.g. road traffic and recreational pursuits) and increased pollution. It is clear however that the protection of nature conservation features within a site can add to the local network of open space which can support a range of wildlife. In order to take into account the latest national and regional guidance and best practice it is considered that more can be done to enhance biodiversity within new development. The Good Practice Guide to PPS9 includes a number of measures to improve biodiversity within development sites.

Q57: Should developers be required to outline what measures are being proposed to protect and enhance local biodiversity on the development site and its surroundings?

The impact of climate change on biodiversity interests

- 15.15 Climate change can affect wildlife and their habitats in a number of ways including the shift of favourable climatic conditions for a particular species, changes in the timings of seasonal events that upset existing ecological relationships and extreme weather events. In Gosport the process of coastal squeeze will have a particular impact on the Borough's biodiversity. This

is where a coastal habitat such as a saltmarsh or mudflat is squeezed between a fixed landward boundary such as a sea wall and the rising sea level. In such cases the coastal habitat is unable to move landward and consequently is reduced or lost as sea level continues to rise. These habitats currently support internationally important bird populations.

- 15.16 There are other examples where biodiversity is being affected by climate change and certain impacts are being considered as part of detailed management plans. However it is likely that local authorities will need to work together with other organisations to provide compensatory habitats in appropriate locations to replace lost habitats as well as create a network of habitats and other landscape features to allow species movement.

Q58: What measures can the Core Strategy include that will allow habitats and species to adapt to climate change?

Introduction

16.1 The Government recognises the need to respond to climate change and to use natural resources in a more sustainable way. Key considerations include: improving energy efficiency and increasing the generation of renewable energy; reducing water consumption; flood management; and waste management.

ENERGY

Local Context

16.2 Whilst the Borough produces lower CO² emissions than the national average and has lower electricity and gas consumption there are significant opportunities to improve the environmental performance of buildings.

Policy Context

National Policy

16.3 The UK is committed to reducing greenhouse gas emissions by 12.5% below 1990 levels in the period 2008-2012. The Government has set out a number of domestic targets these are:

- To meet 10% of UK electricity generation from renewable sources by 2010. Government also has an aspiration to further increase generation by 20% by 2020.
- To increase installed capacity on combined heat and power (CHP) generation to 10,000 MW by 2010.
- To reduce domestic energy consumption by 30% by 2010; and
- To eradicate fuel poverty among vulnerable households across the UK by 2016-18.

16.4 There are a number financial and regulatory measures in place to assist in delivering the targets set out above. These include capital grants and tax breaks for energy efficiency improvements and developing CHP facilities. Other measures include complying with the minimum energy efficiency standards set by building regulations, the Renewables Obligation which will increase the amount of electricity supplied from renewable sources from 3% (2002-2003) to 15.4% (2015-16) and the Climate Change Levy from which renewable energy and CHP plants are exempt.

16.5 The Government's Planning Policy Statement 22: *Renewable Energy* regards positive planning for renewable energy developments as central to delivering sustainable patterns of development across the UK.

Regional Policy

16.6 There are a number of regional targets for delivering renewable energy within the region. These are further refined into a series of sub-regional targets. For south Hampshire these targets are as follows:

2010 Target (MW)	2016 Target (MW)
115	122

- 16.7 All local authorities should include policies in their development plan documents to support the development of renewable energy technologies to contribute towards these targets.

Local Policy

- 16.8 The Borough Council's Housing Strategy for 2004-2007 has identified energy efficiency as an important objective in delivering sustainable housing within the Borough. Improving energy efficiency within the public sector housing stock is an important element of meeting the Decent Homes Standard by 2010. The Council has made significant improvements in achieving a high National Homes Energy Rating (NHER) in its stock. In 2004 a private sector housing condition survey was undertaken and this influenced the preparation of the Council's Housing Strategy in terms of energy matters which aims to:

- Promote grant aid to improve energy efficiency;
- Increase awareness of energy efficiency measures through local initiatives;
- Increase the use of renewable resources and locally generated energy in particular through the Windy House Project; and "Provide affordable warmth to help reduce fuel poverty.

Developing the options

Incorporating energy efficiency measures and renewable energy production within development

- 16.9 Improving the environmental performance of buildings through energy efficiency and generating renewable energy are significant methods to adapt to climate change and reduce CO² emissions. The Core Strategy, alongside other Council strategies and initiatives, can significantly improve the overall environmental performance of buildings within the Borough.
- 16.10 This can be done through the appropriate location of buildings, high quality design using sustainable construction techniques and encouraging new development to meet BREEAM standards for energy efficiency. These standards exceed those currently set out in Building Regulations. There is also the need to investigate the potential of incorporating renewable energy technologies into schemes in order to provide a proportion of their heating, cooling or electricity needs.
- 16.11 In Gosport the way to achieving this is likely to be in the form of micro renewable schemes that may be more suited to the urban environment of the Borough. A current example of this is the Windy House Project promoted by the Council that offers a wide range of advice to home owners wanting to invest in micro wind technology on their property.

Q59: Should the Core Strategy seek to ensure that 10% of energy generated by new development should come from renewable energy sources?

Q60: Should all new development be encouraged to conform to BREEAM standards rather than only meeting the current standards set out in Building Regulations? If not, why?

WATER

Local Context

- 16.12 This is a key issue in the South East where there are already high levels of development. Increasing demand for water is likely to have an impact on a wide range of land uses including manufacturing, commercial development, housing and agriculture. The ecological and landscape characteristics of areas are also likely to be affected by changes in water patterns.

- 16.13 As a result of changes to rainfall patterns, water resources are under great demand from both new and existing development. Water management and demands on sewerage including the use of sustainable drainage systems and waste water treatment infrastructure all need to be addressed.
- 16.14 Portsmouth Water supplies water to Gosport. Existing resources have been sufficient to meet demand, particularly as this has fallen by some 20% since 1990, owing to reductions in leakage and in commercial demand. Portsmouth Water's demand forecast for the period to 2029/30 show that a water supply deficit would occur by the year 2020/21. A Strategy has been produced to deal with this issue including the creation of a reservoir outside of the Borough at Havant Thicket, as well as measures to improve water efficiency.

Policy Context

National Policy

- 16.15 Planning Policy Statement 1 '*Delivering Sustainable Development*' states that development plan policies should minimise the need to consume resources including the sustainable use of water resources and the use of sustainable drainage systems in the management of run-off.

Regional Policy

- 16.16 Water management is an important issue for the South East Plan. The region's ability to deliver successfully the expected levels of growth up to 2026 and beyond depends upon effective provision of infrastructure including water facilities to serve both existing and new development. Linked to such provision is the need to highlight awareness in the public and the business community to the impacts of their water consumption has on water resources and to encourage changes in behaviour as this will also be a major factor in achieving sustainable water management practices.

Local Policy

- 16.17 The Local Plan Review expects new development to make the most efficient use of natural resources and therefore development which includes measures that facilitate a reduction in water consumption is encouraged.

Developing the Options

Managing water consumption in a sustainable way

- 16.18 The South East is already experiencing some of the predicted effects of climate change - hotter drier summers and water shortages occurring in some parts of the region. This has raised issues about how water consumption should be managed in the future particularly as the region continues to experience high levels of housebuilding. It raises questions about how far should the development industry be expected to go in addressing this issue through construction. Should there be continued encouragement and best practice protocols put in place to ensure that water efficiency measures are incorporated within developments or are more stringent measures required?

Q61: Do you think the Core Strategy should include policies that encourage water conservation in all buildings? If not why?

FLOOD MANAGEMENT

Local Context

- 16.19 The Borough's coastal location means that it is likely to be affected by flooding. The Environment Agency classified 21% of the Borough as being within Floodzone 2 and 12% within Floodzone 3. It is vital that the risk to development from flooding is minimised through the protection of the natural floodplain and the tidal regions.

Policy Context

National Policy

- 16.20 In accordance with current and emerging national planning policy on development and flood risk, new development should not be at risk from flooding or put other areas at risk as a consequence of its development. PPG25 *Development and Flood Risk* sets the national planning policy framework for how the issue of development and flood risks should be addressed. An emerging new national strategy - *Making Space for Water*, is being prepared which will shape the management policy for addressing flood risk and coastal erosion over the next 10-20 years. Emerging national planning guidance on development and flood risk in the form of draft Planning Policy Statement 25 takes its policy direction from this strategy. Positive planning plays an important part of delivering sustainable patterns of development and flood risk management including the use of Sustainable Drainage Systems (SuDS).

Regional Policy

- 16.21 The South East has extensive areas that are at risk of flooding due to coastal, tidal, fluvial, groundwater and surface run off flood risk. Both the probability of flood risk occurring and the impact of when it does can be mitigated against through location, design and the provision of appropriate flood defences. This will be implemented through the Strategic Flood Risk Assessment process and the adoption of the sequential approach to development in areas of flood risk.

Local Policy

- 16.22 The revised East Solent Shoreline Management Plan (SMP) will shortly be produced to establish a coastal management strategy for the area.

Developing the Options

Managing Flood Risk

- 16.23 Increasing risk from flooding is a major impact arising from climate change. Flood events are becoming more frequent in the UK and therefore managing flood risk is an increasingly important issue in planning for development and assessing planning applications. Effective management of this risk can be achieved through locational choices, and where necessary appropriate mitigation measures put in place to protect the development. Current and emerging national planning policy makes it clear that flood risk issues must be evaluated at all levels of the planning process from plan making to planning applications. As part of informing the preparation of Development Plan Documents and Supplementary Planning Documents, it will be necessary to conduct a Strategic Flood Risk Assessment (SFRA).
- 16.24 The SFRA will consider a number of key issues including looking at the impacts of flooding and the condition of existing defences. It is expected that this work will be undertaken in partnership with other local authorities in southern Hampshire in consultation with the Environment Agency.

- 16.25 There are opportunities to incorporate the use of Sustainable Drainage Systems (SuDS) in new development. SuDS is an important element in helping to reduce the risk of flooding to people and property by controlling surface water run-off. The Local Plan Review contains a policy which promotes the use of SuDS. The National SuDS Working Group have produced an Interim Code of Practice for SuDS which acts as best practice in the development and implementation of SuDS schemes.

Q62: What are the key considerations that the Core Strategy should take into account when planning for flood risk.

WASTE

Local Context

- 16.26 There is increasingly limited space in Hampshire to bury waste and so alternative mechanisms for managing waste as a valuable resource need to be found. These include improving facilities for recycling, re-using materials, composting, energy recovery and finally some disposal.
- 16.27 The strategic management of waste and how this should be addressed is primarily dealt with by the Minerals and Waste Authorities for Hampshire. This Strategic Planning Authority is made up of Hampshire County Council, the New Forest National Park Authority, Portsmouth City Council and Southampton City Council.

Policy Context

National Policy

- 16.28 Planning Policy Statement 10: *Planning for Sustainable Waste Management* establishes the national planning context for waste. The main objective is to ensure that waste is thought about in a more sustainable way.

Regional Policy

- 16.29 The draft *SE Plan* develops the national objectives for sustainable waste management into regional policy. It has targets for achieving waste reduction and has identified a target of 60% for achieving increased recycling and composting rates by 2020. The emerging Hampshire Minerals and Waste Development Framework must be in conformity with the SE Plan.

Local Policy

- 16.30 The principles for addressing waste issues in Hampshire are developed through the Hampshire *Joint Municipal Waste Management Strategy* (JMWMS) and the emerging *Hampshire Minerals and Waste Development Framework*. The latter sets out the planning framework for new waste management facilities that will be needed to deliver the JMWMS.
- 16.31 The Borough Council's Corporate Plan seeks to increase the levels of waste recycling within the Borough. The Council is also a partner in Project Integra. Project Integra is Hampshire's waste partnership and is made up of the waste collection authorities (District Councils), the waste disposal authorities and the waste contractor and supports the principles of both the JMWMS and the Hampshire Minerals and Waste Development Framework (Core Strategy).
- 16.32 These principles can be taken forward in the Gosport Core Strategy. At a local level there may be a need to enhance existing facilities and investigate opportunities for promoting new ones to manage a variety of waste streams.

Developing the Options

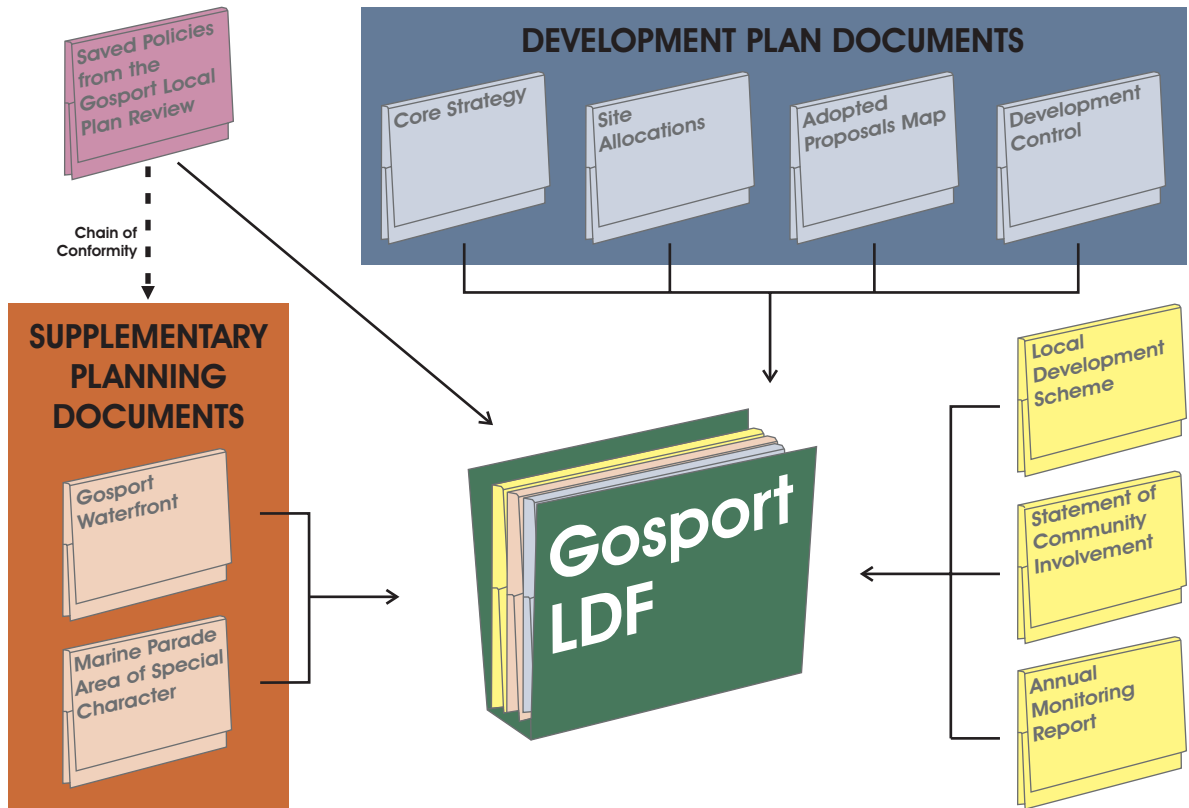
Managing waste in a sustainable way

- 16.33 How waste is managed over the plan period up to 2026 is an important issue in terms of how natural resources are used in a sustainable way. Issues to consider include looking at waste as a resource with a commercial value and how we manage our own consumption patterns and deal with managing waste issues in our own homes and businesses.
- 16.34 The Core Strategy cannot directly influence these issues although other Council strategies can raise public awareness on these matters. The Core Strategy could develop policies which support the principles of sustainable design, construction and demolition, seeking to ensure adequate waste management storage facilities are addressed in new development and seeking to improve facilities within the Borough and where appropriate supporting the provision of new facilities.

Q63: Do you think that the Core Strategy should promote policies that support the principles of sustainable design, construction and demolition? If not why?

Q64: Should the Core Strategy help to facilitate improved or new facilities for managing waste? If not why?

The diagram below shows the local development documents that the Council intends to prepare as part of the Local Development Framework.



There are two main types of document, a Development Plan Document (DPD) and a Supplementary Planning Document (SPD). A DPD sets out policies and is subject to a public examination by a Government Inspector whilst a SPD generally provides further guidance on the policies set out in a DPD and is not subject to a public examination. The Core Strategy is a Development Plan Document. The Gosport Local Development Scheme contains a timetable for the production of these documents. To view a copy of the Local Development Scheme please contact us or look on our website: www.gosport.gov.uk/ldf. The LDS will be revised shortly to ensure there is a continuous 3 year programme.



Affordable housing

Housing intended to meet the needs of people whose incomes are insufficient to enable them to buy or rent suitable housing, without subsidy, on the open market.

Air Quality Management Areas

Local Authorities have statutory duties for local air quality management under the Environment Act 1995. They are required to carry out regular reviews and assessments of air quality in their area against standards and objectives in the national Air Quality Strategy. Where it is found these are unlikely to be met, authorities must designate air quality management areas (AQMAs) and prepare and implement remedial action plans to tackle the problem.

Annual Monitoring Report

The Annual Monitoring Report is a report which is designed to review progress against the timetable in the Local Development Scheme, assess performance in implementation of Local Plan Policies with measurement against a series of key indicators. It also considers the need to change or replace policies in Local Development Documents and measures key contextual indicators.

Appropriate Assessment

The Habitats Directive of Natural Habitats and of Wild Fauna and Flora requires an Appropriate Assessment to be undertaken to assess the impacts of the land-use plan against the conservation objectives of a European site and to ascertain whether it would adversely affect the integrity of that site. Where significant negative effects are identified, alternative options should be examined to avoid any potential damaging effects. Appropriate Assessment applies to Regional Spatial Strategies (RSSs), transitional plans, Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs).

Area Investment Framework (AIF)

An AIF is used to map out the spending plans of key public, private and voluntary sector organisations against the agreed economic development and regeneration priorities of a given area over a set time period, usually 3-5 years.

Area of Special Character

Designated by the Local Planning Authority. An area which has its own identity by virtue of such things as a prominent townscape, design or landscape features, street patterns or buildings of architectural merit. This designation does not have as high a status as a Conservation Area.

Biodiversity

Often defined as the variety of all forms of life, from genes to species, through to the broad scale of ecosystems.

BREEAM

The Building Research Establishment Environmental Assessment Method (BREEAM) is used to assess the environmental performance of both new and existing buildings. It is regarded by the UK's construction and property sectors as the measure of best practice in environmental design and management.

Brent Goose Strategy: South East Hampshire Coast (2002)

This is a thorough scientific survey of Brent Geese, their lives and habitats.

Brownfield

Land for development which has been previously developed.

Buildings at Risk Register

The Register, published annually, brings together information on all Grade I and II* listed buildings, and Scheduled Ancient Monuments (structures rather than earthworks), known to English Heritage to be 'at risk' through neglect and decay, or vulnerable to becoming so.

Census

The Census is a survey carried out by the Office for National Statistics of all people and households in the country. It provides essential information from national to neighbourhood level for government, business, and the community.

Climate Change Levy

The climate change levy is a tax on the use of energy in industry, commerce and the public sector, with offsetting cuts in employers' National Insurance Contributions (NICs) and additional support for energy efficiency schemes and renewable sources of energy. The levy forms a key part of the Government's overall Climate Change Programme. It will play a major role in helping the UK to meet its targets for reducing greenhouse gas emissions. It entails no increase in the tax burden on industry as a whole and no net gain for the public finances. The reforms are intended to promote energy efficiency, encourage employment opportunities and stimulate investment in new technologies.

Coastal Habitat Management Plans (ChAMPS)

These quantify habitat change, (loss and gain), and recommended measures to prevent future losses. These include modifying flood and coastal defence options to avoid damage, or identifying the necessary habitat restoration or recreation works to compensate for unavoidable losses.

Coastal Squeeze

The term 'coastal squeeze' is applied to the situation where the coastal margin (such as a salt marsh) is squeezed between the fixed landward boundary (such as a sea wall) and the rising sea level. In such cases the coastal habitat is unable to move landward due to the presence of built development and consequently over time the area of habitat is reduced as sea level rises.

Combined Heat and Power (CHP)

Combined heat and power (CHP) refers to generating electricity at or near the place where it is used. The waste heat from the electricity generation can be used for space heating, water heating, process steam for industrial steam loads, humidity control, air conditioning, water cooling, product drying, or for nearly any other thermal energy need. The end result is significantly more efficient than generating each of these separately.

Community Land Trust (CLT)

A CLT offers the most economical and best value for money way of using public or private investment to meet housing needs. It provides for the needs of successive generations in a way which acknowledges the ownership aspirations of most people in this country, and the need to bridge the gulf between renting and owning.

Community Strategy

A strategy prepared by a Local Authority to improve the local quality of life and aspirations, under the Local Government Act 2000. The Gosport Community Strategy is being developed by the Gosport Partnership.

Comparison Goods

Retail items such as electrical goods, clothing, furniture and household equipment, which are not purchased on a regular basis.

Concealed Households

A concealed household is someone living within a household wanting to move to their own accommodation and form a separate household, for example adult children living with their parents.

Conservation Area

An area which is of special historic or architectural character and is worthy of preservation designated by the Local Planning Authority under the Planning (Listed Buildings and Conservation Areas) Act 1990.

Convenience Goods

Goods purchased on a regular basis such as food, toiletries and other grocery items.

Core Strategy

This particular Development Plan Document sets out the spatial vision and strategic objectives of the planning framework for the area, having regard to the Gosport Community Strategy (see also DPDs).

Department for Communities and Local Government (DCLG)

This is a Government Department that has a responsibility for building the capacity of communities to shape and protect their own future. The work of DCLG's is at the heart of the Government's commitment to social justice, driving social mobility and promoting economic inclusion.

Development Plan Documents (DPDs)

These spatial planning documents are a key element of the Local Development Framework, which will eventually replace the Local Plan Review. DPDs are subject to independent examination, and together with the relevant Regional Spatial Strategy, will form the development plan for a local authority area.

Eco Homes

Eco Homes is a standard method for assessing the design of dwellings in relation to environmental performance. The scheme can be used to set standards of performance for new housing as part of the brief or tender documents, and can also be used to assess the performance of design proposals.

Employment Land Review

An important objective of the Local Development Framework planning system is to deliver an appropriate local balance between competing uses for land, particularly housing and employment. The Employment Land Review will play an important role in achieving this balance. Local Authorities are required to review their portfolios of employment sites and apply up to date and sensible criteria in terms of sustainable development and market realism.

English Heritage

A Government funded organisation which promotes conservation of the historic environment. It advises the Government on the selection of Listed Buildings and monuments for protection.

Environment Agency

A statutory body whose duties are to protect and enhance the environment across England and Wales. Its principal functions are to prevent and control pollution, water, resources, flood defence, fisheries, conservation, navigation and recreation.

Estuary Management Plans

These are informal documents that complement existing plans and provide supplementary advice and guidance for Estuaries.

Flood Risk Assessment

A Flood Risk Assessment should be carried out to the appropriate degree at all levels of the planning process to assess the risks of all forms of flooding to and from development and inform the application of the sequential approach.

Flood Zone 2

This is defined within PPG25 as low to medium risk with an annual probability of flooding of 0.1-1.0% from rivers and 0.1-0.5% from the sea.

Flood Zone 3

This is defined within PPG25 as high risk with an annual probability of flooding of 1.0% or greater from rivers, and 0.5% or greater from the sea.

Flood Zone Maps

The Environment Agency prepare Flood Zone maps for local authority areas which show the annual probability of a flooding event in a given area. There are three categories of flood zone maps: Flood Zone 1 which is defined as low risk; Flood Zone 2 medium risk i.e. 1 in 1000 years and Flood Zone 3 which is high risk i.e. 1 in 100 years from river flooding and 1 in 500 years from coastal flooding. These maps are used as a basis to identify those areas of land that may be vulnerable to flood events. They do not however, show the extent of current sea defences located within the Borough.

Government Office for the South East (GOSE)

The Regional Government office which works with regional partners and local people to maximise competitiveness and prosperity in the region, and support integrated policies for an inclusive society. It represents the DCLG, DFES, DTI, DCMS, DEFRA and the Home Office.

Greenfield

Land upon which no previous development has taken place.

Gross Value Added per capita

One of the most commonly used measures of economic well-being is Gross Value Added (GVA) per head. GVA measures the contribution to the economy of each individual producer, industry or sector in the UK. In summary: $GVA + \text{taxes on products} - \text{subsidies on products} = \text{Gross Domestic Product (GDP)}$.

Hampshire Biodiversity Action Plan

This sets out a detailed 10 year programme of action for protecting and enriching nature in Hampshire.

Hampshire Local Transport Plan 2006-2011

The Local Transport Plan sets out the County Council's transport strategy up to 2011. It explains how the strategy has been designed to achieve wider policy objectives, such as improving the quality of life, protecting the environment and securing economic prosperity.

Historic Parks and Gardens

These are included on the English Heritage Register of Parks and Gardens of special historic interest in England.

Housing Land Availability Assessment

A Housing Land Availability Assessment is a document that aims to identify the study area, list the sources of supply, survey in order to identify the opportunities, assess the likely housing yield on sites, estimate the likely level of windfall, analyse constraints on sites to providing a assessment of the level of housing that can be realized.

Housing Market Assessment (HMA)

A Housing Market Assessment (HMA) is a framework to analyse the supply/demand dynamic at the sub-regional level. The scale of the HMA is not prescribed, however, it is anticipated it will cover more than one local authority boundary. Gosport is included in a HMA which covers the PUSH authorities in South Hampshire.

Housing Needs Survey

These provide data on housing need at a Borough-wide level. They can also demonstrate the need for affordable housing.

Housing Trajectory

The housing trajectory is a document that seeks to predict the future needs and completion rates within the Borough.

Indices of Deprivation

A ward-level index made up of six indicators (income; employment; health deprivation and disability; education; skills and training; housing; and geographical access to services). IMD can help to identify areas for regeneration.

Intelligent Transport Systems

This is the use of technology to aid journeys for travellers via all modes of transport.

Learning and Skills Council (LSC)

This organisation is responsible for funding and planning education and training for over 16-year-olds in England and provides countrywide information on training plans and work.

Lifelong Learning Partnership

A Lifelong Learning Partnership is made up of representatives from local businesses, education and voluntary organisations and the local community. The aim is to make learning opportunities accessible to all.

Listed Building

A building listed by the Secretary of State for the Department of Culture, Media and Sport as being of special architectural or historic interest.

Local Development Framework (LDF)

This is the name for the portfolio of Local Development Documents introduced by the Planning and Compulsory Purchase Act 2004, which will replace the Local Plan Review. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports.

Local Education Authority (LEA)

This is part of a Council that is responsible for education within that council's jurisdiction. In this case, Hampshire County council is the LEA.

Local List

A list of buildings and structures which are of local interest due to their character or contribution to the street scene, but which are not of sufficient quality to warrant listing by the Department of Culture, Media and Sport.

Local Plan

An old-style development plan prepared by district and other local planning authorities. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.

Local Strategic Partnership

An partnership that brings together organisations from the public, private, community and voluntary sector within a local authority area, with the objective of improving people's quality of life.

Office of the Deputy Prime Minister (ODPM)

Former Government Department which was responsible for planning and local government. The Department for Communities and Local Government is now responsible for these functions.

National Homes Energy Rating (NHER)

Energy Rating for Homes is quite simply a way of comparing the amount of fuel that would be used by different homes assuming that the occupants live in them in the same way. A computer programme can be used to give each home a score, where higher numbers indicate more energy efficient homes that should be cheaper to run and easier to keep warm.

Natural England

This has been formed by bringing together English Nature (EN), the landscape, access and recreation elements of the Countryside Agency (CA) and the environmental land management functions of the Rural Development Service (RDS). Its role is to work for people, places and nature, to enhance biodiversity, landscapes and wildlife in rural, urban, coastal and marine areas; promoting access, recreation and public well-being, and contributing to the way natural resources are managed so that they can be enjoyed now and in the future.

Partnership for Urban South Hampshire (PUSH)

A partnership of eleven Local Authorities (East Hampshire District Council, Eastleigh Borough Council, Fareham Borough Council, Gosport Borough Council, Hampshire County Council, Havant Borough Council, New Forest District Council, Portsmouth City Council, Southampton City Council, Test Valley Borough Council and Winchester City Council) whose aims are to ensure that the necessary economic growth in south Hampshire to allow quality jobs and a good standard of living is matched by the need to secure significant investment in infrastructure for government and developers to bring about a bright present and an even brighter future for all its residents - existing or to come.

Planning Policy Statements (PPS)

Issued by Central Government to replace the existing Planning Policy Guidance notes in order to provide greater clarity and to remove national policy advice on practical implementation, which is better expressed as guidance rather than policy.

Portsmouth Harbour Plan Review

A non-statutory estuary management plan principally established to guide management of land and water in and around Portsmouth Harbour.

Primary Care Trust

The overall functions of Primary Care Trusts are to improve the health of the community, develop primary and community health services and to commission secondary care (hospital) services. In the case of Gosport, Fareham and Gosport Primary Care Trust is now part of Hampshire Primary Care Trust and no longer exists in its own right.

Priority Areas for Economic Regeneration (PAER)

The aims of a PAER are to maximise an areas economic potential, maximise the potential for urban renaissance and mixed communities, enable social inclusion, target funding to tackle deprivation and enhance skills.

Ramsar Site

A wetland of international importance designated by Government under the terms of the Ramsar Convention.

Regional Planning Guidance (RPG)

Regional planning policy and guidance issued for each region in England by the Secretary of State. As part of the reform process the existing RPG becomes the spatial strategy for the region until revised by a replacement Regional Spatial Strategy (RSS).

Regional Spatial Strategy (RSS)

A strategy for how the region should look in 15 to 20 years time and possibly longer. The Regional Spatial Strategy identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment disposal. The RSS for this area is the South East Plan.

Regional Transport Strategy (RTS)

A strategy produced by the Regional Planning Body, informing local transport plans, and providing a strategic overview of transport strategies and investment priorities.

Renewables Obligation

The Renewables Obligation requires licensed electricity suppliers to source a specific and annually increasing percentage of the electricity they supply from renewable sources. The current target is 6.7% for 2006/2007 rising to 15.4% by 2015/2016. It is expected that the Obligation, together with exemption from the Climate Change Levy for electricity from renewables, will provide support to industry of up to £1 billion per year by 2010.

Scheduled Ancient Monument (SAM)

Nationally important archaeological sites included in the Schedule of Ancient Monuments maintained by the Secretary of State under Ancient Monument and Archaeological Areas Act 1979.

Schools Organisation Plan (SOP)

This is a statutory document which all Local Education Authorities should produce. In Gosport's case, this is Hampshire County Council. SOPs provide a position statement on policies guiding the provision of school places and are a valuable planning tool to respond to new developments and the need to review surplus places.

Shared Ownership

New or existing dwelling that is sold on a part-rent/part-sale basis.

Site of Importance Nature Conservation (SINC)

Sites within Hampshire that are of particular importance for nature conservation, containing habitats or features which are effectively irreplaceable (excluding statutory designated sites). Designated by Hampshire County Council in liaison with the Hampshire and Isle of Wight Wildlife Trust.

Site of Special Scientific Interest (SSSI)

Site of Special Scientific Interest as designated by English Nature under the Wildlife and Countryside Act 1981 to afford protection to flora, fauna, geological or physiological features of special interest being of national importance.

Social-Rented Housing

Rented housing owned by Local Authorities and Registered Social Landlords for which guideline target rents are determined.

Solent Transport

This is a partnership of transport stakeholders in south Hampshire.

Solent Transport Strategy

This sets out the broad strategy within which Hampshire County Council, Portsmouth City Council and Southampton City Council aim to manage the transportation challenges and opportunities that the South Hampshire Sub-Region will face over the next 20 years.

South East England Development Agency (SEEDA)

The South East England Development Agency, established to promote the sustainable economic development of the region. This includes issues relating to regeneration and social exclusion, learning, rural issues, innovation and technology transfer, enterprise, business development and environmental sustainability.

South East England Regional Assembly (SEERA)

The Assembly comprises 111 members, including elected Councillors nominated by the region's Local Authorities. As the Regional Planning Body the Assembly has responsibility for proposing strategic planning and transport policies to Government.

South Hampshire Rapid Transit (SHRT)

A series of public transport proposals for South Hampshire including the Fareham-Gosport-Portsmouth LRT scheme for which funding was withdrawn by Central Government.

Special Area of Conservation (SAC)

This is a site designated under the European Community Habitats Directive, to protect internationally important natural habitats and species.

Special Protection Area (SPA)

This is designated by the Government under the European Community Directive on Wild Birds to protect internationally important bird species.

Strategic Development Area (SDA)

An area of large -scale new development, normally on greenfield land.

Strategic Gap

Strategic Gaps define the identity of individual settlements, preventing them from merging into one continuous urban area.

Structure Plan

An old-style development plan, which sets out strategic planning policies and forms the basis for detailed policies in Local Plans. These plans will continue to operate for a time after the commencement of the new development plan system, due to the transitional provisions under planning reform.

Supplementary Planning Documents

Supplementary Planning Documents may cover a range of issues, both thematic and site specific, which may expand policy or provide further detail to policies in a Development Plan Document.

Supported Housing

Housing schemes for client groups who need additional support or care such as frail elderly or people with learning difficulties.

Sustainable Development

Sustainable Development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs (Brundtland Commission 1987).

Sustainable Drainage Systems (SUDs)

Sustainable Drainage Systems are a range of management practices and control mechanisms that drain surface water in a way that mimics natural drainage and reduces the adverse impacts on river regimes and the risk of erosion, flooding and ecological drainage.

Sustainability Appraisal

The purpose of sustainability Appraisal (SA) is to promote sustainable development through the integration of social, economic and environmental considerations into the preparation of revisions of Regional Spatial Strategies (RSS) and for new or revised Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs).

Variable Message Signing

This is usually a gantry or post-mounted sign that provides information to the road user about traffic conditions ahead, etc.

Testbed Learning Community

Testbed Learning Communities is a government-backed project to support sustainable ways of working with local learning communities. The European Social Fund Can Do Learning Programme is also focused on these areas as a means of building sustainability into the Testbed Learning Communities.

The Windy House Project

The Windy House Project is designed to test the potential of domestic wind technology and is being run in conjunction with five other Local Authorities. The grant will cover approximately a third of the cost of purchasing and installing a wind turbine, with the remaining cost being met by the householder. However, once the turbine is up and running it is expected to generate around a third of the household's electricity, reducing fuel bills and cutting carbon dioxide emissions.