Core Strategy

Pre-Submission Draft - December 2010

○ Issues and Options
○ Preferred Options
● Pre-submission
○ Adopted
Portchester, Stubbington and Titchfield where it:

- protects the setting of the settlement;
- protects their natural, historic, biodiversity and cultural resources;
- contributes to the provision of green infrastructure, and
- contributes to the following levels of development.

<table>
<thead>
<tr>
<th>Settlement</th>
<th>Residential Development</th>
<th>Employment Development</th>
<th>Retail Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portchester</td>
<td>57 dwellings</td>
<td>1,800sqm B1 300sqm B2/B8</td>
<td>Convenience floorspace of up to 1,350sqm gross from 2016</td>
</tr>
<tr>
<td>Stubbington</td>
<td>64 dwellings</td>
<td></td>
<td>Convenience floorspace of up to 1,350sqm gross from 2021</td>
</tr>
<tr>
<td>Titchfield</td>
<td>28 dwellings</td>
<td>650sqm B1</td>
<td>No need identified</td>
</tr>
</tbody>
</table>

The provision of new community, built sports and cultural facilities will be supported in Stubbington and Portchester through the expansion of existing facilities.

**DAEDEALUS AIRFIELD STRATEGIC DEVELOPMENT ALLOCATION**

To meet Strategic Objectives SO1, SO2, SO3, SO5, SO9, SO10, SO11 and SO12.

5.46 The former HMS Daedalus site lies in the strategic gap separating Stubbington and Lee on the Solent, straddling the boundary between Fareham and Gosport boroughs, occupying a coastal location. To the south-west of the site lies the Solent to Southampton Water Special Protection Area (SPA) and Ramsar site and the Lee-on-the-Solent Site of Special Scientific Interest (SSSI). Proposals must therefore ensure that there will be no adverse impacts on these designated sites as a result of the proposed development or during the construction phase.

5.47 The site has a significant military history. Up until 1917 the site was open farmland with a few buildings, some of which remain today. Then it was requisitioned by the Admiralty to provide a training school for seaplane pilots and associated hangars and slipways were built.

5.48 After World War 1 the site continued to grow into the 1930s when the base became the Fleet Air Arm Coastal Command Headquarters. At the outbreak of World War 2 and as a result of the transfer of Fleet Air Arm to Admiralty control, the facility became HMS Daedalus. During World War 2 the site became a crucial aviation base with an expanded camp and airfield used for air sorties. As a result of its military significance the site suffered two air raids at this time.

5.49 Daedalus continued in military use after 1945 although on a smaller scale focusing on technical training in particular helicopter and hovercraft testing. HMS Daedalus closed in
1996 and in 2004 the MoD declared it surplus to requirements.

5.50 As a result of its eventful military past the site contains historical buildings and possible areas of archaeological interest. Parts of the site may also be contaminated. These issues will need to be addressed as part of any proposals.

5.51 The airfield has been acquired by the Maritime and Coastguard Agency for its operational flying uses. The Council will encourage the continued use of the airfield and ensure that the potential for general operational aviation use is not lost. However, due to the airfield's location and prominence within the countryside and the strategic gap, the Council will expect any associated built infrastructure to be sensitively designed and sited.

5.52 The area surrounding the operational airfield, including the existing buildings, has been acquired by SEEDA who has prepared an informal Visionary Framework\textsuperscript{40} for the site. This provides a starting point, as far as it was agreed by Fareham and Gosport Borough Councils, for two complementary Supplementary Planning Documents which are being prepared by the two Borough Councils in conjunction with SEEDA and the wider community to cover the whole site. The SPDs for Daedalus will identify the procedure by which phased development proposals can be taken forward and make relevant contributions to the comprehensive re-development of the site.

5.53 Daedalus is a strategic employment allocation. The site within Fareham Borough has two principal development parcels - Hangars East and Hangars West - and employment uses will be provided on both parcels. The land use allocations are identified on the Proposals Map Amendments Inset Map B.

5.54 The key objective for the site is to provide local employment opportunities that take advantage of the unique characteristics of the site by exploiting its coastal location for marine uses and its airfield for aviation uses, whilst respecting the countryside location, maintaining the integrity of the strategic gap and ensuring that development and access arrangements do not cause a significant adverse impact on the settlement of Stubbington.

5.55 PUSH has identified the Daedalus site as a Strategic Employment Site. Daedalus is uniquely placed in South Hampshire to deliver employment floorspace with direct airfield access. The Council will work with SEEDA, or their successor bodies, the MCA and Gosport Borough Council to identify and facilitate the implementation of development proposals that protect the aviation assets on the site and maximise its potential for general aviation uses within the existing environmental constraints. PUSH has also identified a target for Daedalus of some 9,000sqm of additional warehouse or distribution floorspace.

5.56 In order to provide flexibility over the plan period the Council considers a figure of between 10,000sqm and 33,000sqm (gross) of additional employment (additional to the 16,820 sqm of existing floorspace) as general or light industrial uses, and/or warehouse uses associated with aerospace or marine employment, arranged primarily to enable direct access from the airfield, is appropriate at Daedalus as a whole, subject to evidence. The Council considers that subject to the careful design, siting and landscaping of built development, it may be possible for this scale of development to be accommodated.

\textsuperscript{40} Daedalus Visionary Framework, South East England Development Agency, January 2009

For further information please contact planningpolicy@fareham.gov.uk
without unduly affecting the character of the landscape or the integrity of the strategic gap. Further work will therefore need to demonstrate the necessity and appropriateness of this scale of employment and aviation development, having regard to the impact upon the countryside, strategic gap, and traffic congestion, and taking account of scheme viability associated with retention and maintenance of the airfield. The Council will pay particular attention to the need to ensure that new employment uses, particularly those such as open storage do not give rise to unacceptable levels of goods vehicle movements through Stubbington Village. The proposals will involve the redevelopment of some of the existing buildings and retention of others, together with the provision of new built floorspace. Phasing and other conditions and or planning obligations will be negotiated to secure the removal of built structures that are not be retained, in tandem with the provision of new floorspace.

5.57 Existing businesses already occupy some of the hangars and other buildings on the site. The Maritime and Coastguard Agency (MCA) and Driving Standard Agency test centre occupy premises which straddle the southern site boundary with Gosport. A mix of employment uses will be encouraged to meet local needs, which will also assist in reducing out-commuting from Gosport and Stubbington/Hill Head. In accordance with PPS4 and the Spatial Strategy for the borough, office development will be limited in scale to that of an ancillary nature. Maintaining the separation of Lee on the Solent/ Gosport and Stubbington is an important strategic objective, which will influence the design, siting, scale and precise balance of uses to be defined in the Supplementary Planning Document.

**Hangars West**

5.58 The area of Hangars West adjoins the existing settlement of Stubbington. It comprises a collection of indents of land to the settlement edge, occupied in part by existing hangars and hardstanding, which currently provide employment uses. In addition, there is an existing unused, non-standard access to Gosport Road and areas of wildlife habitat, together with boundary hedgerows and trees. The development strategy is to allow for additional and/or replacement employment floorspace of up to 20,000sqm gross, or 13,000sqm net, excluding existing floorspace. Development will be required to demonstrate that it does not undermine the integrity of the strategic gap, or the landscape character of the countryside, and responds to the needs of habitat and biodiversity protection and creation. The Council has also identified the need for additional allotment and possible open space provision for Stubbington and land at Hangars West has been identified as a suitable location. Suitable access and parking provision for the allotments will be required.

5.59 Development will also be required to be of a scale, location and use that does not adversely affect the amenity of existing residents to the west and provides adequate screening, noise attenuation and enhanced landscaping where necessary. Any landscaping will also be designed and maintained to contribute towards green infrastructure provision in the area. Primary access to Hangars West will be from Gosport Road. Any secondary access options will need to be considered through the SPD.

**Hangars East**

5.60 Hangars East is an area of land which projects north from the settlement of Lee-on-the-
Solent. It comprises a variety of hangars, buildings and hardstandings randomly arranged within a landscape that is characterised by its openness and flat topography within the countryside. The land sits centrally between the settlement edges of Stubbington to the west and Gosport to the east, and forms an integral part of the strategic gap. In addition, there is an existing unused, non-standard access to Broom Way and significant woodland and hedgerows to the north and east.

5.61 The Council recognises that in order to help ensure the long term operation of the airfield and to provide local employment opportunities, a level of commercial development within the strategic gap and countryside is necessary. Employment development comprising general or light industrial uses, and warehouse uses associated with aerospace or marine employment, will be acceptable and the Council will encourage such uses, particularly where they provide aviation related employment, taking advantage of the airfield location. However, given the sensitivity of the landscape character of the countryside and the integrity of the strategic gap, the intensity, scale and development form will need to be carefully located and designed.

5.62 The development strategy separates Hangars East into three zones; southern, central and northern. The southern area adjacent to the proposed access could accommodate up to 8,000sqm of general aviation floorspace on a single level, including ancillary office accommodation on 2 levels. This accommodation needs to take account of land within Gosport and allow for appropriate planting and parking space. The central area to the north will be redeveloped to allow for the existing hangar structures to be removed to create an undeveloped gap from the countryside to the east through to the open undeveloped airfield, retaining the openness of the strategic gap. As the hangars are demolished and replaced elsewhere on the site, this area will become increasingly open in character and managed for biodiversity and habitat creation. The northern area between the airfield and the woodland copse to the west and including the MARTSU 41 building will be developed for operational general and leisure aviation and supporting or related uses of up to 22,000sqm (gross) of existing and new floorspace within buildings grouped around the existing hardstandings and new accesses.

5.63 To ensure that the buildings do not dominate the open landscape character, of the site as a whole, development will need to be integrated into the landscape and be appropriately sited and scaled. Copse planting will be required to help diffuse views and lessen the visual impact of areas of hardstanding, access and lighting. Access to Hangars East will be via an upgraded junction from Broom Way. The site has underlying deposits of sand and gravel and consideration must therefore be given to the potential for prior extraction to avoid sterilising these important minerals. Beyond the northern area up to Gosport road, the land will be managed and planted to enhance biodiversity and habitat creation.

The airfield, MCA and land to the north of Hangars East

5.64 Outside of Hangars East and West, the site comprises the airfield, the MCA and driving school operations, scrub and farming land. With the exception of land identified on the Proposals Map, this area will remain free of development. Development will be required to contribute towards biodiversity and habitat creation on existing scrub and farmland to the north of the airfield operation. The MCA or any successor will be encouraged to manage

41 MARTSU - Mobile Aircraft Repair Transport and Salvage Unit

For further information please contact planningpolicy@fareham.gov.uk
their land to benefit biodiversity and habitat creation, subject to the safe operation of the airfield.

CS12 Daedalus Airfield Strategic Development Allocation

The former HMS Daedalus Airfield is allocated for strategic employment development. Development will be permitted where:

- it is demonstrated that it does not adversely affect the existing or future potential general aviation operation of the airfield;
- it does not unacceptably diminish the integrity and function of the strategic gap between Stubbington/ Lee-on-the-Solent and Fareham/ Gosport;
- it does not adversely affect the integrity of the landscape character of the countryside;
- it can demonstrate that there will be no adverse impacts on European designated sites;
- primary access is from Broom Way (Hangars East) and Gosport Road (Hangars West);
- it does not have an adverse impact on air quality;
- prior consideration is given to the potential extraction of mineral deposits;
- it incorporates the site’s heritage where feasible;
- both archaeological and contamination assessments and evaluations are carried out prior to the commencement of development;
- it delivers, or facilitates the delivery of high quality development including:
  a. employment development that retains and strengthens the marine and aviation employment clusters, particularly those that require direct access to an operational airfield;
  b. between 10,000sqm and 33,000sqm of net additional general, or light industrial or warehousing (associated with aerospace or marine) employment floorspace with only ancillary office accommodation, to contribute towards the overall provision set out in Policy CS1;
  c. the creation of local employment opportunities that take advantage of and develop local skills, including during construction;
  d. open space accessible to residents particularly those of Stubbington and Hill Head;
  e. landscaping and green infrastructure including allotments together with linkages to the existing footpath network and the Alver Valley;
  f. environmental and biodiversity protection and enhancement;
  g. minimising increases in traffic levels and congestion, through sustainable transport arrangements;
  h. a reorganisation and consolidation of existing and new floorspace, including the phased removal of some existing built structures to create an efficient arrangement of buildings and associated activities sympathetic to the landscape and strategic gap, whilst having regard to the specific space
and operational requirements of aviation related employment uses;
  i.  appropriate utility service provision.

Replacement and new buildings will be energy efficient and be designed to reflect existing building heights and mass and take advantage of site topographical and built features that help to reduce adverse impacts upon residential amenity, landscape character and the integrity of the strategic gap.

Development must take account of the odour contour on the north of the site from the Peel Common waste treatment works.

**NORTH OF FAREHAM STRATEGIC DEVELOPMENT LOCATION**

**To meet Strategic Objectives SO1 SO5 and SO8**

**Policy Context and Background**

5.65 In December 2005 the Partnership for Urban South Hampshire (PUSH) submitted its advice to the South East of England Regional Assembly (SEERA) on the appropriate distribution of new housing across the South Hampshire sub-region. The South Hampshire strategy was focused on the urban regeneration of the two cities (Portsmouth and Southampton), and the priority for delivering housing land was centred on bringing forward brown-field sites in the older urban areas. However it was recognised that some green-field land would be required particularly in the later part of the plan period. The strategy therefore proposed two Strategic Development Areas (SDAs), including one within Fareham Borough to the north of the M27 motorway, comprising up to 10,000 new homes, and 121,000 sq m of employment floorspace, supporting facilities and quality public transport links to further job opportunities in the city and town centres. The strategy (policy SH2) recommended that the precise form and location of the SDA should be established in the Council’s Local Development Documents, and that the Council should develop a masterplan for the area in partnership with developers.

5.66 This advice was subsequently taken up and included in the recently revoked South East Plan with the precise form and location of the SDA to be defined in a Development Plan Document (DPD). The DPD would also include areas of open land, defining the precise boundaries of land necessary to prevent the coalescence of the SDA with adjoining settlements.

5.67 The Core Strategy will therefore establish the overarching policy and high level development principles for the SDA, which will guide the preparation of an Area Action Plan (AAP) and masterplan to bring forward the development. The Core Strategy gives a broad indication of where the SDA will be located and an assessment of the development potential within that area. But the precise boundary and details of the development will be contained in the AAP.

5.68 The Council will develop the masterplan in partnership with the development interests at an early stage of the development process to provide further detail on the spatial

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42 South Hampshire Sub-regional Strategy: Final Advice to SEERA; PUSH 2005