

Sustainability Appraisal (SA) for the Rushmoor Local Plan

SA Report

Rushmoor Borough Council

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Quality information

Prepared by



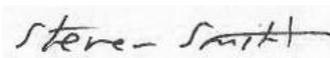
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Revision History

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1	27 March 2017	Working draft for review	Alastair Peattie	Principal Consultant
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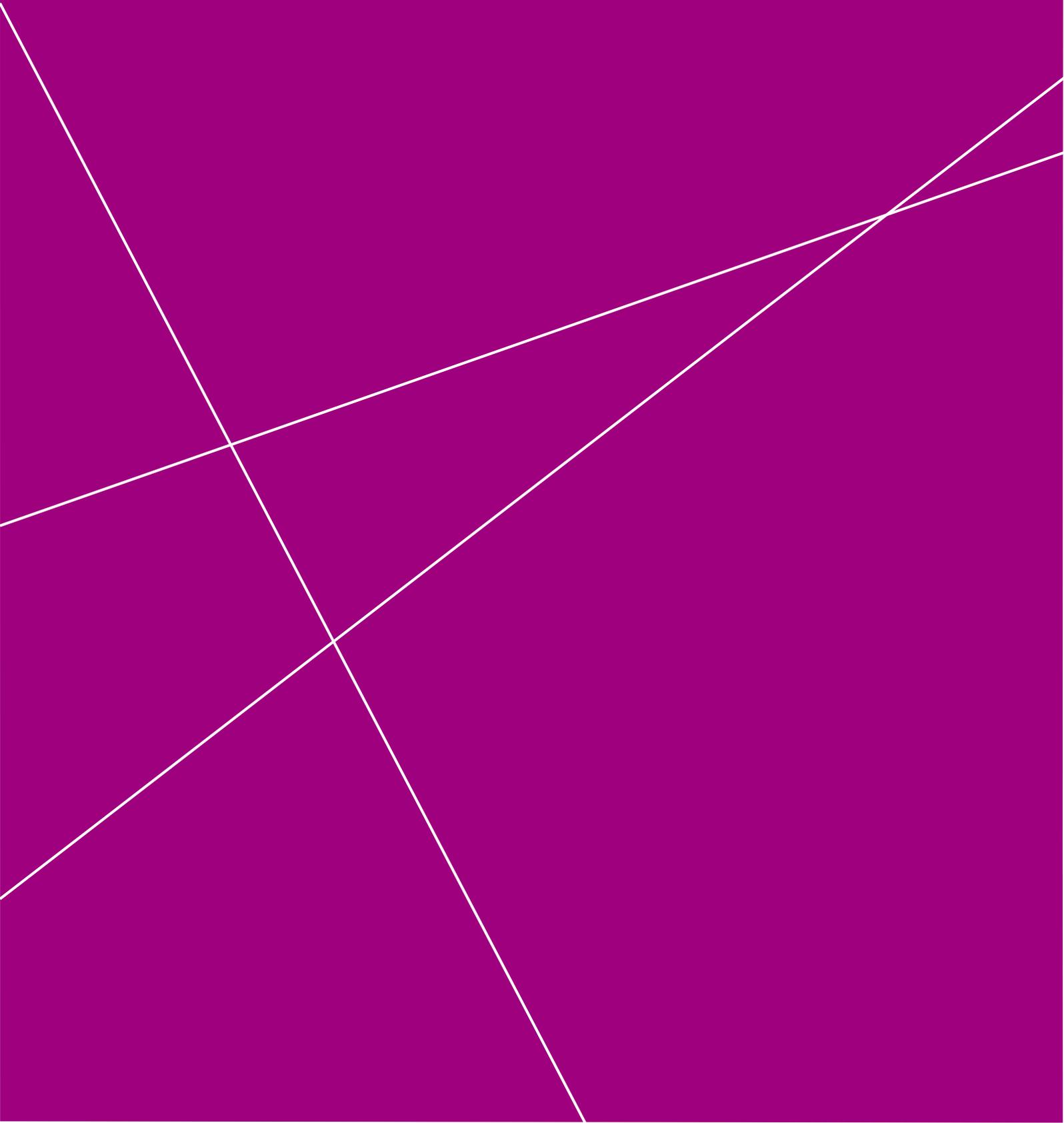
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Introduction



1. Introduction

1.1 Background

AECOM is commissioned to lead on sustainability appraisal (SA) in support of the emerging Rushmoor Local Plan. SA is a mechanism for considering and communicating the likely effects of a draft plan, and alternatives, with a view to avoiding and mitigating adverse effects and maximising the positives. SA of Local Plans is a legal requirement.¹

1.2 SA Explained

It is a requirement that SA is undertaken in line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004, which transposed into national law EU Directive 2001/42/EC on strategic environmental assessment (SEA).²

In accordance with the Regulations, a report (known as the SA Report) must be published for consultation alongside the draft plan that essentially 'identifies, describes and evaluates' the likely significant effects of implementing 'the plan, and reasonable alternatives'.³ The report must then be taken into account, alongside consultation responses, when finalising the plan.

More specifically, the SA Report must answer the following three questions:

1. What has Plan-making / SA involved up to this point?
 - Including in relation to 'reasonable alternatives'.
2. What are the SA findings at this stage?
 - i.e. in relation to the draft plan.
3. What happens next?
 - What steps will be taken to finalise (and monitor) the plan?

1.3 This SA Report⁴

This document is the SA Report for the Rushmoor Local Plan (hereafter referred to as the 'draft plan'), and, as such, each of the three SA questions is answered in turn below, with a 'part' of the report dedicated to each.

Before answering Question 1, two initial questions are answered in order to further 'set the scene': i) What is the plan trying to achieve?; and ii) What is the scope of the SA?

1.4 What is the plan seeking to achieve?

1.4.1 Overview

The Rushmoor Local Plan will guide the location, scale and type of future development in Rushmoor Borough up to 2032, as well as providing detailed development management policies to be used in determining planning applications.

Once adopted, the Local Plan will replace two existing planning documents, namely the Core

¹ Since provision was made through the Planning and Compulsory Purchase Act 2004 it has been understood that local planning authorities must carry out a process of Sustainability Appraisal alongside plan-making. The centrality of SA to Local Plan-making is emphasised in the National Planning Policy Framework (2012). The Town and Country Planning (Local Planning) (England) Regulations 2012 require that an SA Report is published for consultation alongside the 'Proposed Submission' plan document.

² The SA process incorporates the SEA process. Indeed, SA and SEA are one and the same process, differing only in terms of substantive focus. SA has an equal focus on all three 'pillars' of sustainable development (environment, social and economic).

³ Regulation 12(2) of the Environmental Assessment of Plans and Programmes Regulations 2004

⁴ See Appendix I for further explanation of the regulatory basis for answering certain questions within the SA Report, and a 'checklist' explaining more precisely where within this report certain regulatory reporting requirements are met.

Strategy (adopted 2011) and saved policies in the Rushmoor Local Plan Review, 2000.

The Local Plan will be used to:

- Guide the location, scale and type of future development in Rushmoor Borough up to 2032;
- Help deliver land use elements of other plans and strategies which affect the borough; and
- Inform decisions on planning applications.

1.4.2 Plan objectives

A 'vision' for the borough has been established, which informed development of the following strategic objectives for the draft plan:

- A. To address housing needs by planning for at least 7,850 new homes of an appropriate housing mix and tenure, including specialist housing needs, between 2014 and 2032.
- B. To deliver a sustainable urban extension at Wellesley, Aldershot, of about 3,850 new homes by 2032.
- C. To protect the land required to fulfil the borough's role in enabling strong economic performance across the Functional Economic Area and wider Enterprise M3 LEP area through the safeguarding of Strategic and Locally Important Employment Sites.
- D. To enhance the vitality and viability of Aldershot and Farnborough town centres as retail and leisure destinations to meet the needs of residents, and to support the vibrancy of North Camp District Centre.
- E. To support the continuation of business aviation flying and the biennial Airshow at Farnborough Airport.
- F. To ensure the appropriate protection of existing, and the provision of new, infrastructure, including green infrastructure and community facilities.
- G. To ensure high quality, well-designed, development is delivered in the borough.
- H. To improve quality of life for residents, addressing borough wide and neighbourhood deprivation issues including targeted improvement work in pockets of deprivation.
- I. To conserve and enhance the borough's built and natural environment, including heritage assets, areas of ecological value and the water environment.
- J. To reduce the Borough's contribution to the causes of climate change and to minimise the impacts of climate change on the Borough through a combination of mitigation and adaptation measures.
- K. To encourage sustainable solutions to movement in and out, and around, the borough.

1.5 What's the plan not trying to achieve?

It is important to emphasise that the plan will be strategic in nature. Even the allocation of sites should be considered a strategic undertaking, i.e. a process that omits consideration of some detailed issues in the knowledge that these can be addressed further down the line (through the planning application process). The strategic nature of the plan is reflected in the scope of the SA.

2. What's the scope of the SA?

2.1 Introduction

The aim here is to introduce the reader to the scope of the SA, i.e. the sustainability issues / objectives that should be a focus for SA.

Further information on the scope of the SA - i.e. a more detailed review of sustainability issues/objectives as highlighted through a review of the sustainability 'context' and 'baseline' - is presented in **Appendix II**.

2.2 Consultation on the scope

The SEA Regulations require that "When deciding on the scope and level of detail of the information that must be included in the Environmental Report [i.e. the SA scope], the responsible authority shall consult the consultation bodies". In England, the consultation bodies are the Environment Agency, Historic England and Natural England.⁵ As such, these authorities were consulted on the SA scope in 2014. Since that time, the SA scope has evolved as new evidence has emerged - however, the scope remains fundamentally similar to that agreed through the dedicated scoping consultation in 2014.

2.3 Key issues and SA objectives

The policy context and baseline information lead to the identification of a number of key sustainability issues. The key issues were set out in the Scoping Report (2014) and were also updated and presented in the SA Report that accompanied the Preferred Approach on consultation in 2015. The policy context, baseline information and key issues are set out in **Appendix II** of this report.

The following table presents the sustainability objectives established through SA scoping, i.e. in-light of context/baseline review, the key issues and consultation.⁶ The objectives are linked to a number of sustainability topics. Taken together, these sustainability topics and objectives provide a methodological 'framework' for appraisal.⁷

Table 1: SA objectives

SA objective	SA topic
1) To maximise the opportunity for everyone to have a decent and affordable home.	<ul style="list-style-type: none"> Housing
2) To facilitate the improved health and well-being of the population and reduce inequalities in health.	<ul style="list-style-type: none"> Community and wellbeing
3) To reduce relative deprivation and social exclusion and to promote an equal society.	<ul style="list-style-type: none"> Community and wellbeing
4) To increase the vitality and viability of Aldershot and Farnborough centres and North Camp district centre.	<ul style="list-style-type: none"> Economy and employment
5) To improve accessibility for all to services, employment and recreational opportunities.	<ul style="list-style-type: none"> Community and wellbeing Economy and employment
6) To encourage the development of, and participation in cultural, creative and sporting activity.	<ul style="list-style-type: none"> Community and wellbeing
7) To improve energy efficiency, continue reducing waste, reduce greenhouse gas emissions and air pollution, and ensure air quality continues to improve.	<ul style="list-style-type: none"> Climate change Transport and traffic
8) To conserve and enhance biodiversity throughout Rushmoor and work	<ul style="list-style-type: none"> Biodiversity

⁵ In-line with Article 6(3) of the SEA Directive, these consultation bodies were selected because 'by reason of their specific environmental responsibilities, [they] are likely to be concerned by the environmental effects of implementing plans and programmes.'

⁶ N.B. The SA objectives were revised in 2015 to take account of updates to the scoping information and key issues presented within the SA Report published alongside the Preferred Approach in 2015.

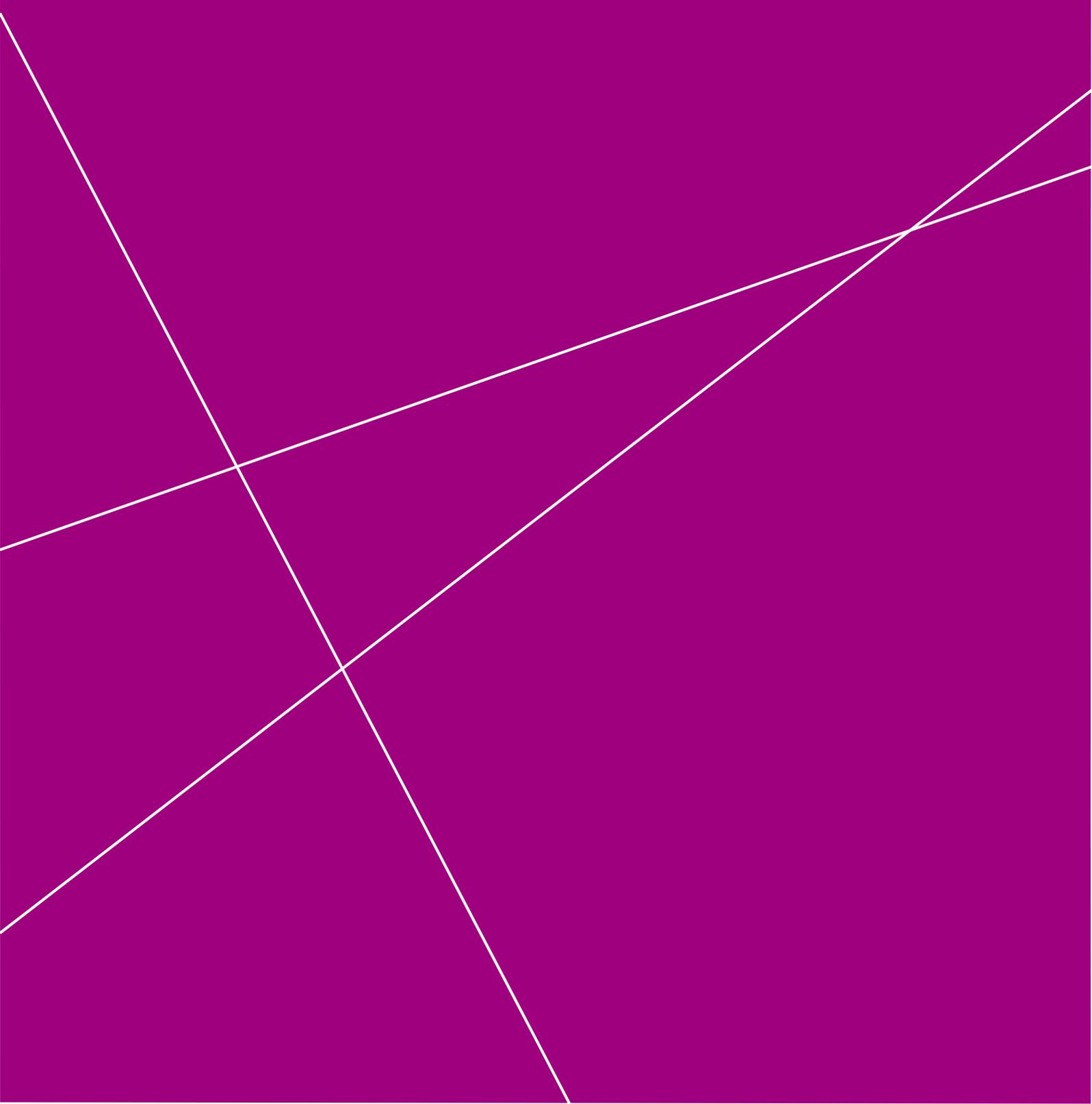
⁷ N.B. It is important to note that the objectives and themes are all closely linked and there are direct and indirect interrelationships between them.

SA objective

SA topic

SA objective	SA topic
to improve and protect the condition of the Thames Basin Heaths Special Protection Area.	
9) To reduce the need to travel, encourage alternatives to the car, and make best use of existing transport infrastructure.	<ul style="list-style-type: none"> • Transport and traffic
10) To secure the protection and management of listed buildings, conservation areas and other features of historic, landscape and archaeological importance including local distinctiveness and sense of place.	<ul style="list-style-type: none"> • Historic environment • Landscape
11) To protect, enhance and manage the character and appearance of townscapes / landscapes, and promote high quality design of new development and landscaping.	<ul style="list-style-type: none"> • Historic environment • Landscape
12) To manage flood risk, including surface water flooding, and prevent inappropriate development in identified areas of flood risk, maintain and improve ground and surface water quality, and encourage sustainable water management.	<ul style="list-style-type: none"> • Climate change • Natural resources
13) To improve enterprise performance, and promote and encourage a buoyant and diverse local economy which provides jobs to match the skills and needs of local residents.	<ul style="list-style-type: none"> • Economy and employment
14) To raise the level of educational attainment and encourage the development of skills.	<ul style="list-style-type: none"> • Economy and employment
15) To create and maintain safer and more secure communities and reduce the fear of crime.	<ul style="list-style-type: none"> • Community and wellbeing
16) To reduce the proportion of the community adversely affected by noise disturbance from aircraft associated with Airport.	<ul style="list-style-type: none"> • Community and wellbeing
17) To promote appropriate safe use of land in and close to Farnborough Airport and alleviate concerns over the safety of airport operations.	<ul style="list-style-type: none"> • Community and wellbeing
18) To manage and mitigate the impacts of climate change, including flood risk.	<ul style="list-style-type: none"> • Climate change
19) Improve and broaden access to, and understanding of, local heritage sites, areas and buildings.	<ul style="list-style-type: none"> • Landscape • Historic environment
20) To maintain and improve soil quality.	<ul style="list-style-type: none"> • Natural resources

Part 1: What has Plan-making/ SA involved up to this point?



3. Introduction (to part 1)

Plan-making has been underway since 2014, with a wide range of evidence produced to inform the development of the draft plan. Prior to this current consultation (Local Planning Regulation 19⁸), a Local Plan Preferred Approach was published in June 2015 and this was accompanied by an SA Report.

Rather than recap the entire 'story' in detail, the intention here is to explain the work undertaken in 2016 and 2017, which led to the development of the draft plan that is currently the focus of appraisal (see Part 2, below) and currently published under Local Planning Regulation 19. Specifically, in-line with regulatory requirements (Schedule 2 of the SEA Regulations), there is a need to explain how work was undertaken to develop and then appraise reasonable alternatives, and how the Council then took into account appraisal findings when finalising the draft plan for publication.

This part of the report presents information regarding the consideration of reasonable alternative spatial strategies, i.e. alternative approaches to the allocation of land to meet development needs.

N.B. This information is important given the requirements of the SEA Regulations, specifically the requirement to present (within the SA Report) an appraisal of 'reasonable alternatives' and 'an outline of the reasons for selecting the alternatives dealt with'.

3.1 What is the key issue for the plan?

Whilst the plan objectives (see chapter 1, above) are numerous and cover a range of issues, it is clear that an overarching objective⁹ relates to the identification of land to meet housing needs. Determining an approach to housing growth is the primary means by which the plan seeks to achieve wide ranging objectives. It is the matter at the heart of the plan.

Hence it is considered reasonable¹⁰ that alternatives appraisal should focus on this matter. Whilst the plan is set to establish policy to address a range of other specific issues, it was recognised as reasonable and proportionate to develop policy without formal alternatives appraisal in 2016 (recognising that some thematic plan issues have already been considered in 2015, with findings published in the SA Report that accompanied the Local Plan Preferred Approach).

3.2 What about site options?

Site options - i.e. the pool of sites available, deliverable and potentially suitable for allocation through the plan - were appraised in 2016 and early 2017. The role of site options appraisal within the SA process has primarily been to provide an evidence base to facilitate the development of spatial strategy alternatives.¹¹ As such, site options appraisal is not given further explicit attention within this part of the report. Specific sites are discussed as part of the justification for developing alternative spatial strategies, but formal site options appraisal findings are presented only in **Appendix III**.¹²

⁸ The Town and Country Planning (Local Planning) (England) Regulations 2012

⁹ In line with the Environmental Assessment of Plans and Programmes Regulations (2004), a decision on what 'reasonably' should be the focus of alternatives appraisal should be made in-light of the plan objectives. In the case of the Rushmoor Local Plan, it is suggested that plan objective A, which relate to meeting objectively assessed housing needs, is somewhat overarching.

¹⁰ Recent case-law (most notably Friends of the Earth Vs. Welsh Ministers, 2015) has established that planning authorities may apply discretion and planning judgement when determining what should reasonably be the focus of alternatives appraisal, recognising the need to apply a proportionate approach and ensure an SA process / report that is focused and accessible.

¹¹ In other words, site options appraisal was undertaken as a means to an end (i.e. development and appraisal of reasonable alternatives), rather than an end in itself. It is worth noting that site options are not 'alternatives' in that they are not mutually exclusive.

¹² Also, the merits of preferred site options are discussed in Part 2 of this report.

3.3 Structure of this part of the report

This part of the report is structured as follows:

- Chapter 4 - explains reasons for selecting the alternatives dealt with;
- Chapter 5 - presents an appraisal of the reasonable alternatives; and
- Chapter 6 - explains reasons for selecting the preferred option.

4. Developing the Reasonable Alternatives

4.1 Introduction

This chapter explains the work undertaken in 2016 and early 2017 to develop 'reasonable' spatial strategy alternatives. This chapter:

- explains the context and background to alternatives development; and then
- explains the process followed in 2016/17 in order to establish reasonable alternatives.

4.2 Context and background

4.2.1 Preferred Approach (2015)

In October 2014, the Council decided to pursue a new, single Local Plan that will provide the overarching spatial strategy for Rushmoor, guiding the location, scale and type of future development up to 2032, as well as providing detailed development management policies.

The first stage of public consultation known as the 'Preferred Approach' took place in June and July 2015. The document set out a number of different options for policies and proposals for consideration based on the evidence base available at that time. The purpose of the consultation was to canvass views on the options as well as preferred approaches and allow stakeholders an opportunity to suggest alternative approaches or further issues that should be addressed within the draft plan.

All of the options identified in the Preferred Approach consultation document were considered through the SA process. A SA Report was published alongside the Preferred Approach in June 2015, with summary appraisal findings presented within the main body of the report and detailed appraisal findings presented within Appendix 4. The Preferred Approach and SA Report are available to view and download on the Council's website here: <http://www.rushmoor.gov.uk/newlocalplan>

As stated in Chapter 3, the focus of the SA at this stage is the identification and appraisal of reasonable alternatives for the spatial strategy. This is reflected in the summary of the previous SA work set out below.

4.2.1.1 Identifying development options in 2015

The Council undertook a Housing Market Area (HMA) Analysis in August 2013, which identified that, whilst Rushmoor has links with a number of neighbouring local authorities, the strongest links are with Hart and Surrey Heath Councils. The three Councils therefore agreed to undertake a joint Strategic Housing Market Assessment (SHMA). The SHMA identified a housing need of 1,180 homes per annum across the HMA between 2011 and 2031. Of these, 470 homes per annum were identified as being required within Rushmoor. The SHMA identified a total of 9,822 dwellings to be provided in the borough over the Plan period (2011 to 2032).¹³

Using a base date of March 2014, the Strategic Housing Land Availability Assessment (SHLAA) (2015) identified potential capacity for the delivery of 7,016 dwellings up to 2029 from sites with planning permission which had not yet started, and other sites identified as having potential for housing development. In addition to potential sites identified through the SHLAA, an assessment was also made of overall delivery to include the number of homes already completed since 2011 (620), the remainder of the Wellesley (Aldershot Urban Extension) development which will be delivered between 2029-2032, and a windfall allowance for sites not covered by site specific identification in the SHLAA because they are considered too small to be identified.¹⁴

In total, the evidence and options work identified potential capacity in the borough between 2011 and 2032 of about 8,200 new dwellings. This was based on:

¹³ Hart District Council, Rushmoor Borough Council and Surrey Heath Borough Council (2014) Hart, Rushmoor and Surrey Heath Strategic Housing Market Assessment. Available [online]: <http://www.rushmoor.gov.uk/CHttpHandler.ashx?id=14082&p=0>

¹⁴ Rushmoor Borough Council (2015) Strategic Housing Land Availability Assessment. Available [online]: <http://www.rushmoor.gov.uk/CHttpHandler.ashx?id=14570&p=0>

- a. 620 completions since 2011.
- b. 3,850 new homes to be delivered at Wellesley.
- c. SHLAA sites including potential for:
 - About 450 new homes in Aldershot town centre¹⁵;
 - About 360 new homes in Farnborough Town Centre;
 - Release of some employment sites (The Crescent and Meudon House/115-117 Pinehurst); and
 - Other opportunities such as office conversions, site redevelopments etc. where there is known developer interest.
- d. Windfall allowance for small sites.

The estimated capacity for housing which can be delivered up to 2032 of about 8,200 dwellings fell short of the need for 9,822 dwellings identified in the SHMA. In assessing whether this need could be met, the Council sought to maximise the use of town centre sites, both to enable housing delivery and to support town centre regeneration objectives, and explored opportunities for the further release of employment sites, having regard to the need to provide a reasonable balance between employment and housing, and ensure a sufficient supply of employment sites to meet the economic needs of the Functional Economic Area (FEA).

A Housing Delivery Topic Paper was produced by the Council to support the development of the Local Plan and published as part of the evidence base in June 2015. It brought together the different elements of the evidence base referred to above; including the SHMA (2014), SHLAA (2015), Employment Land Review (2015) and Five Year Housing Land Supply Paper 2014-2019. It identified that, in seeking to deliver the objectively assessed need of 9,822 new homes, there would be an initial shortfall up until about 2019/20, and then again towards the end of the Plan period from 2025 through to 2032. Overall this would result in a shortfall of about 1,600 homes over the Plan period.¹⁶

Based on the evidence set out above, the Preferred Approach Document identified four growth options:

- A. Provision of **8,200** new homes between 2011-2032 subject to SPA requirements being met¹⁷. Protection of Employment Sites, measures to maintain and enhance hierarchy of town centres.
- B. As Option A but meeting objectively assessed need (SHMA) of 470 dwellings pa (**9,822** dwellings 2011-2032).
- C. As Option A but continue with Core Strategy figure of 370 dwelling pa (**7,700** dwellings 2011-2032).
- D. As Option A but housing target based on SHLAA evidence minus about 500 homes for current shortfall in SANG capacity and existing completions (**7,800** dwellings 2011-2032).

4.2.1.2 Appraising development options (2015)

The SA Report published in 2015 alongside the Preferred Approach consultation document presented an appraisal of the four growth options. Summary appraisal findings were presented within the main body of the report, whilst detailed appraisal findings were presented within an appendix. For completeness, the key used and detailed findings for the spatial strategy options are presented below.

¹⁵ Capacity from Aldershot and Farnborough town centres will be informed by town centre masterplanning work on a number of sites and any changes to capacity arising out of this will feed in to the next stage of the Local Plan

¹⁶ Rushmoor Borough Council (2015) Topic Paper 2 Housing Delivery. Available [online]:

<http://www.rushmoor.gov.uk/CHttpHandler.ashx?id=14851&p=0>

¹⁷ The Thames Basin Heaths SPA Delivery Framework identified that new development between 400m and 5km from the SPA will need to develop or contribute towards SANG capacity.

Table 2: Appraisal key (2015)

Beneficial		Adverse		Uncertain	No effect
++	+	-	--	?	~
Significant positive effect on Objective	Positive effect on Objective	Negative effect on Objective	Significant negative effect on Objective	Uncertain effect on Objective due to unknown factors	Neutral / No effect on Objective.

Table 3: Appraisal of spatial strategy options (2015)

SS2 – Spatial Strategy					
SA Objective	Duration ¹⁸	A	B	C	D
1) To maximise the opportunity for everyone to have a decent and affordable home.	ST	++	++	+	+
	MT	++	++	+	+
	LT	++	++	+	+
2) To facilitate the improved health and well-being of the population and reduce inequalities in health.	ST	+	+	+	+
	MT	+	+	+	+
	LT	+	+	+	+
3) To reduce relative deprivation and social exclusion and to promote an equal society.	ST	++	++	+	+
	MT	++	++	+	+
	LT	++	++	+	+
4) To increase the vitality and viability of Aldershot and Farnborough centres and North Camp district centre.	ST	++	++	++	++
	MT	++	++	++	++
	LT	++	++	++	++
5) To improve accessibility for all to services, employment and recreational opportunities.	ST	+	+	+	+
	MT	+	+	+	+
	LT	+	+	+	+
6) To encourage the development of, and participation in cultural, creative and sporting activity.	ST	~	~	~	~
	MT	~	~	~	~
	LT	~	~	~	~
7) To improve energy efficiency, continue reducing waste, reduce greenhouse gas emissions and air pollution, and ensure air quality continues to improve.	ST	-	-	-	-
	MT	-	-	-	-
	LT	-	-	-	-
8) To conserve and enhance biodiversity throughout Rushmoor and work to improve and protect the condition of the Thames Basin Heaths Special Protection Area.	ST	+	-	+	+
	MT	+	-	+	+
	LT	+	-	+	+
9) To reduce the need to travel, encourage alternatives to the car, and make best use of existing transport infrastructure.	ST	-?	-?	-?	-?
	MT	-?	-?	-?	-?
	LT	-?	-?	-?	-?
10) To secure the protection and management of listed buildings, conservation areas and other features of historic, landscape and archaeological importance including local distinctiveness and sense of place.	ST	+	-	+	+
	MT	+	-	+	+
	LT	+	-	+	+
11) To protect, enhance and manage the character and appearance of townscapes / landscapes, and promote high	ST	+	-	+	+
	MT	+	-	+	+

¹⁸ N.B. Short-term (ST), medium-term (MT) and long-term (LT).

SS2 – Spatial Strategy					
SA Objective	Duration ¹⁸	A	B	C	D
quality design of new development and landscaping.	LT	+	-	+	+
12) To manage flood risk, including surface water flooding, and prevent inappropriate development in identified areas of flood risk, maintain and improve ground and surface water quality, and encourage sustainable water management.	ST	+	+	+	+
	MT	+	+	+	+
	LT	+	+	+	+
13) To improve enterprise performance, and promote and encourage a buoyant and diverse local economy which provides jobs to match the skills and needs of local residents.	ST	++	-?	++	++
	MT	++	-?	++	++
	LT	++	-?	++	++
14) To raise the level of educational attainment and encourage the development of skills.	ST	?	?	?	?
	MT	?	?	?	?
	LT	?	?	?	?
15) To create and maintain safer and more secure communities and reduce the fear of crime.	ST	+	-	+	+
	MT	+	-	+	+
	LT	+	-	+	+
16) To reduce the proportion of the community adversely affected by noise disturbance from aircraft associated with Airport.	ST	~	~	~	~
	MT	~	~	~	~
	LT	~	~	~	~
17) To promote appropriate safe use of land in and close to Farnborough Airport and alleviate concerns over the safety of airport operations.	ST	~	~	~	~
	MT	~	~	~	~
	LT	~	~	~	~
18) To manage and mitigate the impacts of climate change, including flood risk.	ST	?	?	?	?
	MT	?	?	?	?
	LT	?	?	?	?
19) Improve and broaden access to, and understanding of, local heritage sites, areas and buildings.	ST	~	~	~	~
	MT	~	~	~	~
	LT	~	~	~	~
20) To maintain and improve soil quality.	ST	~	~	~	~
	MT	~	~	~	~
	LT	~	~	~	~

Comments:

Generally positive results for all four policy options. Although **Option B** is better for housing as delivers slightly more new homes over the Plan period, overall **Option A** is more sustainable. To accommodate Option B would require increased densities and/or the loss of other land uses such as employment or open space, all of which may have a less positive or slightly negative effect on SA Objectives covering economic development, density levels, townscape and landscape. Option B may make it less possible to achieve a sense of place and new open space if density levels increase.

The SPA is protected whichever scenario is chosen as it is an internationally protected site. New housing cannot be occupied until appropriate mitigation or avoidance measures are in place. RBC has a limited amount of SANG available which will make **Option B** the most difficult to deliver.

None of the new housing is proposed near the Airport or in areas of floodplain which is positive. This policy is reliant on other policies in the Plan and NPPF being present and up to date to deliver sustainable development, for example regarding consideration of the potential impacts of climate change on the Borough and proposed new developments.

Options C and D result in generally positive outcomes, however, as less housing will be provided (and more can be accommodated within the Borough taking into account the SPA constraints), the result is slightly less positive on SA Objective A than the other options.

4.2.1.3 The Preferred Approach (2015)

The Council progressed Option A as it sought to reasonably meet the housing needs based on up-to-date evidence and taking account of existing constraints to development within the borough. Option B was rejected by the Council as, whilst it would have benefits in meeting housing needs based on up – to-date evidence, it would result in the loss of land in other uses, particularly employment land which would have a negative impact upon economic growth, thereby failing to align the housing and employment strategies in the Local Plan. Moreover, this option was not considered likely to be deliverable based on the capacity of potential housing sites without a significant detrimental impact on local character (for example if densities were increased)

Option C was rejected as it would not use all reasonable endeavours to meet housing needs based on up-to-date evidence, or maximise the opportunities for town centre regeneration. Moreover, capacity work demonstrated that a higher level of homes could be delivered, as set out for Option A. Option D was rejected for similar reasons to Option C. It would not use all reasonable endeavours to meet housing needs based on up-to-date evidence, or maximise the opportunities for town centre regeneration. Moreover, capacity work demonstrated that a higher level of homes could be delivered, as set out for Option A.

4.3 Developing reasonable alternatives in 2016/17

Since the Preferred Approach consultation in 2015, the evidence base and further technical work has progressed. It was therefore recognised that further work was needed to refine understanding of spatial strategy alternatives (i.e. continue the process of refinement discussed above)¹⁹ and ultimately arrive at reasonable alternatives for appraisal/ consultation. The task involved giving consideration to 'top-down' factors and 'bottom-up' factors, before finally bringing the evidence together and establishing reasonable alternative spatial strategies.

4.3.1 'Top-down' considerations

4.3.1.1 Quantum

The joint SHMA was updated in 2016 and published in January 2017. It identified a housing need of 1,200 homes per annum across the HMA between 2014 and 2032. Of these, 436 homes per annum were identified as being required within Rushmoor, equating to a total need of 7,850 dwellings to be provided in the borough over the Plan period (2014 to 2032). This is a slight reduction (34 dwellings per annum) in the total need identified in the previous joint SHMA published in 2014. The SHMA notes that while, "Rushmoor appears to exhibit higher levels of need for affordable housing this is driven, in part, by the larger stock of affordable housing in the authority area and the larger existing rented sector. Both of these factors give rise to larger numbers of people assessed to be in need, but that need could be met anywhere in the HMA".²⁰

The housing need figure set out in the SHMA is the starting point against which an assessment of physical and environmental constraints must be made to determine whether the housing needs can be met or, if not, what the capacity of the borough might be.

4.3.2 'Bottom-up' considerations

4.3.2.1 Strategic Housing and Economic Land Availability Assessment

The main piece of evidence used to help determine whether the identified housing needs for the Borough can be met is the Strategic Housing and Economic Land Availability Assessment (SHELAA). This identifies the availability and suitability of sites across the Borough with the potential to accommodate housing and employment as well as other uses. It should be noted that the SHELAA work and findings superseded the SHLAA discussed earlier in this section. Rushmoor Borough Council worked with Hart District Council and Surrey Heath Borough Council to develop a consistent and standardised methodology for SHELAA's within the HMA and FEA. By using a common methodology, the Councils sought to make it possible to more readily assimilate information from across the HMA and FEA, extending the picture of housing land supply across the entire HMA, in line with the 'Duty to Cooperate'.

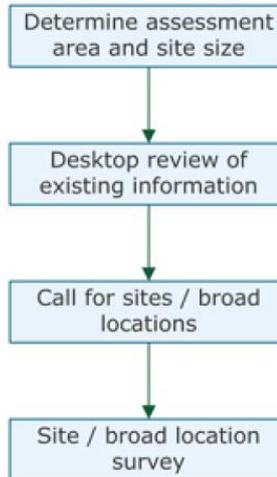
The SHELAA involved five stages and these are illustrated in **Figure 1** on the next page.

¹⁹ National Planning Practice Guidance is clear that understanding of alternatives should be 'refined' over time through the SA process.

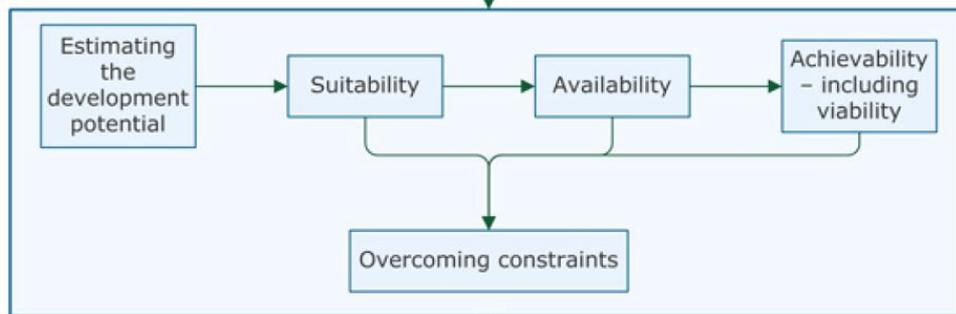
²⁰ Hart District Council, Rushmoor Borough Council & Surrey Heath Borough Council (2016) Hart, Rushmoor and Surrey Heath Strategic Housing Market Assessment 2014-2032. Final Report. Available [online]: <http://www.rushmoor.gov.uk/CHttpHandler.ashx?id=17271&p=0>

Figure 1: SHELAA Stages and Tasks

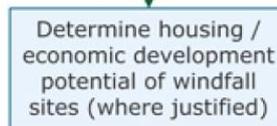
Stage 1- Site / broad location identification



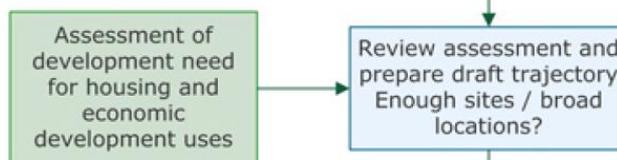
Stage 2 - Site / broad location assessment



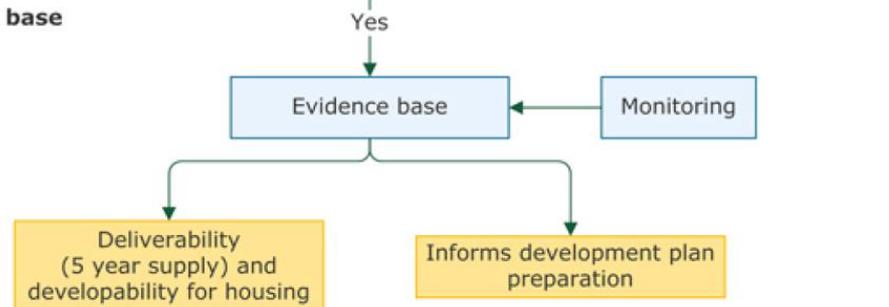
Stage 3 - Windfall assessment



Stage 4 - Assessment review



Stage 5 - Final evidence base



Stage 1 - Identification of sites and broad locations

The Council carried out a formal 'call for sites jointly with Surrey Heath Borough Council from 15 February to 14 March 2016. This allowed developers, landowners and others with an interest in the future development of land within the HMA and FEA to submit sites for consideration. It should be noted that, in accordance with the NPPG, the SHELAA only considered those sites that were identified as being capable of delivering five or more dwellings (net) or economic development at a minimum size of 0.25ha (or 500sqm net additional floorspace) or above. Sites falling below this threshold are considered potential windfall sites and were not included in the SHELAA other than as part of the windfall allowance in the housing trajectory.

As part of this stage, the Council undertook a desktop review to identify as wide a range as possible of sites as well as broad locations for development. All sites submitted at this point, regardless of constraints, were included at this stage for the sake of comprehensiveness. The sites at this stage were assessed against national policies and designations to establish which had reasonable potential for development and should be included in the next stages for more detailed consideration.

A total 168 sites were identified in the SHELAA. These sites were considered against the set of criteria which would determine that they have no potential for development and should be excluded from further detailed analysis. These sites are identified in the SHELAA as 'Excluded sites'²¹. As a result of this assessment, no sites were 'excluded' and all 168 sites were considered acceptable to be progressed to the next stage.

Stage 2 - Site/ broad location assessment

The suitability, availability and achievability of sites and broad areas were then assessed and a judgement made in the plan-making context as to whether a site could be considered deliverable. Assessing the suitability of a site was guided by the following:

- Up-to-date policies in the adopted development plan, advanced emerging Local Plan policy and national policy;
- Market requirements in the HMA/FEA;
- Physical limitations or problems such as access, infrastructure, ground conditions, flood risk, hazardous risks, pollution or contamination;
- Potential impacts including the effect on landscape features and heritage conservation;
- Contribution to regeneration priority areas (where applicable); and
- Environmental amenity impacts.

It should be noted that any housing sites allocated in existing development plans, or sites with planning permission for residential development were considered suitable for housing development.

In terms of availability, all sites were assessed to determine if they were genuinely available i.e. there were no legal or ownership problems, such as ransom strips, multiple ownerships, tenancies or operational requirements of land owners. A site was considered achievable if there was a reasonable prospect that development could take place at a particular point in time. This involved a high-level judgement about the economic viability of a site and the capacity of the developer to complete the housing over a certain period.

Where constraints were identified, the assessment considered what action would be needed to remove them, along with when and how this could be undertaken and the likelihood of sites/broad locations being delivered.

²¹ It should be noted that the Farnborough Airport Public Safety Zone was considered an absolute constraint and any sites proposed within these areas were excluded from further consideration.

Following this assessment, 85 sites were identified as being non-deliverable or non-developable and rejected.

Stage 3 - Windfalls

The term “windfall” refers to sites which have not been previously identified but which come forward for development nonetheless. The NPPF and NPPG advise that, where justified, windfall sites can contribute towards housing supply. The SHELAA identifies a windfall allowance (450 homes) for sites that are not covered by site-specific identification in the SHELAA because they are too small to be identified.

Stage 4 - Assessment Review

Once the sites and broad locations had been assessed, the development potential of all housing sites in the Borough was collated to produce an indicative trajectory and determine whether housing needs could be met and whether or not there was a 5 year housing land supply.

The SHELAA identified 63 deliverable sites, which are sites that are available, suitable and achievable now and capable of being implemented within 5 years. The deliverable sites form the basis of the 5 year supply, along with a windfall allowance.

The SHELAA identified 20 developable sites for growth for the next 6-10 and, where possible, 11-15 years. The developable sites form the basis of the 6-15 year supply, along with a windfall allowance.

Stage 5 - Final Evidence Base

The final stage is essentially the core outputs from the assessment including the SHELAA document, which will be available to view and download on the Council’s website in due course as part of the wider evidence base for the emerging Local Plan.

Using a base date of 31 March 2016, the SHELAA identified potential capacity for the delivery of 7,800 dwellings up to 2032 from sites with planning permission which have not yet started, and other sites identified as having potential for housing development.

In addition, 472 homes have been built since 2014 and the SHELAA identifies a windfall allowance (450 homes) for sites not covered by site specific identification in the SHELAA because they were too small.

4.3.3 Establishing the reasonable alternatives

In total, the SHELAA and further assessment of delivery needs identified that the Borough had the potential to accommodate around 8,700 new dwellings between 2014 and 2032. The estimated capacity for housing which could be delivered up to 2032 of about 8,700 dwellings is sufficient to meet the objectively assessed need for 7,848 dwellings identified in the SHMA.

The emerging findings of the SHMA, SHELAA and wider assessments were discussed at a meeting between Council Officers and AECOM in early November 2016. This, along with the wider evidence and consultation responses received on the Preferred Approach, informed the identification of three spatial strategy options (‘reasonable alternatives’) to be explored through the SA process for the Rushmoor Local Plan.

The majority of development proposed under each of the options is comprised of committed development, which includes completions (472) and sites with existing planning permission (4,934), including development at Wellesley (Aldershot Urban Extension). Therefore, the variation between options reflects the availability of sites for potential allocation in the Local Plan, the density of development to be delivered on them and potential development of deallocated employment sites and undeveloped land within existing employment designations.

The ability of the Borough to accommodate additional growth is constrained by a number of factors and this has therefore restricted the scope of reasonable alternatives available. The following policy constraints automatically resulted in a site being treated as an Excluded Site for the purposes of

residential development in the SHELAA. For the reasons set out below it is not considered reasonable to include these as potential options.

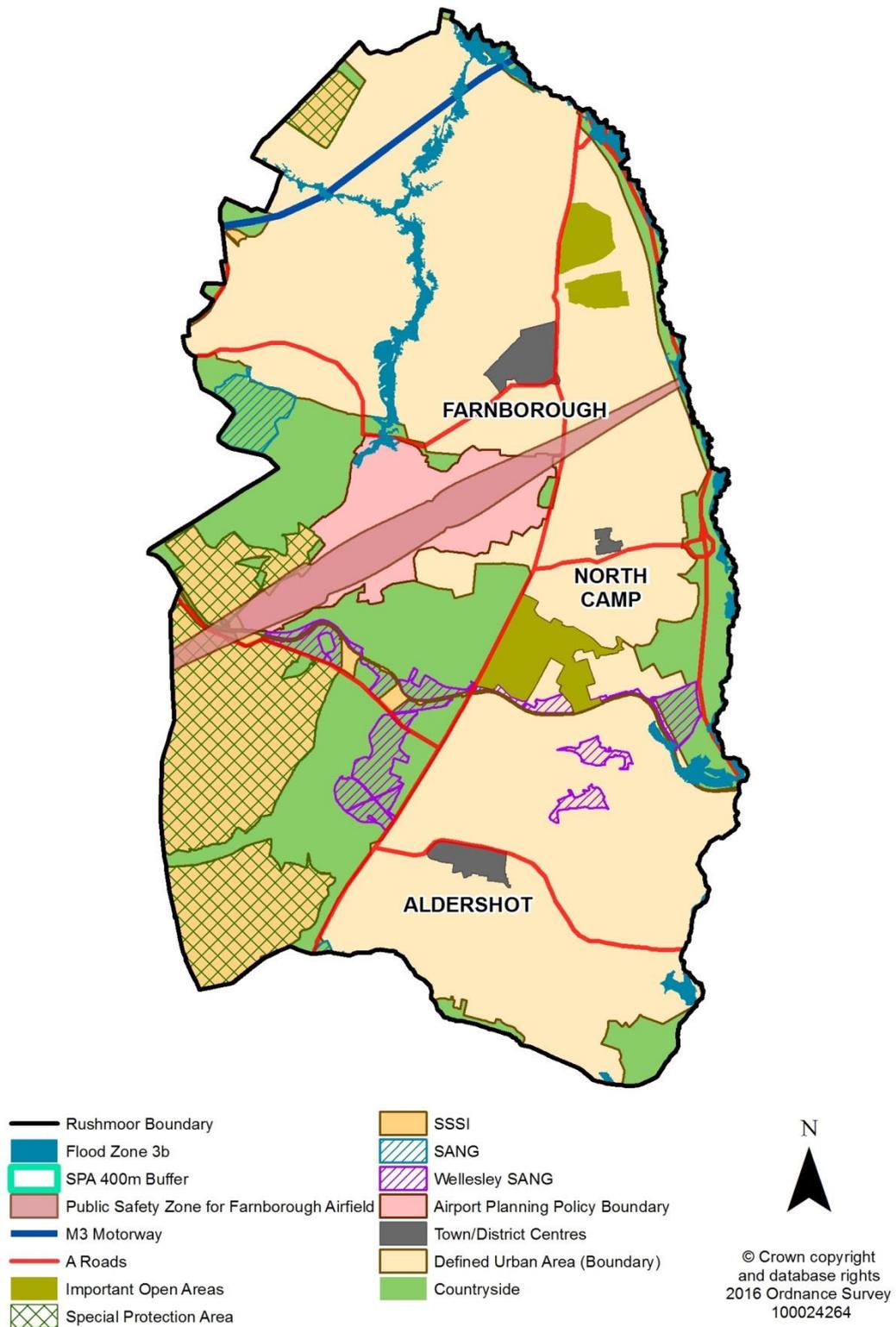
Table 4: Policy constraints

Constraint	Justification
Site lying wholly within, or adversely constrained by, a European Nature Conservation Site (SAC and SPA including the Thames Basin Heaths Special Protection Area).	Protected by European Law.
Site lying wholly within, or adversely constrained by, a Site of Special Scientific Interest (SSSI). Sites lying wholly within, or adversely constrained by Ancient Woodland.	National nature designation.
Sites which lay wholly within, or adversely constrained by, the 400m buffer zone of the Thames Basin Heath Special Protection Area (SPA). Suggested uses other than C3 residential will be considered on an individual basis, dependent on the nature of the use proposed and impacts upon the SPA.	Natural England has advised that it is not possible to prevent harm arising from residential development within 400m of the SPA.
Site lying wholly within, or adversely constrained by, Flood Zone 3b – functional flood plain.	National policy ²² directs that functional floodplain is not developable.
Sites lying wholly within, or adversely constrained by, the Public Safety Zone for Farnborough Airfield.	Development in this area would be contrary to Department of Transport Circular 01/10 which seeks to prevent new development in the PSZ and to reduce it over time as circumstances allow.

The extent to which the Borough is affected by these constraints is shown in the figure below:

²² Technical Guidance to the National Planning Policy Framework (March 2012) CLG.

Figure 2: Borough constraints



As is shown in the map above, Rushmoor is a small urban Borough. Outside the defined urban area, there are limited opportunities to identify suitable sites for development given existing constraints. Therefore, the identification of the reasonable alternatives focused on the potential for two key areas of variation:

- The scale of development on sites already identified as suitable for residential development (i.e. how 'dense' the development could be); and

- The development of deallocated employment sites and undeveloped land within existing employment designations.

It is important to note that the Council has already sought to maximise the delivery of homes on existing brownfield sites and also appropriate densities of development. However, it was considered that there might be further opportunities to increase the scale of development on town centre sites.

The reasonable spatial strategy options identified were as follows:

Option 1 - Roll forward the Preferred Approach

This option sets the expected yields on sites as previously set out in the Preferred Approach. This option would deliver a total of 7,609 homes over the plan period, which would result in a shortfall of 239 homes against OAHN.

Option 2 - Revised Preferred Option

This option identifies an increased scale of development on the following sites:

- The Galleries from 206 to 500 homes (SHELAA 554);
- Meudon House/115-117 Pinehurst from 100 to 300 homes (SHELAA 518);
- the Civic Quarter from 250 to 700 homes (SHELAA 15); and
- Union Street East from 80 to 130 homes (SHELAA 591)

It also identifies capacity for housing on Blandford House and Malta Barracks (SHELAA 572), which is outside the Defined Urban Area.

This option would deliver a range between 8,762 - 8,792 homes over the plan period, resulting in 914 to 944 new homes above the OAHN.

Option 3 - Option 2 + deallocated employment sites and undeveloped land within existing employment designations

This option also identifies an increased scale of development on the following sites:

- The Galleries from 206 to 500 homes (SHELAA 554);
- Meudon House/115-117 Pinehurst from 100 to 300 homes (SHELAA 518); and
- the Civic Quarter from 250 to 700 homes (SHELAA 15).
- Union Street East from 80 to 130 homes (SHELAA 591)

It also identifies capacity for housing on Blandford House and Malta Barracks (SHELAA 572), which is outside the Defined Urban Area.

In addition, this option includes the delivery of homes on deallocated employment sites (in the emerging Local Plan), which are currently occupied by non-residential uses (Rushmoor Borough Council offices and Esterline). It also includes the delivery of homes on undeveloped land within sites protected for employment uses (Civic Enclave and Farnborough Business Park).

This option would deliver a range between 9,362 - 9,392 homes over the plan period. This would deliver 1,514 to 1,544 above the OAHN.

Table 5: The reasonable spatial strategy alternatives

		Spatial Strategy Preferred Approach Plan Period 2011-2032	Reasonable Spatial Strategy Alternatives Plan Period 2014-2032		
			Option 1 Roll forward Preferred Approach	Option 2 Revised Preferred Option	Option 3 Option 2 + deallocated employment sites and undeveloped land within existing employment designations
Completions		620	472	472	472
Sites with planning permission		4,593	5,059	5,059	5,059
Other Potential Sites identified in SHELAA (not including sites identified below)*		1,711	812	812	637
Windfall		540	450	450	450
Aldershot	The Galleries (SHELAA 554)	206	206	500	500
	Union Street East (SHELAA 591)	0	80	130	130
	Aldershot Railway Station and surrounds (SHELAA 580)	0	30	30	30
Farnborough (within Defined Urban Area)	Meudon House/115-117 Pinehurst (SHELAA 518)	100	100	300	300
	The Crescent (SHELAA 516)	140	150	159	159
	Civic Quarter (SHELAA 15)	250	250	700	700
	Deallocated employment sites** and undeveloped employment land within existing employment designations***	0	0	0	775
Farnborough (outside Defined Urban Area)	Blandford House and Malta Barracks (SHELAA 572)	0	0	150 - 180 ²³	150 - 180 ²⁴
Total potential supply		8,160	7,609	8,762 - 8,792	9,362 - 9,392
Rushmoor OAHN		9,822	7,848	7,848	7,848
+/-		-1,662	-239	+914 to 944	+1,514 to 1,544

²³ Site capacity is shown as a range pending further capacity analysis. The lower figure reflects the Council's capacity estimate and policy approach and the higher figure the developer's capacity estimate.

²⁴ Ibid.

* Note that Esterline forms part of the 812 capacity in Options 1 and 2 as there is understood to be capacity yet Option 3 considers that it could be a site allocation. As such, it moves out of the 812 capacity in that option.

** Deallocated employment sites consist of Rushmoor Borough Council offices (150 units) and Esterline (175 units).

*** Undeveloped land within existing employment designations relates to Farnborough Business Park (Plot C - 300 units) and the Civil Enclave (150 units)

5. Appraising Reasonable Alternatives

5.1 Introduction

The aim of this chapter is to present summary appraisal findings in relation to the reasonable alternatives introduced above. Detailed appraisal findings are presented in **Appendix IV**.

5.2 Summary of alternatives appraisal findings

Table 6 presents summary appraisal findings in relation to the three alternatives introduced above. Detailed appraisal methodology is explained in **Appendix IV**, but in summary:

Within each row (i.e. for each of the topics that comprise the SA framework) the columns to the right hand side seek to both categorise the performance of each option in terms of 'significant effects' (using **red** / **green**) and also rank the alternatives in relative order of performance. Also, '=' is used to denote instances where the alternatives perform on a par (i.e. it is not possible to differentiate between them). A star is used to highlight the option or options that are preferred from an SA perspective.

Table 6: Summary of spatial strategy alternatives appraisal findings

SA Topic	Categorisation and rank		
	Option 1 Rolled forward Preferred Approach	Option 2 Revised Preferred Option	Option 3 As Option 2 + deallocated employment sites and undeveloped land within existing employment designations
Biodiversity	★1	2	3
Climate change	=	=	=
Community and wellbeing	3	★1	★1
Economy and employment	2	★1	3
Historic environment	=	=	=
Housing	3	2	★1
Landscape	=	=	=
Transport and traffic	★1	2	3
Natural resources	=	=	=

Summary findings and conclusions:

The majority of development proposed under each of the options is comprised of committed development, which includes completions (472) and sites with existing planning permission (5,059). The main differences between the options in terms of the scale and location of growth is the increased scale of development at the Civic Quarter from 250 to 700 dwellings, the Galleries from 206 to 500 dwellings and delivery of housing (150 to 180 dwellings) at site 572 (Blandford House and Malta Barracks) under Options 2 and 3. Option 3 also proposes the development of deallocated employment sites (Council offices (150 units) and Esterline (175 units)) and undeveloped land within existing employment designations (Farnborough Business Park (Plot C - 300 units) and the Civil Enclave (150 units)).

For a number of the SA topics, it was not possible to predict any significant differences between the options. The similarity between them in terms of the overall level and location of growth made it difficult to differentiate between them with respect to climate change, historic environment, landscape and natural resources. On balance, it was concluded that they all have the potential to result in a residual neutral effect against these topics.

The appraisal found that as the level of growth increases so does the likelihood and significance of negative effects in relation to biodiversity and transport and traffic. As a result, Option 3 was considered to perform poorly compared to the other options against these topics with Option 1 preferred. Conversely, Option 3 performed well against the housing topic as it proposes a slightly higher level of growth and would therefore deliver more new homes. However, the appraisal found that all of the options would be likely to have a significant positive effect against housing by helping to meet identified needs. Significant positive effects were also identified for all the options against the community and wellbeing topic through improvements to existing or delivery of new community infrastructure. Options 2 and 3 were both preferred as the higher level of growth would be likely to deliver greater improvements to community infrastructure; however, the extent of infrastructure delivery is uncertain.

As for a number of other topics, the appraisal found it difficult to accurately predict any significant differences between the options in terms of the economy and employment. All are likely to support existing as well as new employment opportunities across the Borough with the potential for positive effects at the Borough scale. Option 2 was considered to perform the best as it supports an increased level of residential growth at sites within or in close proximity to Farnborough and Aldershot Town Centres. Option 3 would result in the loss of existing or potential employment land and is therefore likely to have a reduced positive effect compared to the other options (on the basis that the availability of land for employment purposes could in some senses be considered finite).

6. Developing the Preferred Approach

6.1 Introduction

This Chapter presents the Council's response to the alternatives appraisal and the Council's reasons for selecting its preferred approach in light of alternatives appraisal and other factors.

6.2 The Council's outline reasons for choosing the preferred approach

The following text is in the form of a general discussion of the reasoning and justification behind the preferred option, which is **Option 2**.

The NPPF requires local planning authorities to have a clear understanding of housing needs in its area. It stipulates that this should be established through the preparation a Strategic Housing Market Assessment (SHMA) to assess full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries. The Council undertook an analysis in 2013, which identified that, whilst Rushmoor has cross-boundary migration and commuting links with a number of neighbouring local authorities, the strongest links are with Hart and Surrey Heath Councils. This was corroborated by work undertaken on the same issue by those two councils.

The conclusion was that the three authorities form a housing market area (HMA), so endorsing the continuation of a long history of joint working on the housing evidence base. On this basis, the three councils commissioned the preparation of a new joint SHMA. This study used a range of demographic, employment and market factors, including population projections, housing affordability, prices, rents and anticipated employment growth, to assess future housing need across the three authority areas.

The SHMA (2016) identifies a housing need for 1,200 homes per annum across the HMA between 2014 and 2032. Of these, 436 homes per annum are identified as being required within Rushmoor, which equates to a total need of 7,850 dwellings to be provided in the Borough over the Plan period (2014 to 2032).

The housing need figure set out in the SHMA is the starting point against which an assessment of physical and environmental constraints must be made to determine whether the housing needs can be met or, if not, what the capacity of the Borough might be.

The NPPF requires that local planning authorities meet their full, 'objectively assessed' needs for both market and affordable housing in their housing market area, as far as is consistent with other policies in the NPPF. Rushmoor, Hart and Surrey Heath have agreed that, in the first instance, they will do what they can to meet their own proportion of the housing needs identified in the SHMA. However, to satisfy the test that a local plan has been prepared positively, local planning authorities should also anticipate meeting unmet requirements from neighbouring authorities where it is reasonable to do so and is consistent with achieving sustainable development.

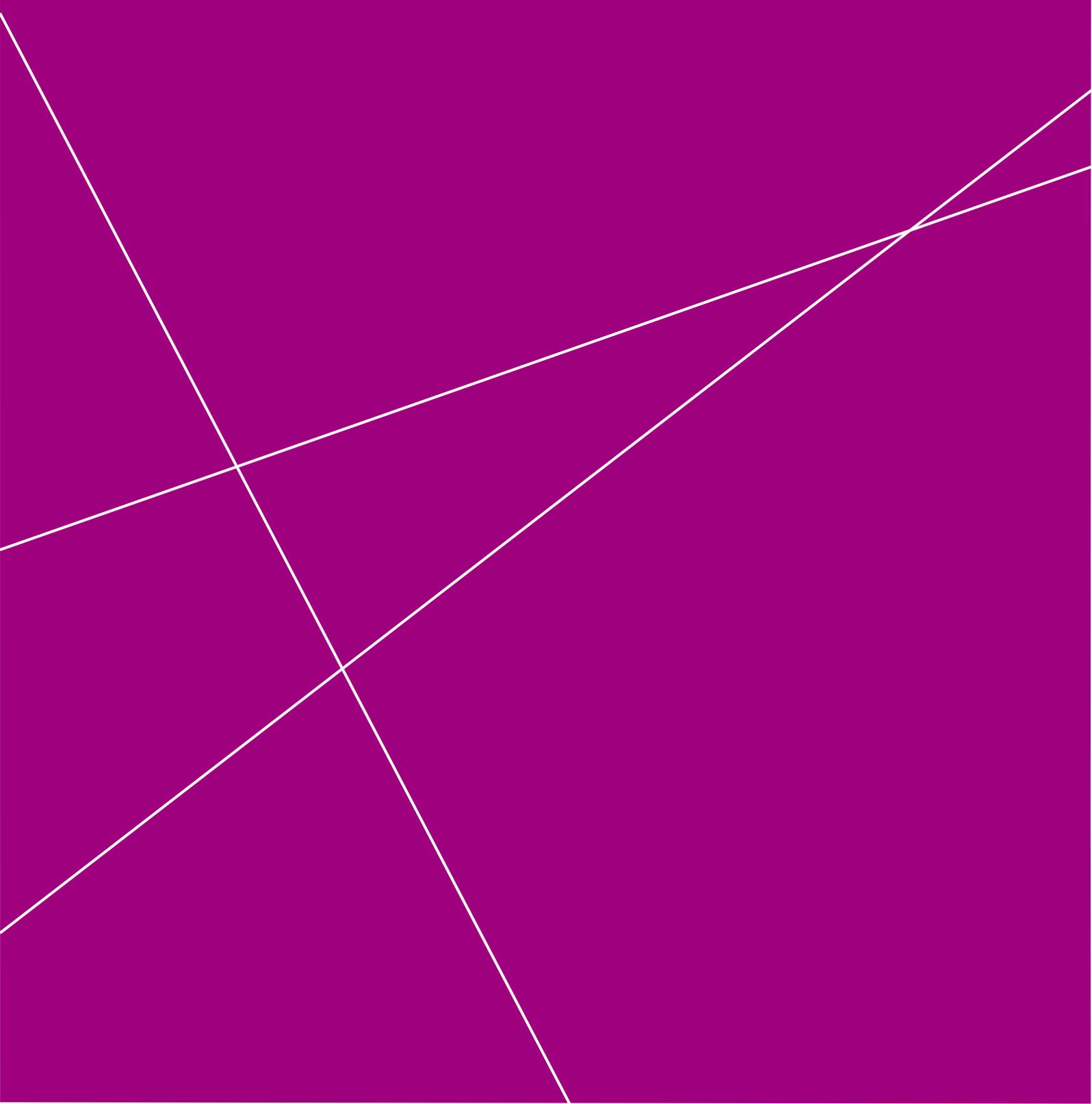
The main piece of evidence which is used to help determine whether housing needs can be met is the Strategic Housing and Economic Land Availability Assessment (SHELAA). Using a base date of 31st March 2016, the SHELAA identifies potential capacity for the delivery of 7,800 dwellings up to 2032 from sites with planning permission where development has not yet started and other sites identified as having potential for housing development. In addition to potential identified through the SHELAA, an assessment has been made of overall delivery needs to include the number of homes already completed since 2014 (472) and a windfall allowance for sites which are not covered by site-specific identification in the SHELAA because they are too small.

In total, these sources identify potential capacity in the Borough of around 8,700 new dwellings between 2014 and 2032. This is in line with Option 2, which would deliver a range between 8,762 - 8,792 homes over the plan period (914 to 944 above the OAHN).

The estimated capacity for housing which can be delivered up to 2032 of about 8,700 dwellings is sufficient to meet the objectively assessed need for 7,848 dwellings identified in the SHMA. In meeting this need, the Council has sought to maximise the use of town centre sites, both to enable housing delivery and to support town centre regeneration objectives, and has explored opportunities for the further release of employment sites, having regard to the need to provide a reasonable balance between employment and housing whilst ensuring that there is sufficient employment land to meet the economic needs of the FEA and to support the wider Enterprise M3 Local Enterprise Partnership. The estimated capacity of about 8,700 dwellings, when set against the identified need of 7,848 dwellings, provides sufficient flexibility should there be unimplemented, or slower implementation of, housing schemes because of unforeseen circumstances; it also maximises housing development within the parameters of sustainable development and supports affordable housing delivery.

As noted in the summary findings and conclusions above, it is difficult to predict significant differences between options on many of the sustainability topics. Any increase in growth will enable the Council to deliver more homes, including affordable homes, and contribute to meeting the needs of the HMA. However, this would also result in the loss of existing or potential employment land, which the evidence demonstrates is in tight supply. Therefore, the Council consider that Option 2 is the most appropriate strategy when considered against the reasonable alternatives.

Part 2: What are the SA findings at this stage?



7. Introduction (to Part 2)

This Section of the SA Report presents appraisal findings in relation to the draft ('Pre Submission') plan. It builds upon the SA work carried out for the Preferred Approach that was presented in the SA Report published in June 2015.

7.1 Methodology

The appraisal identifies and evaluates 'likely significant effects' of the draft plan on the baseline, drawing on the sustainability topics and objectives identified through scoping (see Chapter 2, above) as a methodological framework. To reiterate, the sustainability topics considered in turn below are as follows:

- Biodiversity
- Climate change
- Community and wellbeing
- Economy and employment
- Historic environment
- Housing
- Landscape
- Transport and traffic
- Natural resources

Every effort is made to predict effects accurately; however, this is inherently challenging given limited understanding of precisely how the plan will be implemented. Given uncertainties around the plan implementation, there is inevitably a need to make assumptions; however, we are clear where these are made.

Assumptions are made cautiously, and explained within the text. The aim is to strike a balance between comprehensiveness and conciseness/accessibility to the non-specialist. In many instances, given reasonable assumptions, it is not possible to predict 'significant effects', but it is possible to comment on merits (or otherwise) of the draft plan in more general terms.

It is important to note that effects are predicted taking account of the criteria presented within Schedule 1 of the SEA Regulations.²⁵ So, for example, account is taken of the probability, duration, frequency and reversibility of effects as far as possible. Cumulative effects are also considered, i.e. the potential for the draft plan to impact an aspect of the baseline when implemented alongside other plans, programmes and projects. These effect 'characteristics' are described within the appraisal as appropriate.

Whilst the aim is to present an appraisal of 'the plan' under each of the SA topics, it is also helpful to give stand-alone consideration to elements of the draft plan. As such, within the appraisal narratives below, sub-headings are used to ensure that stand-alone consideration is given to two distinct elements of the draft plan, before the discussion under a third sub-heading concludes on the draft plan as a whole. Specifically, each narrative below is structured using the following headings:

- Commentary on the spatial strategy;
- Commentary on other policies; and
- Appraisal of the draft plan as a whole.

Within these narratives, specific policies are referred to as appropriate (i.e. it is not the intention to provide systematic consideration of every plan policy in terms of every sustainability topic/objective).

²⁵ Environmental Assessment of Plans and Programmes Regulations 2004

8. Appraisal of the draft (pre submission) plan

As introduced above, the aim of this chapter is to present an appraisal of the Proposed Submission Plan 'under' the SA framework.

The Local Plan Vision and Key Diagram are presented below (**Table 8** and **Figure 2**), to give a high level overview of the draft plan.

Table 7: Draft plan vision

VISION 2032

In 2032 Rushmoor has a prosperous and healthy local economy. The role of the Borough at the heart of the Blackwater Valley remains strong and the Borough is recognised as a centre of excellence for knowledge based industries reflecting the role of Farnborough as a Growth Town as part of the Enterprise M3 LEP Sci Tech Corridor, Farnborough Business Park, Cody Technology Park and Farnborough Aerospace Centre provide business accommodation in a first class environment to continue to build on Farnborough's reputation for high-tech research and development. As a Step-up Town, Aldershot provides a focus for industrial employment in traditional and high value manufacturing sectors with a cluster of industrial activities to the East of the town and at other locations along the A331 Blackwater Valley Relief Road. The diverse range of employment provision in the Borough makes a significant contribution towards delivering the employment needs of the functional economic area of Hart, Rushmoor and Surrey Heath (**thriving, innovative, bright future, prosperous and sustainable economy**).

About 7,850 new homes have been provided over the Plan period, thereby providing a significant contribution to meeting local housing needs across the housing market area of Hart, Rushmoor and Surrey Heath. There is an increase in home ownership and the backlog of housing need has been addressed. As part of this, a sustainable urban extension of 3,850 new homes and supporting social and physical infrastructure have been delivered at Wellesley, Aldershot, providing affordable new homes and bringing benefits to the local economy. Aldershot continues to have a strong Army presence (innovative, healthy, safe, bright future). Farnborough Airport is a business aviation facility of the highest quality. Partnership working has secured the safe operation of the Airport, and minimised environmental impacts, including noise (**thriving, prosperous and sustainable economy**).

The continuation of the biennial Farnborough International Airshow and year-round use of the exhibition space have furthered Farnborough's reputation as a world class aerospace centre and major visitor attraction, securing benefits for the local economy (**great places to go, lots to do, prosperous and sustainable economy, bright future, easy to get around**).

Town centre investment and regeneration in Aldershot and Farnborough provide for a vibrant mix of uses that create attractive and successful town centres (**thriving, attractive, prosperous and sustainable economy**) with improved evening economies and a range of cultural facilities. Significant investment in Aldershot, in recognition of its role as a Step-up Town in the Enterprise M3 LEP area, has supported these improvements. Accessibility to the town centres and across the Borough has improved through the implementation of town access plans and other measures to improve access by means other than by car.

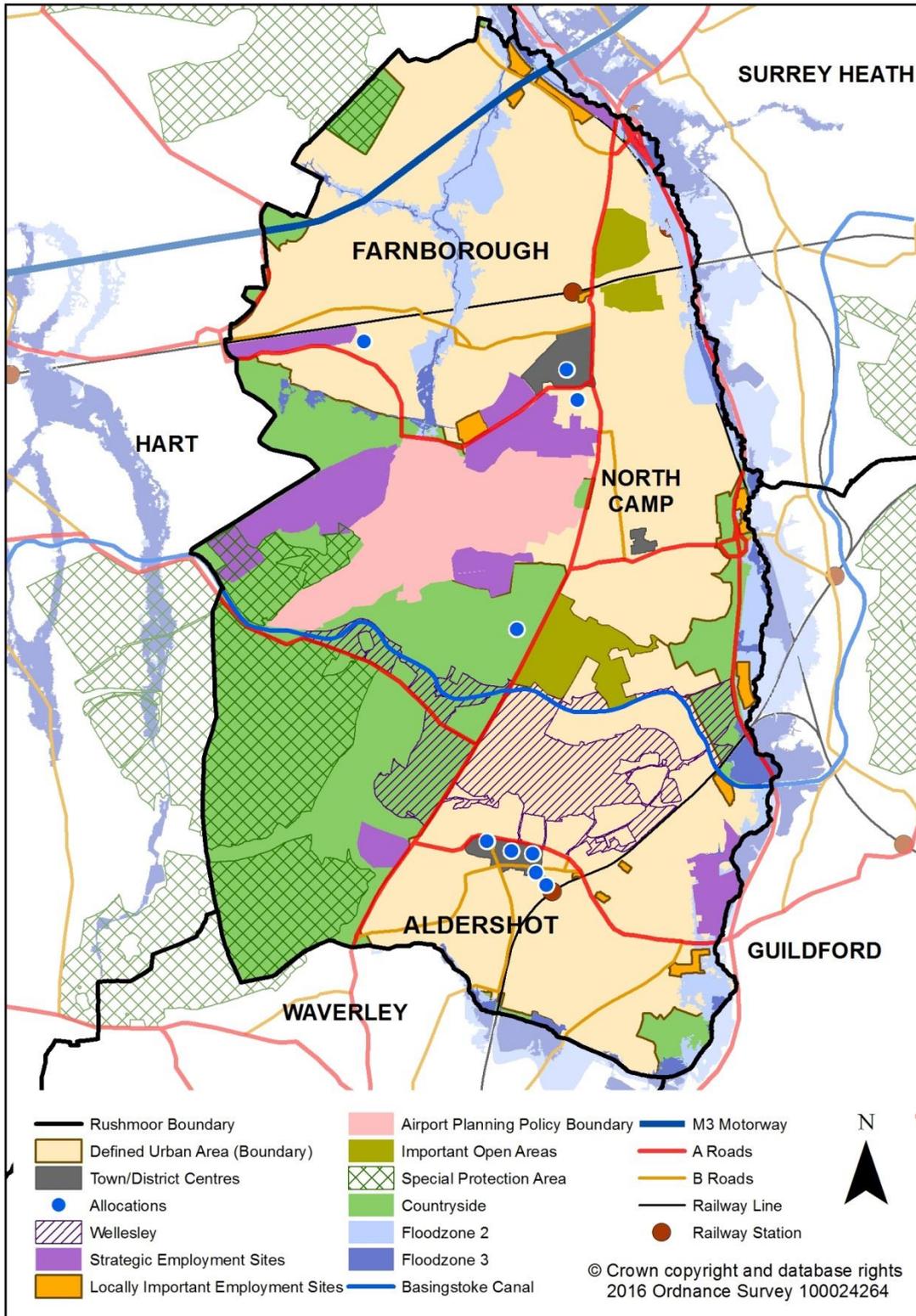
Rushmoor has seized the digital opportunity and embraced modern tools and new technologies, mobile internet applications, the internet-of-things, cloud computing and insights from data analysis, to support economic growth, working with partners to deliver smart city concepts for Aldershot and Farnborough town centres and enhance quality of life (**thriving, innovative, bright future, prosperous and sustainable economy**).

Rushmoor's environmental assets, both natural and man-made, provide a sustainable environment for present and future generations (**healthy, green, open**). This includes the parks of Aldershot and Farnborough and other green infrastructure such as the Suitable Alternative Natural Greenspaces (which help deflect recreational pressures away from internationally important heathlands), and important watercourses in the Borough, specifically the Blackwater River, Basingstoke Canal and Cove Brook (**green, open, great places to go, lots to do**).

A partnership approach of Borough wide and targeted priority neighbourhood activity has reduced deprivation where it existed within Rushmoor (**happy, healthy, safe, bright future**).

New development is designed and built in a sustainable way (**easy to get around**) protecting and enhancing historic and environmental assets in the Borough, and promoting local identity, particularly that relating to the Borough's military and aviation history (**great places to go, lots to do**). It is also designed and built in a sustainable way which meets the challenges of climate change, minimising carbon dioxide emissions and maximising energy efficiency and the use of alternative energy technologies.

Figure 3: The draft (pre submission) plan key diagram



8.1 Biodiversity

8.1.1 Commentary on the spatial strategy

The spatial strategy (Policy SS2) directs new development towards existing urban areas and restricts new development in the countryside surrounding Aldershot and Farnborough. It proposes the delivery of at least 7,850 new dwellings in the Borough provided through 3,850 new homes at Wellesley (Aldershot Urban Extension) and at least 4,000 new homes from the remainder of the urban area in Aldershot and Farnborough. It also identifies that the Borough has additional capacity to accommodate a further 912 new homes, bringing the total capacity to around 8,762 new dwellings. The estimated capacity of about 8,700 dwellings, when set against identified need of 7,848 dwellings, provides sufficient flexibility should there be unimplemented, or slower implementation of, housing schemes due to unforeseen circumstances, whilst also maximising housing development within the parameters of sustainable development, and so supporting affordable housing delivery.

It is important to note that a large proportion of the identified capacity to accommodate development within the Borough is comprised of completions (472 dwellings) and sites with planning permission (5,059 dwellings), which includes the 3,850 dwellings proposed at Wellesley (Aldershot Urban Extension). The majority of the remaining sites with capacity are within the urban area and on existing brownfield land. It is acknowledged that brownfield land can have biodiversity value but this is unknown at this stage. It is recommended that ecological surveys are carried out where necessary and accompany any proposals for development.

The assessment of site options presented in Appendix V demonstrates that none of the remaining sites without planning permission would directly result in the loss of any designated sites for biodiversity. Given the distance from internationally, nationally and locally designated sites it is unlikely that there would be any significant negative effects as a result of development at the sites when these are considered on an individual basis.

The site assessment identifies that site 557 (Briarwood, Sorrel Close) is approximately 97m from Thursley and Ockley Bogs SSSI. However, given the small scale of development proposed (10 dwellings) and, given that it is situated within existing residential development, it is unlikely that there would be any negative effects of significance. Development proposed at site 572 (Policy SP10 Blandford House and Malta Barracks) is adjacent to a Site of Importance for Nature Conservation (SINC). However, suitable mitigation, such as a buffer between development and the SINC should ensure that residual effects will be neutral. It is recommended that any proposal for development should seek opportunities to enhance biodiversity, including the adjacent SINC.

Cumulatively, the committed and further development proposed during the life of the plan and in the surrounding areas could have negative effects on biodiversity. This is most likely to arise as a result of increased recreational activity and increased atmospheric pollution.

The Habitats Regulations Assessment (HRA) has considered the likelihood for development proposed within the draft plan to have adverse effects on the integrity of European sites within the influence of the plan. This includes consideration of the likelihood for in combination effects with development proposed in other plans. The HRA found that there is the potential for significant effects at a number of European sites as a result of development proposed through draft plan policies. It concludes that the draft plan nevertheless provides a policy framework to deliver measures to avoid or mitigate potential increased levels of urbanisation, recreational activity, atmospheric pollution, water abstraction and impacts on water quality.

The whole of Rushmoor Borough lies within 5km of the Thames Basin Heaths Special Protection Area (SPA) and therefore all net new dwellings need associated mitigation in the form of Suitable Alternative Natural Greenspace (SANG). The Thames Basin Heaths SPA Delivery Framework identified that new development between 400m and 5km from the SPA will need to develop or contribute towards SANG capacity.²⁶ The Council has access to three areas of SANG - Hawley Meadows and Blackwater Park, Southwood Woodlands, and Rowhill. In addition, SANG has been provided to mitigate the impacts of development at Wellesley (Aldershot Urban Extension).

²⁶ Thames Basin Heaths Joint Strategic Partnership Board (2009) Thames Basin Heaths Special Protection Area Delivery Framework.

The Council continues to explore options to deliver additional SANG to support the delivery of new homes, and to investigate alternative methods of mitigation.

While there is the potential for cumulative negative effects on wider designated and non-designated biodiversity, it is considered that the mitigation provided through draft plan policies (discussed below) and available at the project level (e.g. through planning conditions) will be able to reduce the significance of any residual negative effects.

8.1.2 Commentary on other policies

The draft plan includes a number of policies that are likely to have long-term positive effects in relation to this topic as they seek to protect and enhance biodiversity and ensure that any new developments provide suitable mitigation to avoid adverse effects.

Policy NE1 (Thames Basin Heaths SPA) requires any new development likely to have a significant effect on the integrity of the SPA to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. It includes reference to the Council's Thames Basin Heath SPA Avoidance and Mitigation Strategy and restricts new development within 400m of the SPA.

Policy NE2 (Green Infrastructure) seeks to protect and enhance the network of accessible, multi-functional green infrastructure across the Borough by ensuring that development:

- Does not result in a loss, fragmentation, or significant impact on the function of, the green infrastructure network;
- Provides green infrastructure features within the development site, or where this is not feasible, makes appropriate contributions towards other strategic enhancement, restoration and creation projects where the proposal will result in additional pressure on the green infrastructure network; and
- Maximises opportunities for improvement to the green infrastructure network including restoration of fragmented parts of the network.

Policy NE3 (Trees and Landscaping) does not permit development which would affect adversely existing trees worthy of retention, particularly those subject to Tree Preservation Orders. It also expects new development to make provision for tree and general planting and major development schemes to include comprehensive landscaping and tree management plans, including where appropriate, the mechanisms for long term maintenance.

Policy NE4 (Biodiversity) permits new development if significant harm to biodiversity resulting from a development can be avoided or, if that is not possible, adequately mitigated such that it can be clearly demonstrated that there will be no adverse effects on designated sites, key species and habitats and links between them. Development proposals should seek to secure opportunities to enhance biodiversity and include measures to contribute to a net gain in biodiversity, through creation, restoration, enhancement and management of habitats and features including measures that help to link key habitats. The policy also proposes that the Council will work with partners to protect, maintain and enhance biodiversity.

There is the potential to strengthen Policy NE4 by including reference to working with partners, including adjacent Local Authorities and Natural England to protect, maintain and enhance biodiversity not only within the Borough but in the surrounding areas. This is important to ensure that the cumulative effects of proposed development in the Borough and surrounding areas are taken into account.

The draft plan also includes a number of policies that are likely to have indirect long-term positive effects on biodiversity:

- Policy DE10 (Pollution) supports development provided that it does not give rise to unacceptable levels of pollution and it satisfactorily demonstrates that any adverse impacts of pollution, either arising from the proposed development or impacting on proposed sensitive development or the natural environment will be adequately mitigated or otherwise minimised to an acceptable level.

- Policy DE11 (Development on Residential Gardens) permits new residential development on sites that include residential gardens where the proposal does not either alone, or cumulatively, diminish significantly any green corridor or have an adverse impact on biodiversity through the loss of locally important habitats.
- Policy NE7 (Areas at Risk of Surface Water Flooding) requires any proposals within identified areas of surface water flooding to demonstrate that surface water flooding is adequately managed and mitigated to prevent deterioration of water quality and pollution of the water source.
- Policy IN2 (Transport) will help to mitigate the impact of proposed development on traffic and therefore help to minimise negative effects on air quality.

There is the potential to include a reference to biodiversity within Policy DE1 (Design in Built Environment). In line with Policy NE4 (Biodiversity), it will be important to consider biodiversity at an early stage in the design of development to allow for the identification of opportunities for enhancement.

8.1.3 Appraisal of the draft plan as a whole

The spatial strategy directs new development towards existing urban areas and restricts new development in the countryside surrounding Aldershot and Farnborough. A large proportion of the identified capacity to accommodate development within the Borough is comprised of completions (472 dwellings) and sites with existing planning permission (5,059 dwellings), which includes the 3,850 dwellings proposed at Wellesley (Aldershot Urban Extension). The majority of the remaining sites with capacity are within the urban area and on existing brownfield land. While brownfield land can be important for biodiversity, project level surveys and assessments will be able to determine its value and suitable mitigation is proposed through draft plan policies. It is therefore considered that development proposed through the draft plan alone is not likely to result in significant negative effects on biodiversity.

While there is the potential for cumulative negative effects on designated and non-designated biodiversity, it is considered that the mitigation provided through draft plan policies and available at the project level will be able to reduce the significance of any residual negative effects. It is important that biodiversity is considered early as part of any proposal for development and that the Council works with partners, including adjacent Local Authorities and Natural England to protect, maintain and enhance biodiversity not only within the Borough but in the surrounding areas. Overall, it is predicted that there will be a **residual neutral effect on biodiversity**, with an element of uncertainty as this will be dependent on mitigation delivered at the project level.

8.2 Climate change

8.2.1 Commentary on the spatial strategy

8.2.1.1 Climate change mitigation

In relation to climate change mitigation, key issues include the need to capitalise upon opportunities to design-in low carbon infrastructure to development from the outset, and therefore minimise additional CO₂ emissions associated with development. There is also the need to reduce car dependency and distance travelled by private car and therefore per capita transport related CO₂ emissions; planning has an important role to play in this regard

The majority of development proposed through the spatial strategy already is comprised of completions (472 dwellings) and sites with existing planning permission (5,059 dwellings). This includes the 3,850 dwellings proposed at Wellesley (Aldershot Urban Extension), which offers the greatest potential to incorporate renewable and low carbon energy within the District. The remaining sites with capacity to accommodate development are brownfield and a much smaller scale when compared to Wellesley (Aldershot Urban Extension) and are likely to offer less opportunity for the incorporation of larger scale renewable and low carbon energy generation.

The spatial strategy is positive in terms of reducing car dependency as it directs new development towards existing urban areas where there is good access to existing public transport, employment and facilities/services. It also restricts new development in the countryside surrounding Aldershot and Farnborough where there is poorer access to public transport, employment and facilities/ services.

To help inform the development of the Local Plan, Hampshire County Council's North Hampshire Transport Model (NHTM) has been used to assess the transport implications of development proposed through the spatial strategy.²⁷ At this stage, the modelling suggests that development will have impacts on the existing highway network and increase flows in a number of areas. It identified a number of locations where further, more detailed, investigation may be required to identify mitigation to address significant changes to link/junction performance. The Council is currently working with partners, including Hampshire County Council and Highways England, to ensure that suitable mitigation is delivered to address the identified transport implications. While the evidence suggests that there is likely to be some increase in traffic flows as a result of proposed development, it is predicted that there will be suitable mitigation to ensure that these impacts are not significant.

Policy SP5 (Wellesley) requires development at Wellesley (Aldershot Urban Extension) to demonstrate that climate change mitigation measures are included, including efficient design and layout; the provision of on-site renewable energy; design and initiatives which encourage the use of non-car modes for travel; and sustainable construction techniques and energy efficiency measures.

The strategy for Aldershot Town Centre (Policy SP1) includes improving accessibility to and within the town centre by a choice of modes of transport by implementing the Aldershot Town Access Plan. It also encourages linked trips by improving and maintaining pedestrian routes between Westgate and the primary shopping area.

The strategy for Farnborough Town Centre (Policy SP2) includes enhanced accessibility for all into and around the town centre by providing better connections between the town centre and the railway station, edge-of-centre retail developments, Farnborough Business Park, adjoining residential areas and development to the south. It also seeks to integrate development in the Civic Quarter into the town centre and promote good design quality and develop a high quality network of streets and public spaces.

Overall, it is considered that the spatial strategy has the potential for a minor long-term residual positive effect as it directs development towards urban areas, where there is good access to existing sustainable transport modes, employment and services/ facilities. It will also lead to improvements to sustainable transport modes (including walking and cycling routes) and services/ facilities.

²⁷ Rushmoor Borough Council (2017) Rushmoor Local Plan - NHTM Modelling.

8.2.1.2 Climate change adaptation

With regards to climate change adaptation, a key issue is flood risk. The assessment of site options in Appendix V demonstrates that all of the proposed sites, apart from one (site 550 - Carmarthen Close, Farnborough), is within Flood Zone 1. They do not therefore present a significant concern with regard to flood risk. Site 550 is situated within Flood Zone 2; however, it is important to note that the site is previously developed land and surrounded by existing residential development. It is therefore considered that suitable mitigation is available to ensure that there are no significant residual negative effects.

The assessment of site options also demonstrates that the majority of sites proposed are affected to some degree by surface water flooding, which is not surprising. Of note is site 556 (Farnborough Town Centre - St Modwen), as over 50% of the site intersects with an area of 1 in 30 or 1 in 100 year risk of surface water flooding. It should be noted that significant works were undertaken as part of the refurbishment to Queensmead shopping centre in Farnborough and this has helped to improve drainage in the area. Having said this, there still may be instances of flash flooding in extreme flooding events. It is again important to state that the majority of the sites, including site 556, are brownfield land situated within areas of existing development. It is therefore considered likely that suitable mitigation is available to address any significant surface water flooding issues and ensure that any residual effects are neutral.

Policy SP5 (Wellesley) requires development at Wellesley (Aldershot Urban Extension) to demonstrate that climate change adaptation measures are included, including efficient design and layout; water efficiency measures; and integration of sustainable urban drainage (SuDS).

The spatial strategy performs well in terms of climate change adaptation as areas of fluvial flood risk have been avoided. There remain issues of surface water flood risk to be considered further through site specific work, including on the basis that development at sites can potentially have a cumulative effect. Overall, it is predicted that the spatial strategy will have residual neutral effect with regard to climate change mitigation. The policies discussed below will help to provide suitable mitigation in terms of fluvial and surface water flood risk.

8.2.2 Commentary on other policies

There are a number of draft plan policies that will help to minimise per capita CO₂ emissions from transport as well as per capita CO₂ emissions from the built environment.

Under Policy IN1 (Infrastructure and Community Facilities), the Council seeks to work with partners to ensure that infrastructure and community facilities, including those set out in the Rushmoor Infrastructure Plan, are provided in a timely and sustainable manner. This includes the provision of, or reasonable contributions towards providing, necessary community facilities, open space, transport infrastructure and other infrastructure to address the needs arising from the proposal, including the cumulative impacts of development. New community facilities must be well served and linked by public transport and easily accessible by walking and cycling.

Policy IN2 (Transport) seeks to minimise the need to travel, promote opportunities for sustainable transport modes, and improve accessibility to local facilities and linkages with the surrounding pedestrian and cycle network. This will help to reduce reliance on the private vehicle and encourage the use of more sustainable modes of travel with the potential for a long-term positive effect by helping to reduce greenhouse gas emissions.

The draft plan seeks, through Policy SP4 (Farnborough Airport), to ensure that any proposals to change the pattern, nature and/or number of business aviation movements at Farnborough Airport will only be permitted if the need for change is demonstrated and that any material increase in air pollution is mitigated adequately.

Policy DE1 (Design in the Built Environment) states that new development must promote designs and layouts which take account of the need to adapt to and mitigate against the effects of climate change, including the use of renewable energy.

There are also a number of draft plan policies that seeks to reduce the risk of flooding and potential impacts of development on flooding. Policy NE6 (Managing Fluvial Flood Risk) requires that new

development is directed to areas of lowest risk, giving highest priority to development in Flood Zone 1. It also requires all development proposals within Flood Zone 2 and Flood Zone 3 to be appropriately flood resilient and resistant, including provision of safe access and escape routes where required, and that any residual risk can be safely managed.

Policy NE7 (Areas at Risk of Surface Water Flooding) requires proposals within defined areas at risk of surface water flooding to be accompanied by a surface water assessment that demonstrates that flood resilience and resistance measures have been incorporated and demonstrates that all new buildings and the development of car parking and hard standing incorporates SuDS that achieve returning runoff rates and volumes equivalent to original greenfield discharge to alleviate flooding. Policy NE8 (Sustainable Drainage Systems) requires the implementation of integrated and maintainable SuDS in all flood zones for both brownfield and greenfield sites.

8.2.3 Appraisal of the draft plan as a whole

The draft plan directs development towards existing urban areas where there is good access to existing sustainable transport modes, employment and facilities/services. This, along with the improvements to sustainable transport modes and facilities/services delivered as part of development, will help to reduce reliance on the private vehicle. Draft plan policies seek to minimise the need to travel, promote opportunities for sustainable transport modes, and improve accessibility to local facilities and linkages with the surrounding pedestrian and cycle network. While the evidence suggests that there is likely to be some increase in traffic flows as a result of proposed development, it is predicted that there will be suitable mitigation to ensure that these impacts are not significant.

The draft plan requires that new development is directed to areas of lowest flood risk and that it is appropriately flood resilient and resistant. Any proposals within a defined area at risk of surface water flooding must be accompanied by a surface water assessment that demonstrates that flood resilience and resistance measures have been incorporated. The draft plan also requires the implementation of integrated and maintainable SuDS in all flood zones. The majority of development proposed in the draft plan is within Flood Zone 1; however, there are existing issues within areas of surface water flood risk that will need to be considered further through site specific work.

On balance, it is predicted that the draft plan as a whole will have **residual neutral effect** with regard to climate change as it is not possible to conclude a positive or negative effect on the baseline. There is an element of uncertainty as surface water flooding issues still need to be addressed through site specific work. The extent to which the plan and proposed development will help to minimise the need to travel and reduce reliance on the private vehicle is also uncertain as it will be dependent on what is delivered through the development management (planning application) stage.

8.3 Community and wellbeing

8.3.1 Commentary on the spatial strategy

This topic covers a range of issues including delivery of community infrastructure, safety/ crime as well as health and deprivation.

The spatial strategy directs development towards existing urban areas and communities and restricts new development in the countryside surrounding Aldershot and Farnborough. This will support improvements to or delivery of new community infrastructure, including health facilities and recreational areas, for existing communities in and around these areas. The Wellesley (Aldershot Urban Extension) development (Policy SP5) and regeneration of Aldershot Town Centre (Policies SP1 and SP1.1 to SP1.8) will result in significant improvements to community infrastructure in the south of the Borough and this is predicted to have significant long-term positive effects.

As part of development at the Wellesley (Aldershot Urban Extension) site, Policy SP5 (Wellesley) proposes that there will be a phased delivery of social, physical and community infrastructure to include two new primary schools, pre-school facilities, community centre, health facilities, wastewater infrastructure, open space and recreational facilities, allotments and waste facilities. There will also be the provision of a local neighbourhood centre to include community uses and small scale local retail, service and food and drink facilities.

There will also be long-term positive effects for communities in the north of the borough through the delivery of development and revitalisation of Farnborough town centre, which will be a focus for development of retail, leisure, entertainment, cultural, tourism, restaurant, supporting service and other town centre uses, building on previous investment in the town centre. Policy SP2 (Farnborough Town Centre) also seeks enhanced accessibility for all into and around the town centre by providing better connections between the town centre and the railway station, edge-of-centre retail developments, Farnborough Business Park, adjoining residential areas and development to the south. It also encourages good design quality and the development of a high quality network of streets and public spaces.

In terms of deprivation, the spatial strategy directs housing, employment and associated improvements to community infrastructure within areas of the Borough that are identified as being deprived according to the Index of Multiple Deprivation (IMDB). This includes Aldershot Town Centre which falls within the 0 - 20% most deprived areas in the Borough and Farnborough Town Centre and Meudon Avenue which fall into the 20 to 40% most deprived areas. The regeneration of brownfield land in these areas and improved accessibility to housing and employment as well as services/facilities will have a positive effect in relation to this issue.

An open space, sport and recreation study for the Borough identified key differences between Aldershot and Farnborough in terms of open space provision.²⁸ Farnborough falls below the quantity standard for parks and gardens, and natural green spaces, while Aldershot exceeds the quantity standards for open space in these typologies. It also noted that, due to the constraints of the Borough, it is unlikely that it will be possible to create any large open spaces within the centre of Farnborough or Aldershot. Therefore the existing network of local parks and gardens should be protected and where possible enhanced to acknowledge the importance of these sites to the local community. The majority of development proposed is being located on previously developed land and is therefore unlikely to result in a significant loss of any existing open or recreational space. There are draft plan policies that seek to protect open space and recreational areas as well as ensure that they are provided as part of new development; these are discussed under the commentary on other policies.

The assessment of site options identified that three proposed sites fall within the noise contours for Farnborough Airport. This includes sites 518 (Meudon House/115-117 Pinehurst) and 576 (Land at Queens Gate) that intersect with the 55 decibel (dB) noise contour and site 586 (137 Alexandra Road) which intersects with the 60dB noise contour for the airport. Any development proposed within the

²⁸ Rushmoor open space, sport and recreation study (2014) Volume 1: main Report Available [online]: <http://www.rushmoor.gov.uk/CHttpHandler.ashx?id=14792&p=0>

noise contours will require a noise impact assessment, which will inform what mitigation is required to ensure a suitable internal noise environment.

Taking the above into account, it is predicted that the spatial strategy has the potential for a long-term significant positive effect on communities and wellbeing.

8.3.2 Commentary on other policies

The draft plan proposes a number of policies with the potential for indirect positive effects or that will help to minimise the potential impacts of new development on the issues considered through this topic.

In terms of community facilities, Policy IN1 (Infrastructure and Community Facilities) proposes that the Council will work with partners to ensure that infrastructure and community facilities, including those set out in the Rushmoor Infrastructure Plan, are provided in a timely and sustainable manner. Development is supported where it includes the provision of, or makes reasonable contributions towards providing, necessary community facilities, open space, transport infrastructure and other infrastructure to address the needs arising from the proposal, including the cumulative impacts of development. Any new community facilities must be well served and linked by public transport and easily accessible by walking and cycling.

The draft plan proposes a partnership approach towards neighbourhood development in deprived areas in the Borough. Policy LN5 (Neighbourhood Deprivation Strategy) states that proposals for development within deprived areas will have regard to their ability to:

- a. Increase accessibility and opportunities for walking and cycling;
- b. Increase vitality and viability of local centres by ensuring an appropriate mix of uses and retention of a retail core;
- c. Provide access to open space;
- d. Provide access to healthcare and education through partnership working with providers and the delivery of appropriate infrastructure from new development;
- e. Provide improvements to housing choice and quality through working with providers and the implementation of appropriate housing type and mix policies;
- f. Deliver environmental improvements to improve public realm and provides opportunities for greening the environment;
- g. Contribute to community safety; and
- h. Include measures consistent with corporate and partnership projects for Borough and neighbourhood improvement.

In terms of health and wellbeing, Policy DE10 (Pollution) seeks to ensure that any proposal for new development does not give rise to, or would be subject to, unacceptable levels of pollution.

Policy SP4 (Farnborough Airport) ensures that any proposals to change the pattern, nature and/or number of business aviation movements will only be permitted if the aircraft noise is less than the agreed baseline noise level (established through Policy SP4.2) and that any material increase in air pollution or odour is mitigated adequately.

Policy SP4.2 (Noise, and Flying at Weekends and Bank Holidays) proposes that the noise arising from aircraft movements shall not exceed the agreed noise contour budget up to 2032. The policy states that any proposals that seek to change the pattern, nature and/or number of annual business aviation movements will only be acceptable if they lead to a noise contour budget smaller than the agreed noise contour budget determined as current at the time of the application. Policy SP4.3 (Hours of Operation) sets limits on the times allowed for aircraft movements and Policy SP4.4 (Safety) seeks to maintain the current risk contours to ensure that these do not extend to areas where people live, work or congregate.

In Policy DE6 (Open Space, Sport and Recreation), the draft plan supports good provision of high quality and accessible open space and sport facilities to meet a wide range of recreation, sport and open space needs in Rushmoor by maintaining and improving provision and accessibility for all. The draft plan protects playing field sites, including ancillary built facilities, for sport and recreational uses (Policy DE7 - Playing Fields and Ancillary Facilities). It also supports any proposals for new development which makes appropriate provision for new playing fields. Policy DE8 (Indoor and Built Sport and Recreation Facilities) seeks to safeguard existing indoor and built sport recreation facilities and supports and encourages the improvement to or delivery of new facilities.

8.3.3 Appraisal of the draft plan as a whole

Development proposed and supported through the draft plan will result in improvements to as well as the delivery of new community infrastructure, including health facilities and recreational areas, for existing communities. The Wellesley (Aldershot Urban Extension) development and regeneration of Aldershot and Farnborough Town Centres will result in significant improvements to community infrastructure and pedestrian movement and this is predicted to have the potential for a significant long-term positive effect on communities and wellbeing. It will be important to improve pedestrian and public transport links into these areas for surrounding communities to ensure that the maximum number of residents in the Borough benefit from improvements to and delivery of new community infrastructure.

The draft plan directs development towards deprived areas in the borough and proposes a partnership approach towards the delivery of neighbourhood development in these areas. Good quality development can help to improve quality of life for communities and reduce inequalities. Overall, it is predicted that the draft plan as a whole has the potential for a **significant long-term positive effect** on communities and wellbeing.

8.4 Economy and employment

8.4.1 Commentary on the spatial strategy

The spatial strategy seeks to protect strategic and locally important employment sites within Rushmoor. Policy SS2 (Spatial Strategy) supports employment uses as set out in Policies PC1 to PC3 to ensure that the employment land needs of the Borough and wider Functional Economic Area²⁹ (FEA) can be met. The sites identified in the spatial strategy and Policies PC1 to PC7 will contribute to meeting the forecast increase in the total number of B class jobs of around 9,000 in the FEA over the plan period. This will have a significant long-term positive effect for the economy in Rushmoor and the wider FEA as it provides a framework that will deliver a choice of sites and locations to meet the needs of particular sectors and occupiers.

Policy PC1 (Economic Growth and Investment) supports the growth and retention of existing businesses and inward investment into the Borough by protecting strategic and locally important sites for employment uses. It also supports opportunities to develop key employment sectors including:

- Specialist / advanced manufacturing (including research and development), specifically at the established locations of Cody Technology Park and Farnborough Aerospace Park;
- Manufacturing and distribution, specifically at the established industrial locations in the borough, notably the East Aldershot Industrial Cluster, Springlakes and Southwood Business Park; and
- Business services in Aldershot and Farnborough town centres and the established office locations of Farnborough Business Park and Frimley Business Park.

Policies PC2 and PC3 support Policy PC1 and identify existing strategic and locally important employment sites and support the redevelopment and regeneration of these sites to provide B-class employment floorspace that meets the needs of the market. Policy PC4 (Farnborough Business Park) recognises the role of Farnborough Business Park as the Borough's flagship office development site and supports proposals that would develop or enhance the B1(a) office employment use. Policies PC5 to PC7 seek to protect and support employment development at Cody Technology Park, East Aldershot Industrial Cluster and Hawley Lane South.

8.4.2 Commentary on other policies

The draft plan supports the development of education and employment opportunities through Policy PC8 (Skills, Training and Employment). It supports this by seeking to deliver improvements to schools and higher education facilities; providing adult learning opportunities; enhancing partnerships; providing new training facilities; and supporting local skills and employment providers. This will have a long-term minor positive effect by helping to support opportunities for skills and training within the Borough.

Policies SP1 and SP1.1 to SP1.2 seek to regenerate and enhance the vitality and viability of Aldershot town centre. The draft plan also seeks to regenerate and enhance the vitality and viability of Farnborough town centre through Policies SP2 and SP2.1 to SP2.2. Improving accessibility into the town centres and improvements to the retail offer and evening economy in both town centres will have a positive effect on the borough economy. Similarly, Policies SP3 and SP3.1 to SP3.2 seek to maintain or enhance the vitality and viability of North Camp District Centre.

The draft plan also supports the development of business aviation and associated uses at Farnborough Airport through Policy SP4 (Farnborough Airport) subject to a number of criteria based on the pattern, nature and/or number of business aviation movements.

²⁹ Hart District Council, Rushmoor Borough Council and Surrey Heath Borough Council (2016) Joint Employment Land Review. Available [online]: <http://www.rushmoor.gov.uk/CHttpHandler.ashx?id=17273&p=0>

8.4.3 Appraisal of the draft plan as a whole

The draft plan seeks to protect strategic and locally employment sites within Rushmoor and supports the delivery of employment uses to ensure that the employment land needs of the Borough and wider FEA can be met. It supports opportunities to develop key employment sectors including specialist / advanced manufacturing (including research and development), manufacturing and distribution and business services in Aldershot and Farnborough town centres and the established office locations of Farnborough Business Park and Frimley Business Park. The draft plan seeks to regenerate and enhance the vitality and viability of existing town centres and supports opportunities for the development that will improve education, skills and training. As a whole, it is considered that the draft plan will have a **significant long-term positive effect** on economy and employment.

8.5 Historic environment

8.5.1 Commentary on the spatial strategy

The spatial strategy (Policy SS2) directs new development towards existing urban areas and restricts new development in the countryside surrounding Aldershot and Farnborough. It proposes the delivery of at least 7,850 new dwellings in the Borough provided through 3,850 new homes at Wellesley (Aldershot Urban Extension) and at least 4,000 new homes from the remainder of the urban area in Aldershot and Farnborough. It is important to note that a large proportion of the identified capacity to accommodate development within the Borough is comprised of completions (472 dwellings) and sites with planning permission (5,059 dwellings), which includes the 3,850 dwellings proposed at Wellesley (Aldershot Urban Extension). The majority of the remaining sites with capacity are within the urban area and situated on existing brownfield land.

The assessment of site options provided in **Appendix III** demonstrates that none of the proposed sites outside of the existing commitments contain or are adjacent to a Listed Building. All of them are over 850m from Registered Parks and Gardens and more than 200m from Scheduled Monuments. Eight sites are within a Conservation Area (sites 102 (Willow House, Aldershot), 505 (Alexandra House, North Camp), 537 (82-82A Alexandra Road, Farnborough), 574 (Former Aldershot Day Services, Church Lane East, Aldershot), 578 (Land at Foulkes Terrace, Aldershot), 584 (2 Salisbury Road), 588 (The Old Warehouse, Star Yard) and 592 (Dawn House, 2 Rectory Road and land at 4 Rectory Road) and a number are within 50m of a Conservation Area (sites 519 (286 - 304 High Street, Aldershot), 577 (The Wellington Centre, Victoria Road, Aldershot), 591 (Union Street East) and 572 (Blandford House and Malta Barracks)). It is also important to note that four sites are within an area of archaeological importance (sites 519, 574, 584, 585 & 592).

The eight sites proposed within and adjacent to Conservation Areas are all small scale. The largest amount of growth proposed within a Conservation Area is 20 dwellings at site 578 (Land at Foulkes Terrace, Aldershot). Sensitive design, including use of appropriate materials, should provide adequate mitigation to ensure that there are no significant negative residual effects as a result of development at any of these sites. It is recommended that an archaeological survey is carried out and submitted alongside any proposal for development at the sites within the Conservation Areas as well as those sites within an area of archaeological importance 519, 574, 584, 585 and 592 (site names provided above).

While it is recognised that distance to designated heritage assets in itself is not a definitive guide to the potential nature and significance of effects on the historic environment, it helps to identify the proximity of sensitive receptors and therefore inform the appraisal. It is acknowledged that the historic environment consists of more than just designated heritage assets and that this needs to be taken into account in planning decisions.

Development within the Borough, particularly within the south, needs to be considered in the context of development at the Wellesley (Aldershot Urban Extension) site (Policy SP5 - Wellesley), which secured planning permission in 2013. The delivery of 3,850 new homes and associated community infrastructure will significantly change the historic environment and character in the south of the Borough, in particular within and around Aldershot Military Town.

The majority of development proposed in the draft plan is previously developed land in the existing urban area and, while there is still the potential for negative effects on the historic environment, sensitive design should ensure that these are not significant. The redevelopment of previously developed land can also provide an opportunity to remove existing development that is detracting from the significance of designated heritage assets and the wider historic environment. This coupled with improvements to accessibility and signage has the potential to enhance the historic environment with a long-term positive effect. As set out in HE's SEA Guidance this could include:³⁰

- Promoting the innovative reuse of the existing building stock and addressing heritage at risk;
- Promoting heritage based tourism;

³⁰ Historic England (2016) Advice Note 8 - Sustainability Appraisal and Strategic Environmental Assessment available [online]: <https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/>

- Achieving appropriate climate change resilience;
- Improving awareness, involvement, and understanding of the historic environment;
- Encouraging traditional building and craft skills development and using the historic environment as an educational resource;
- Improving and broadening access to the local historic environment; and
- Providing better opportunities for people to understand local heritage and participate in cultural and leisure activities.

However, it is important to note that the potential for positive effects are uncertain at this stage and dependent on a number of factors including the design of development.

8.5.2 Commentary on other policies

The draft plan includes a number of policies that are likely to have long-term positive effects on this topic as they seek to conserve and enhance heritage assets. They will also help to provide mitigation for the development proposed through the spatial strategy.

Policy HE1 (Heritage) seeks to conserve and enhance heritage assets, particularly those that are recognised as having an intrinsic link to the military or aviation history of the Borough. While this policy is likely to have a long-term positive effect on this topic, there is the potential to strengthen it by referring more widely to the historic environment. The NPPF sets out a wider definition of the historic environment that encompasses more than just designated heritage assets. It is also suggested that the policy encourages development proposals to seek opportunities, where possible, to enhance the historic environment.

The draft plan does not permit the demolition or partial demolition of a heritage asset, unless every practical effort has been taken to retain it (Policy HE2 - Demolition of a Heritage Asset). When considering development proposals within or adjoining a Conservation Area, the Council will seek to conserve, enhance or better reveal significant views/buildings; areas of townscape quality and important built features (Policy HE3 - Development within or adjoining a Conservation Area). Proposals which would have a detrimental effect on such features will not normally be permitted. The plan also supports development proposals which do not adversely affect nationally significant features of archaeological or historic importance and their setting (Policy HE4 - Archaeology). Where possible, proposals should also seek to enhance them. It also requires an archaeological impact assessment if there is evidence that archaeological remains exist but the extent or significance is unknown.

Other policies that are likely to have indirect long-term positive effects on the historic environment include Policy DE1 (Design in the Built Environment) which requires development to make a positive contribution towards improving the quality of the built environment. To achieve this development must: include high quality design that respects the character and appearance of the local area; use materials sympathetic to local character; and have regard to the relevant Character Appraisal if proposing development within a Conservation Area.

Policy DE9 (Advertisements) ensures that consent for signs or advertisements will only be granted if there is no harmful impact upon the character of the area or to heritage assets. The policy also states that they should be well-designed and in keeping with the scale and character of the building on which they are displayed.

It is also noted that Policy SP1 (Aldershot Town) supports development that demonstrates good design and creates a more attractive town centre environment reinforcing the town's historic built heritage and local character. The Council also seeks to work with the Ministry of Defence and other partners to permit development in the Aldershot Military Town as long as it enhances the character of the Aldershot Military Town and Basingstoke Canal Conservation Areas and that heritage assets are retained and enhanced.

8.5.3 Appraisal of the draft plan as a whole

The spatial strategy directs new development towards existing urban areas and a large proportion of the identified capacity to accommodate development within the Borough is comprised of completions (472 dwellings) and sites with existing planning permission (5,059 dwellings), which includes the 3,850 dwellings proposed at Wellesley (Aldershot Urban Extension). The majority of the remaining development proposed in the draft plan is on previously developed land in the existing urban area and, while there is still the potential for negative effects on the historic environment, sensitive design should ensure that these are not significant.

The draft plan includes policies that seek to conserve and enhance the historic environment. Development will only be supported if it makes a positive contribution towards improving the quality of the built environment. This includes high quality design that respects the character and appearance of the local area; using materials sympathetic to local character; and having regard to the relevant Character Appraisal if proposing development within a Conservation Area. The redevelopment of previously developed land can also provide an opportunity to remove existing development that is detracting from the significance of designated heritage assets and the wider historic environment.

On balance, it is considered that there is sufficient mitigation provided through draft plan policies and available at the project level to ensure that there are no significant negative effects on the historic environment as a result of the draft plan alone or acting cumulatively with other plans and programmes. It is important for the historic environment to be considered at an early stage in the design of development to allow for the identification of opportunities for enhancement. At this stage, it is considered that the draft plan will have a **residual neutral effect on the historic environment**, as it is not possible to conclude a minor positive or negative effect on the baseline. There is uncertainty at this stage as the avoidance of a minor negative effect is dependent on the mitigation delivered at the project level. Similarly, the potential for a minor positive effect is also uncertain as this will be dependent on the potential opportunities for enhancement at each site.

8.6 Housing

8.6.1 Commentary on the spatial strategy

Policy SS2 proposes the delivery of at least 7,850 new dwellings in the Borough during the life of the plan. This includes 3,850 new homes at Wellesley (Aldershot Urban Extension) and at least 4,000 new homes from the remainder of the urban area; about 1,700 of these are within Aldershot (outside Wellesley) and about 2,300 of these are within Farnborough. The most recent SHMA found that Rushmoor Borough has an identified objectively assessed housing need (OAHN) of 7,848 dwellings between 2014 to 2032.³¹ The spatial strategy will therefore meet the OAHN for the Borough in full and will have a significant long-term positive effect in relation to this topic.

The draft plan identifies that the Borough has additional capacity to accommodate a further 912 new homes, bringing the total capacity to around 8,762 new dwellings. The supporting text of Policy SS2 (Spatial Strategy) states that the estimated capacity of about 8,700 dwellings, when set against identified need of 7,848 dwellings, provides sufficient flexibility should there be unimplemented, or slower implementation of, housing schemes due to unforeseen circumstances, whilst also maximising housing development within the parameters of sustainable development, and so supporting affordable housing delivery. This enhances the positive effects identified above as the spatial strategy provides enough flexibility to ensure that the OAHN is met.

8.6.2 Commentary on other policies

There are a range of other draft plan policies that seek to meet the housing needs for all people in the borough and ensure the delivery of affordable housing.

Policy LN1 (Housing Mix) seeks to deliver a balanced mix of housing to create mixed and sustainable communities, and meet projected future household needs in Rushmoor. Policy LN3 (Gypsies, Travellers and Travelling Showpeople) seeks to meet the needs of Gypsies, Travellers and Travelling Showpeople and protect existing sites. The draft plan also allocates two sites to help meet the identified need for additional plots for Travelling Showpeople in Policies LN3.1 and LN3.2. Along with providing a suitable mix of housing for all people through Policy LN1 (Housing Mix), the draft plan also supports proposals for housing designed specifically to meet the identified needs of older people and others with a need for specialist housing, including specialist and supported housing care (Policy LN4 -Specialist and Supported Housing Care). These policies will have a long-term positive effect on this topic as they will help to meet the housing needs for all the borough's residents.

Evidence suggests that there is a substantial need for affordable housing in Rushmoor. It is important to note that the SHMA states that, "Rushmoor appears to exhibit higher levels of need for affordable housing this is driven, in part, by the larger stock of affordable housing in the authority area and the larger existing rented sector. Both of these factors give rise to larger numbers of people assessed to be in need, but that need could be met anywhere in the HMA". Policy LN2 (Affordable Housing) sets out the affordable housing requirements for new developments coming forward during the plan period, which include:

- On sites of 11 or more dwellings, a minimum of 30% of dwellings as affordable homes.
- On sites within Aldershot and Farnborough town centres of 11 or more dwellings, a minimum of 20% of dwellings as affordable homes.
- On sites of 15 or more dwellings, on-site provision of affordable housing, unless there are exceptional circumstances, in which case a commuted sum of equivalent value will be required.
- On sites of 11 to 14 dwellings, either on-site provision of affordable housing or a commuted sum of equivalent value.

This policy will have a long-term positive effect on this topic as it will help to meet the affordable housing need within Rushmoor. It will be important to monitor the number of affordable homes being

³¹ Hart District Council, Rushmoor Borough Council & Surrey Heath Borough Council (2016) Hart, Rushmoor and Surrey Heath Strategic Housing Market Assessment 2014-2032. Final Report. Available [online]: <http://www.rushmoor.gov.uk/CHttpHandler.ashx?id=17271&p=0>

delivered alongside new development to ensure that targets and the needs of the Borough are being met, whilst recognising that these needs are set within the context of the wider HMA.

The draft plan also seeks to deliver good quality housing that makes a positive contribution towards communities and improve the quality of the built environment (Policy DE1 - Design in the Built Environment). Policy DE2 (Residential Internal Space Standards) seeks to ensure that the internal layout and size of new dwellings are suitable to serve the amenity requirements of future occupiers.

8.6.3 Appraisal of the draft plan as a whole

The draft plan proposes the delivery of enough homes to meet the identified needs of the Borough and identifies additional capacity to ensure that there is enough flexibility in the plan to allow for unforeseen circumstances. It also sets out affordable housing requirements for new developments and this will help to meet the identified needs within Rushmoor. The draft plan seeks to deliver good quality housing that makes a positive contribution towards communities and improve the quality of the built environment. Furthermore, it seeks to meet the needs of the range of people within the borough by delivering a suitable mix of housing and supports proposals for specialist and supported housing care and allocates sites for Travelling Showpeople. Overall, it is considered that the draft plan as a whole will have a **significant long-term positive effect** on housing.

8.7 Landscape

8.7.1 Commentary on the spatial strategy

The spatial strategy (Policy SS2) directs new development towards existing urban areas and restricts new development in the countryside surrounding Aldershot and Farnborough. It proposes the delivery of at least 7,850 new dwellings in the Borough provided through 3,850 new homes at Wellesley (Aldershot Urban Extension) and at least 4,000 new homes from the remainder of the urban area in Aldershot and Farnborough. It is important to note that a large proportion of the identified capacity to accommodate development within the Borough is comprised of completions (472 dwellings) and sites with planning permission (5,059 dwellings), which includes the 3,850 dwellings proposed at Wellesley (Aldershot Urban Extension). The majority of the remaining sites with capacity are within the urban area and situated on brownfield land.

A landscape character assessment for the Borough was carried out in 2009.³² The assessment identifies landscape character areas that are of 'high value' and 'at high risk' from inappropriate development and changes in land use. These areas include:

- Heathland and Forest in the south west;
- Aldershot Military Town in the south east;
- Wooded ridge close to the Aldershot Military Town in the south east;
- Basingstoke Canal; and
- Type A Urban Residential Areas which covers Fernhill Lane, Empress Estate, Farnborough Park, Cranmore Lane/ Rowhill (These are areas of low density, well-spaced detached housing set in mature vegetation).

The assessment of site options in **Appendix III** demonstrates that outside of the existing commitments referred to earlier, seven sites fall within some of the 'high value' and 'at risk' areas identified above. Site 211 (site of (the former) Ramilies Park, Aldershot) and 578 (Land at Foulkes Terrace, Aldershot) predominantly fall within the Aldershot Military Town Landscape Character Area (LCA). A small proportion of site 578 also falls within the Military Town Wooded Ridge LCA. The remaining sites (505 (Alexandra House, North Camp), 537 (82-82A Alexandra Road, Farnborough), 548 (Ayling Hill/York Road, Aldershot), 583 (208 Farnborough Road) and 586 (137 Alexandra Road)) all fall within Type A - Urban Residential Areas. The landscape character assessment (2009) states that there is the potential for sympathetic developments within the Type A Urban Residential Areas, which can increase densities whilst maintaining the character and original features.

It is important to note that there will be significant changes to the landscape in the south of the Borough, in particular within and around the Aldershot Military Town as a result of development at the Wellesley (Aldershot Urban Extension) site. There is planning consent for up to 3,850 new homes, together with road improvements, schools, public open space and other facilities on the site to the north of Aldershot Town Centre. In the context of this urban extension, the small scale developments proposed at the sites identified above are likely to have little additional effect on the local and wider landscape/townscape. However, it will still be important to ensure that the design and layout of development takes account of the existing as well as changing character of the area.

It should be noted that the Council produced a Landscape and Townscape Character Update Note in May 2017. It proposes some minor changes to the character areas identified in the 2009 study but concludes that the 2009 assessment is still valid.

The draft plan supports the regeneration and redevelopment of Aldershot Town Centre through Policy SP1 (Aldershot Town Centre) by permitting new development that demonstrates good design and creates a more attractive Town Centre environment reinforcing the town's historic built heritage and local character. The development proposed through the plan and regeneration of town centres provides an opportunity to enhance the landscape/townscape although this is uncertain at this stage.

³² Rushmoor Borough Council (2009) Landscape Character Assessment. Available [online]: <http://www.rushmoor.gov.uk/article/2932/Background-evidence-on-landscape-character>

On balance, it is considered that the spatial strategy will have a neutral effect on the landscape and also has the potential to result in positive effects in line with draft plan policies.

8.7.2 Commentary on other policies

Policy DE1 (Design in the Built Environment) requires that development makes a positive contribution towards improving the quality of the built environment. To achieve this development must: include high quality design that respects the character and appearance of the local area; use materials sympathetic to local character and include a level of architectural detail that gives the building visual interest for views both near and far. Where appropriate, development proposals must also ensure that existing landscape features (for example, topography (the surface shape) and trees worthy of retention) are included within the overall design of the scheme from an early stage.

Policy NE2 (Green Infrastructure) seeks to protect and enhance the network of accessible, multi-functional green infrastructure across the Borough by ensuring that development:

- Does not result in a loss, fragmentation, or significant impact on the function of, the green infrastructure network;
- Provides green infrastructure features within the development site, or where this is not feasible, makes appropriate contributions towards other strategic enhancement, restoration and creation projects where the proposal will result in additional pressure on the green infrastructure network;
- Maximises opportunities for improvement to the green infrastructure network including restoration of fragmented parts of the network.

Policy NE3 (Trees and Landscaping) does not permit development which would affect adversely existing trees worthy of retention, particularly those subject to Tree Preservation Orders. It also expects new development to make provision for tree and general planting and major development schemes to include comprehensive landscaping and tree management plans, including where appropriate, the mechanisms for long term maintenance.

Policy DE9 (Advertisements) ensures that consent for signs or advertisements will only be granted if there is no harmful impact upon the character of the area. The policy also states that they should be well-designed and in keeping with the scale and character of the building on which they are displayed.

8.7.3 Appraisal of the draft plan as a whole

The draft plan directs new development towards existing urban areas and restricts new development in the countryside surrounding Aldershot and Farnborough. A large proportion of the identified capacity to accommodate development within the Borough is comprised of completions (472 dwellings) and sites with planning permission (5,059 dwellings), which includes the 3,850 dwellings proposed at Wellesley (Aldershot Urban Extension). The majority of the remaining sites with capacity are within the urban area and situated on brownfield land. Only a small proportion of these sites are within landscape character areas that are identified as being 'high value' and 'at risk'.

The draft plan includes policies that require new development to make a positive contribution towards improving the quality of the built environment through high quality design that respects the character and appearance of the local area. It also expects new development to make provision for tree and general planting and major development schemes to include comprehensive landscaping and tree management plans, including where appropriate, the mechanisms for long term maintenance.

The majority of development is proposed in areas that are not highly sensitive in landscape terms. While there is the potential for development to have negative effects on landscape, it is considered that there is sufficient mitigation provided through policies and available at the project level to ensure that these are not significant. At this stage, it is considered that the draft plan will have a **residual neutral effect on landscape**, as it is not possible to conclude a minor positive or negative effect on the baseline. There is uncertainty at this stage as the avoidance of a minor negative effect is dependent on the mitigation delivered at the project level. Similarly, the potential for a minor positive effect is also uncertain as this will be dependent on the potential opportunities for enhancement at each site.

8.8 Transport and Traffic

8.8.1 Commentary on the spatial strategy

The spatial strategy (Policy SS2) directs new development towards existing urban areas and restricts new development in the countryside surrounding Aldershot and Farnborough. It proposes the delivery of at least 7,850 new dwellings in the Borough provided through 3,850 new homes at Wellesley (Aldershot Urban Extension) and at least 4,000 new homes from the remainder of the urban area in Aldershot and Farnborough. It is important to note that a large proportion of the identified capacity to accommodate development within the Borough is comprised of completions (472 dwellings) and sites with planning permission (5,059 dwellings), which includes the 3,850 dwellings proposed at Wellesley (Aldershot Urban Extension). It should also be noted that various transport assessments and plans were carried out and submitted alongside the application for 3,850 dwellings at Wellesley (Aldershot Urban Extension).³³

The spatial strategy is positive as it directs development towards existing urban areas where there is good access to employment and services/ facilities. The delivery of housing, employment and associated improvements to services/ facilities and public transport in these areas has the potential for positive effects on this topic by helping to reduce the need to travel and reduce reliance on the private vehicle. At this stage, the precise scale and extent of improvements are not known so there is an element of uncertainty.

To help inform the development of the draft plan, Hampshire County Council's North Hampshire Transport Model (NHTM) was used to assess the transport implications of the proposed allocations. The modelling considered two scenarios:

- **2031 Do Minimum (hard commitments):** included residential and employment growth based on hard committed sites within Rushmoor Borough and any committed highway infrastructure schemes up to a forecast year of 2031. The scenario highlighted the impact of the known committed developments prior to the addition of the proposed Local Plan allocation sites. The Do Minimum growth represented approximately 5,600 residential units and approximately 130,000 sqm of employment land use.
- **2031 Rushmoor Local Plan and Additional Developments (Do Minimum + Soft Commitments):** This built on the Do Minimum scenario and included all proposed housing and employment allocations as identified in the Local Plan. By comparing this to the Do Minimum, the transport impact resulting from the new development were isolated. These development allocations accounted for an additional 2,800 dwellings over the Do Minimum values and that, in total, equated to an increase of approximately 8,400 units by 2031.

The modelling found that the forecast growth in demand associated with increased development through the Do Minimum scenario has impacts on the highway network with the locations influenced most including the following roads:

- Alison's Road, Aldershot eastbound
- Government Road, Aldershot eastbound
- A323 Fleet Road
- A325 Farnborough Road

Additionally, flows along the M3 in both directions increase by more than 1,500 Passenger Car Units (PCUs) in both the AM and PM peaks by 2031. However, it should be noted that these increases on the M3 are also driven by wider growth between 2013-31 outside of Rushmoor. Forecast capacity issues on the highway network occur mostly in and surrounding the main urban areas within the Borough or on the perimeter of the Borough. Locations include M3 junction 4A westbound/ A327 (both peaks), in the Frimley Business Park / A331 / M3 junction 4 area, Frimley High Street and the A325, Frimley.

For the Do Minimum plus additional Local Plan developments the main location, in both the AM and PM peaks, where flows increase is central Farnborough at the Sulzers roundabout / Pinehurst

³³ <http://www.rushmoor.gov.uk/article/5857/Aldershot-Urban-Extension-AUE---environmental-and-transport-documents>

roundabout and Victoria Road. In addition to this, there are also notable increases in flows at M3 junction 4 in both peaks, on the A323 in Aldershot and through the area of Aldershot Camp which will be part of the AUE, A327 Elles Road westbound and Ively Road.

Forecast capacity issues on the highway network are generally similar to those forecast for the Do Minimum scenario. The locations where there is a notable increase in capacity utilisation for the Local Plan scenario in the AM peak are westbound on Elles Road to the Ively Road roundabout and westbound on the A327 Summit Avenue at the BMW roundabout. During the PM peak all arms of the A325 Farnborough Road / Hawley Road roundabout show increase, particularly Farnborough Road northbound. Ively Road eastbound to Elles road also has a notable increase in capacity utilisation.

The locations where further, more detailed, investigation may be required to identify mitigation to address significant changes to link/junction performance over-and-above Do Minimum conditions include the A327 Summit Avenue / Fleet Road roundabouts, Coleford Bridge (A331 junction), the A325 Farnborough Road / Hawley Road roundabout and the Ively Road / Elles Road roundabout.

A position statement has been agreed between Hampshire County Council and Rushmoor Borough Council³⁴. This states that the Borough Council with the support of HCC will develop a series of proposals to mitigate the impact of growth in the borough, in particular through the development of the Farnborough Growth Transport Package which is focusing on the A325 Farnborough Road, A327 corridor (Ively Road, Elles Road and Summit Avenue) and A3011 Lynchford Road. Further transport impact studies will be undertaken as part of the Farnborough Growth Transport Package for Farnborough which will refine the TA findings in this part of the Borough.

It is important to note that no allowance has been made in the modelling for sustainable travel measures. In this respect, the modelling is considered to represent a robust worst-case scenario. The Borough Council and HCC have agreed that there are no 'show stoppers' that could not be mitigated and hence, it is expected that the transport impacts of the Rushmoor Local Plan development can be appropriately mitigated.

8.8.2 Commentary on other policies

The draft plan encourages development to minimise the need to travel, promote opportunities for sustainable transport modes, and improve accessibility to local facilities and linkages with the surrounding pedestrian and cycle network (Policy IN2 - Transport). Any proposals must mitigate impacts on the local or strategic road networks arising from the development itself and/or the cumulative effects through the provision of, or contributions towards, necessary and relevant transport improvements, including those secured by legal agreements or through the Community Infrastructure Levy.

It also seeks through Policy IN1 (Infrastructure and Community Facilities) to ensure that necessary infrastructure, including that set out in the Rushmoor Infrastructure Plan, is provided in a timely and sustainable manner. This includes transport infrastructure and other infrastructure to address the needs arising from the proposal. New community facilities must be well served and linked by public transport and easily accessible by walking and cycling.

There are also a number of area (Policies SP1, SP2 and SP3) and site specific (Policies SP1.4 to SP1.8, SP2.3 and SP5 to SP10) policies that seek to ensure that development delivers the required transport infrastructure as well as improvements to community facilities and sustainable transport modes where possible.

³⁴ Position Statement on the Transport Assessment to Support the Draft Rushmoor Local Plan 2014 – 2032

8.8.3 Appraisal of the draft plan as a whole

Transport modelling suggests that development proposed through the draft plan will have impacts on the existing highway network and increase traffic flows in a number of areas. A position statement has been agreed between Hampshire County Council and Rushmoor Borough Council³⁵. This states that the Borough Council with the support of HCC will develop a series of proposals to mitigate the impact of growth in the borough. The Borough Council and HCC have agreed that there are no 'show stoppers' that could not be mitigated and hence, it is expected that the transport impacts of the Rushmoor Local Plan development can be appropriately mitigated.

The draft plan will deliver housing, employment and associated improvements to services/ facilities and public transport, which has the potential for positive effects on transport and traffic by helping to increase accessibility and reduce the need to travel and as well as reliance on the private vehicle. At this stage the precise scale and extent of these improvements are not known so there is an element of uncertainty. The draft plan encourages development to minimise the need to travel, promote opportunities for sustainable transport modes, and improve accessibility to local facilities and linkages with the surrounding pedestrian and cycle network

On balance, it is considered that the draft plan will have a **residual neutral effect** on transport and traffic at this stage based on the evidence available.

³⁵ Ibid.

8.9 Natural resources

8.9.1 Commentary on the spatial strategy

This topic relates to the quality and quantity of natural resources within the Borough. The key issues to be discussed include the efficiency of land use, whether there are potential contamination issues, the agricultural quality of land, air quality and water resources and quality.

The majority of growth proposed through the spatial strategy and allocation policies has already been built out or has planning permission (around 5,000 dwellings). The remainder of the sites with capacity to accommodate development are within the existing urban area, with the exception of site 572 (Blandford House and Malta Barracks). As a result, the majority of development proposed through the draft plan is on previously developed land with long-term positive effects in relation to the efficient use of land. Furthermore, there will be no significant loss of agricultural land.

There may be issues in relation to contaminated land given the focus of growth in existing urban areas and on previously developed land. However, it is assumed that this issue can be addressed through site level studies and assessments.

The findings of the appraisal under the transport and traffic topic are a residual neutral effect at this stage. A position statement has been agreed between Hampshire County Council and Rushmoor Borough Council³⁶. This states that the Borough Council with the support of HCC will develop a series of proposals to mitigate the impact of growth in the borough. The Borough Council and HCC have agreed that there are no 'show stoppers' that could not be mitigated and hence, it is expected that the transport impacts of the Rushmoor Local Plan development can be appropriately mitigated. As a result, it is predicted that the proposed spatial strategy will not have a significant negative effect on air quality. It should be noted that improved technological efficiency of petrol and diesel engines has resulted in a reduction in emissions from vehicles and this trend is predicted to continue.³⁷

South East Water's Water Resource Management Plan (WRMP) published in 2014 identifies that demand is forecast to increase by around 11% over the period 2015 to 2040 within their supply area, largely driven by the increased water needs from the agricultural and horticultural sectors.³⁸ Their calculations show that with less water being available for use, combined with an increasing overall demand for water, there will be insufficient supplies to meet demand, and to maintain expected levels of service to customers. The WRMP proposes a range of measures that seek to ensure that the needs of a growing population and increased demands are met up to 2040. Taking this into account, it is considered that the development proposed through the spatial strategy will not have a significant negative effect on water resources either alone or cumulatively with other plans and programmes.

Development within Rushmoor Borough over the plan period will increase wastewater production. Wastewater from the Borough is treated by Thames Water and discharged to the River Blackwater, which ultimately drains to the River Thames. Development within Rushmoor falls into the catchments of three Waste Water Treatment Works (WwTWs): Camp Farm, Aldershot and Camberley.

A Joint Water Cycle Study (WCS) for Rushmoor, Hart and Surrey Heath has been prepared to support the Local Plan. The WCS identifies that in total 11 Wastewater Treatment Works (WwTW) will serve the proposed future development across the study area, including the three listed above. The sensitivity of the receiving watercourses in the study area has been discussed, and current water quality concerns highlighted. Despite these concerns, it has been shown that the WwTW within the study area can ultimately accept the increased wastewater generated by growth, using economically feasible, conventional treatment technologies to the standards required to prevent significant deterioration to the water environment.

The study does highlight capacity available at each WwTW and notes the following:

- Camberley WwTW - Limited flow capacity under all growth scenarios, therefore growth upgrades and careful development phasing will be required. Will also require treatment

³⁶ Position Statement on the Transport Assessment to Support the Draft Rushmoor Local Plan 2014 – 2032

³⁷ Committee on Climate Change (2016) Meeting Carbon Budgets - 2016 Progress Report to Parliament available [online]: <https://www.theccc.org.uk/wp-content/uploads/2016/06/2016-CCC-Progress-Report.pdf>

³⁸ South East Water (2014) Water Resource Management Plan available [online]: <http://www.southeastwater.co.uk/about-us/our-plans/water-resources-management-plan/wrmp-library>

process upgrades using conventional and possibly non-conventional treatment technologies to meet river quality targets.

- Camp Farm WwTW - Flow capacity for growth under all growth scenarios with some flow capacity available for further growth. However, treatment process upgrades will be required using conventional treatment technologies to meet river quality targets.

The water quality modelling results in the WCS demonstrate that, subject to the revision of discharge permits and the necessary treatment process upgrades (using conventional treatment technologies) being implemented, there is environmental capacity for the proposed growth to ensure the no deterioration Water Framework Directive water quality objectives can be met. The results also show that, where future WFD target status of waterbodies cannot be met, it is the limits of current technology and not the proposed growth that prevents it. Therefore, the WCS assessment has demonstrated that, subject to the permit changes and potential WwTW upgrades required, growth will not impact on WFD objectives as they have currently been set. Taking this evidence into account, it is considered that the development proposed through the spatial strategy will not have a significant negative effect on water quality either alone or cumulatively with other plans and programmes.³⁹

8.9.2 Commentary on other policies

In terms of water resources, Policy DE4 (Sustainable Water Use) requires all new homes to meet the water efficiency standard of 110 litres per person per day. New non-residential development of 1,000 sq m gross external area (GEA) or more is required to provide evidence on completion, through the submission of a post-construction BREEAM certificate, of achievement of the BREEAM 'excellent' standard for water consumption (or any future national equivalent).

There are policies within the draft plan that will help to reduce the potential impacts of development on soils and water quality. These include Policy NE7 (Areas at Risk of Surface Water Flooding) that requires any proposal within an area at risk of surface water flooding to submit a surface water assessment. This will demonstrate that the risk is adequately managed and mitigated to prevent a deterioration of water quality and pollution of the water source.

Policy NE8 (Sustainable Drainage Systems) requires the implementation of integrated and maintainable SuDS in all flood zones for both brownfield and greenfield land. In areas where infiltration is considered to be inappropriate (for example, contaminated land), other SuDS techniques will be considered.

Policy DE10 (Pollution) permits development provided that it does not give rise to, or would be subject to, unacceptable levels of pollution and it can be satisfactorily demonstrated that any adverse impacts of pollution, either arising from the proposed development will be adequately mitigated or otherwise minimised to an acceptable level.

8.9.3 Appraisal of the draft plan as a whole

Development proposed through the draft plan has the potential for impacts on the quality and quantity of natural resources. The draft plan directs the majority of growth towards existing urban areas and on previously developed land, which is positive in terms of the efficient use of land and means there will be no significant loss of agricultural land. Previously developed land can sometimes be contaminated but there is no evidence to suggest that this is a significant issue within the Borough and that it couldn't be addressed through further site level studies and assessments.

The findings of the appraisal under the transport and traffic topic are a residual neutral effect at this stage. A position statement has been agreed between Hampshire County Council and Rushmoor Borough Council⁴⁰. This states that the Borough Council with the support of HCC will develop a series of proposals to mitigate the impact of growth in the borough. The Borough Council and HCC have agreed that there are no 'show stoppers' that could not be mitigated and hence, it is expected that the transport impacts of the Rushmoor Local Plan development can be appropriately mitigated. As a result, it is predicted that the proposed spatial strategy will not have a significant negative effect on air quality. In terms of water resources and quality, the evidence available suggests that the level of

³⁹ Hart, Rushmoor and Surrey Heath Water Cycle Study (2017).

⁴⁰ Position Statement on the Transport Assessment to Support the Draft Rushmoor Local Plan 2014 – 2032

growth proposed through the draft plan and in surrounding areas can be accommodated without any significant negative effects.

It is considered that the draft plan includes suitable policies to ensure that the impacts of new development on natural resources are minimised and that suitable mitigation is delivered to address significant effects if they are identified. On balance, it is considered that the draft plan will have a **residual neutral effect** on this topic.

8.10 Cumulative effects

Cumulative effects occur from the combined impacts of policies and proposals on specific areas or sensitive receptors.

In the context of SA/SEA, cumulative effects can arise as a result of the in-combination and synergistic effects of a plan's policies and proposals. Comprising 'intra-plan' effects, these interactions have been discussed above in Sections 8.1 to 8.9, which evaluate the in-combination and synergistic effects of the various policies of the Draft Local Plan.

Cumulative effects can also result from the combined impacts of a plan with impacts of another plan, or the 'inter-plan' effects. These can affect the same receptor, resulting in in-combination or synergistic effects. The Rushmoor Local Plan therefore has the potential to combine with other planned or on-going activities in the vicinity of the borough to result in cumulative effects.

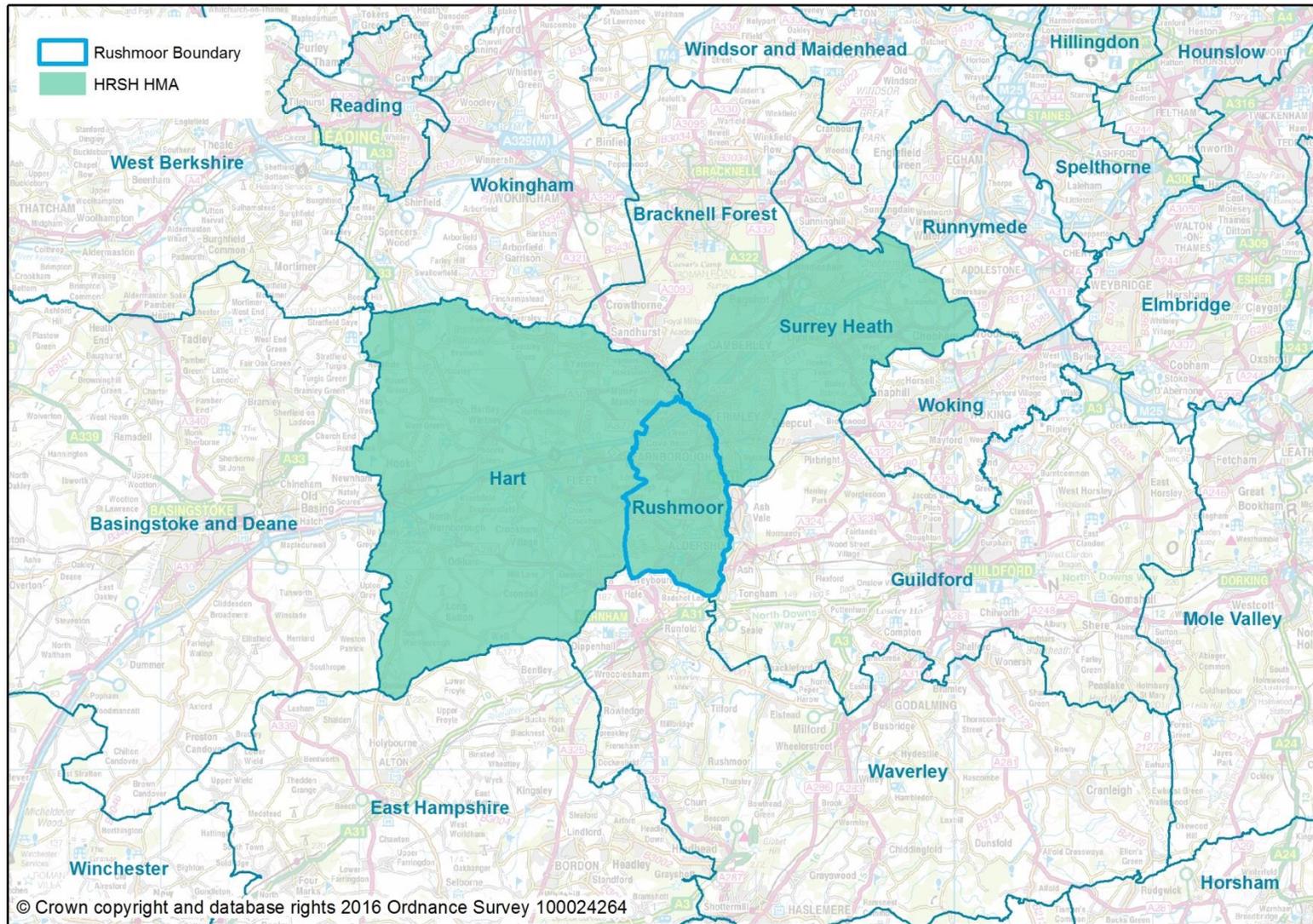
As discussed in Section 4, The Council undertook an analysis in 2013, which identified that whilst Rushmoor has cross-boundary migration and commuting links with a number of neighbouring local authorities, the strongest links are with Hart and Surrey Heath Councils. This was corroborated by work undertaken on the same issue by those two councils. The conclusion was that the three authorities form a HMA and on this basis, the three councils commissioned the preparation of a new joint SHMA. The joint SHMA was published in January 2017 and identified that there is a housing need of 1,200 homes per annum across the HMA between 2014 and 2032.

The OAHN for the three areas comprising the Housing Market Area are as follows:

Table 8: Objectively assessed need in the Hart, Rushmoor and Surrey Heath HMA

Local Planning Authority area	OAHN
Hart District Council	382 dwellings per annum
Rushmoor Borough Council	436 dwellings per annum
Surrey Heath Borough Council	382 dwellings per annum

Figure 4: Hart, Rushmoor and Surrey Heath HMA

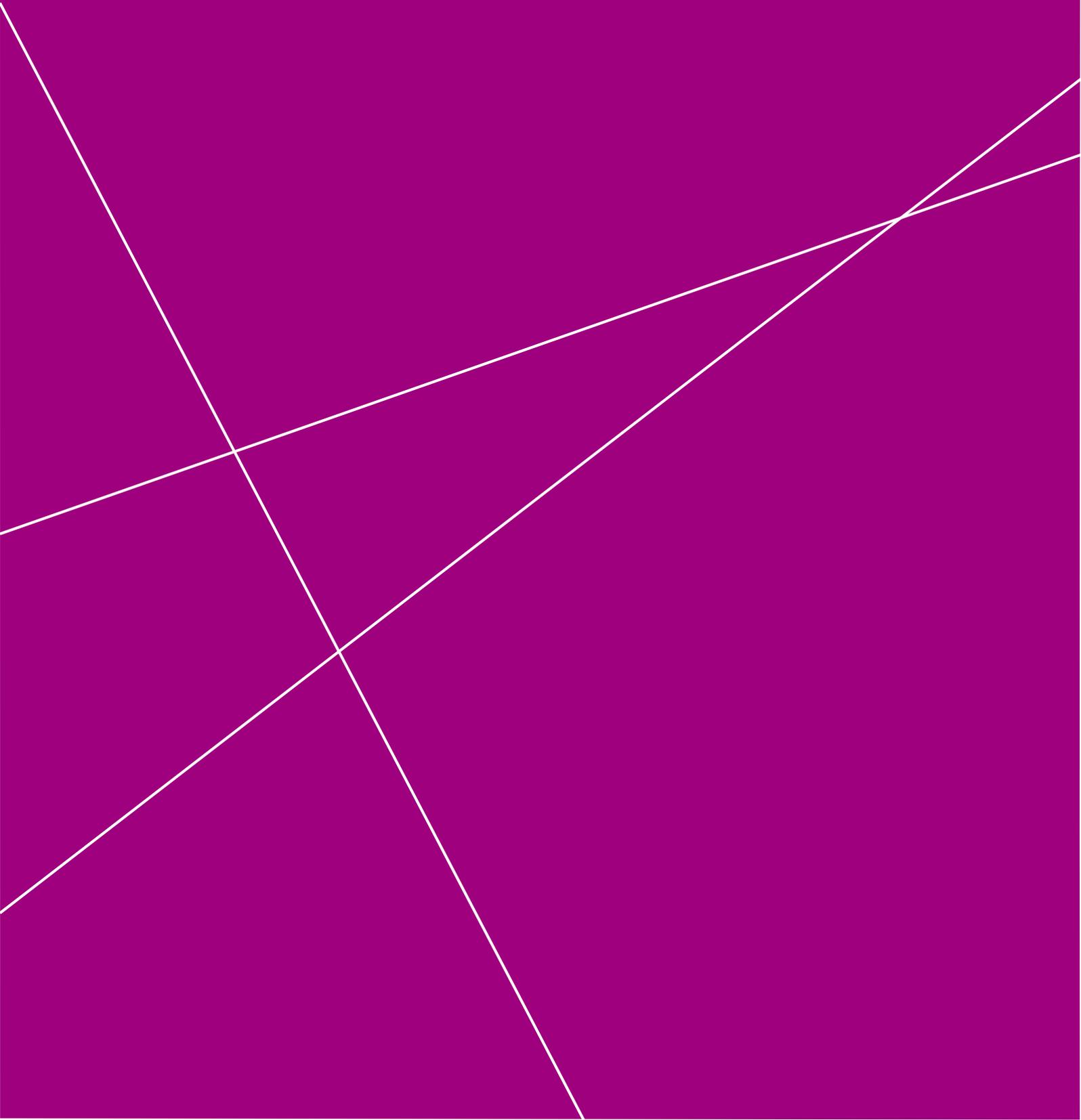


The Local Plans for the three Local Planning Authorities will be required to demonstrate how assessed housing need will be delivered in their administrative areas. As such, the in-combination effects of housing growth across the three Local Planning Authority areas have the potential to lead to cumulative effects. Furthermore, the combination of Local Plan proposals and other proposals being taken forward in the wider area has the potential to lead to cumulative effects. This may include the following:

- Increases in traffic flows and congestion from the in-combination effects of development, with potential impacts on air and noise quality. However the in-combination effects of proposals on enhancing public transport and pedestrian and cycle infrastructure may help limit potential negative effects and secure positive effects in this regard.
- Cumulative impacts on ecological networks. This is from the in-combination effects of new development and associated infrastructure on habitats and biodiversity corridors. However, enhancements to green infrastructure provision facilitated through Local Plan proposals and other projects in the area have the potential to support local, sub-regional and regional ecological networks.
- Incremental erosion of green and open space as a result of the need to deliver objectively assessed need, and associated cumulative impacts on landscape character and the historic environment from new development.
- Increased pressure on water resources in a region that is recognised as being seriously water stressed.
- Impacts on flood risk from the in-combination effects of new development, including relating to surface water and fluvial flooding. However, the provisions of the NPPF and measures and policy approaches implemented through the relevant plans and proposals will limit the significance of effects.
- Improvements to accessibility resulting from the in-combination effects of enhancements to public transport and walking and cycling networks.
- Impacts on the urban heat island effect (a key likely impact of climate change) from an intensification of land uses across the wider area. This however has the potential to be offset by enhancements to sub-regional green infrastructure networks and open space provision.

As highlighted above, for many potential cumulative effects, the policy approaches proposed by the current version of the Local Plan will help reduce the significance of these in-combination impacts. However monitoring for the various Local Plans will be a key means of ensuring that unforeseen adverse environmental effects are highlighted, and remedial action can be taken where adverse environmental effects arise.

Part 3: What happens next?



9. Introduction (to Part 3)

The aim of this chapter is to explain next steps in the plan-making / SA process.

9.1 Plan finalisation

Subsequent to publication stage, the main issues raised will be identified and summarised by the Council, who will then consider whether the plan can still be deemed to be 'sound'. Assuming that this is the case, the plan (and the summary of representations received) will be submitted for Examination. At Examination a government appointed Planning Inspector will consider representations (in addition to the SA Report and other submitted evidence) before determining whether the plan is sound (or requires further modifications).

If found to be 'sound' the plan will be formally adopted by the Council. At the time of adoption an 'SA Statement' will be published that sets out (amongst other things) 'the measures decided concerning monitoring'.

9.2 Monitoring

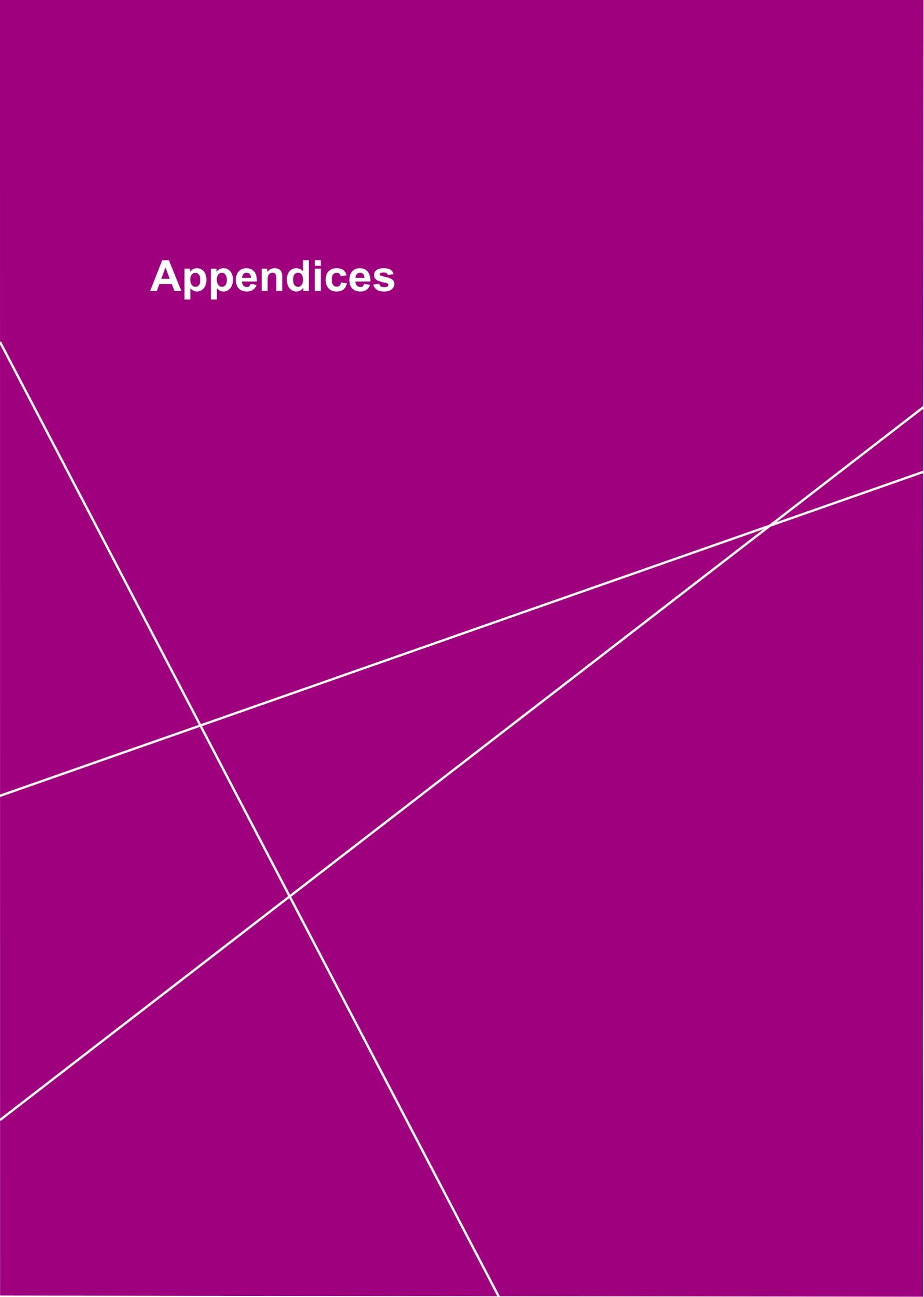
At the current time, there is a need only to present 'measures envisaged concerning monitoring'. The draft plan includes a range of proposed monitoring indicators, with each indicator attached to a plan objective. The table below lists a selection of the Council's proposed measures that are of relevance to the SA topics.

Table 9: Proposed monitoring measures

SA topic	Relevant indicators proposed in the draft plan
Biodiversity	<ul style="list-style-type: none"> • Improvements to green infrastructure • Quality and area of SPA • Quality and area of SSSIs • Quality and area of SINCs • Amount of land (ha) implemented as SANG. • Air quality monitoring on the SPA/SAC
Climate change	<ul style="list-style-type: none"> • Planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds • Number of developments completed with SuDS measures implemented • Number of planning applications granted contrary to Thames Water's advice on pluvial flooding • Improvements to green infrastructure
Community and wellbeing	<ul style="list-style-type: none"> • Number of Super Output Areas in the bottom 20% in the National Indices of Multiple Deprivation • Amount of open space (in terms of district parks, recreational grounds and local open space). • Annual total number of business aviation movements • Total number of weekend flight movements
Economy and employment	<ul style="list-style-type: none"> • Number of jobs in the Borough • Loss of land to non-employment uses at the defined Strategic Employment Sites • Loss of land to non-employment uses at the defined Locally Important Employment Sites
Historic environment	<ul style="list-style-type: none"> • Number and status of listed buildings
Housing	<ul style="list-style-type: none"> • Net additional dwellings • Net affordable housing completions
Landscape	<ul style="list-style-type: none"> • Amount of open space (in terms of district parks, recreational grounds and local open space)
Transport and traffic	<ul style="list-style-type: none"> • Congestion-average extra journey time during the morning peak - A325

SA topic	Relevant indicators proposed in the draft plan
	Farnborough Road
Natural resources	<ul style="list-style-type: none">• Planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds• Number of developments completed with SuDS measures implemented• Proportion of new homes meeting the Building Regulations optional requirement of 110 litres/person/day• Proportion of new major, non-residential developments reaching or exceeding BREEAM 'very good' standard

Appendices

The page features a solid black background. In the upper left quadrant, the word "Appendices" is written in a bold, white, sans-serif font. The lower two-thirds of the page are dominated by a complex, abstract geometric pattern of thin white lines. These lines intersect to form a series of overlapping triangles and quadrilaterals, creating a dynamic and modern visual effect.

Appendix I: Regulatory requirements

As discussed in Chapter 1 above, Schedule 2 of the Environmental Assessment of Plans Regulations 2004 explains the information that must be contained in the SA Report; however, interpretation of Schedule 2 is not straightforward. **Table A** links the structure of this report to an interpretation of Schedule 2 requirements, whilst **Table B** explains this interpretation.

Table A: Questions answered by the SA Report, in accordance with an interpretation of regulatory requirements

Questions answered		As per the regulations...the SA Report must include...	
Introduction	What's the plan seeking to achieve?	<ul style="list-style-type: none"> An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes 	
	What's the SA scope?	What's the sustainability 'context'?	<ul style="list-style-type: none"> Relevant environmental protection objectives, established at international or national level Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance
		What's the sustainability 'baseline'?	<ul style="list-style-type: none"> Relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan The environmental characteristics of areas likely to be significantly affected Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance
		What are the key issues and objectives that should be a focus?	<ul style="list-style-type: none"> Key environmental problems / issues and objectives that should be a focus of (i.e. provide a 'framework' for) assessment
Part 1	What has plan-making / SA involved up to this point?	<ul style="list-style-type: none"> Outline reasons for selecting the alternatives dealt with (and thus an explanation of the 'reasonableness' of the approach) The likely significant effects associated with alternatives Outline reasons for selecting the preferred approach in-light of alternatives assessment / a description of how environmental objectives and considerations are reflected in the Draft Plan 	
Part 2	What are the SA findings at this current stage?	<ul style="list-style-type: none"> The likely significant effects associated with the Draft Plan The measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the Draft Plan 	
Part 3	What happens next?	<ul style="list-style-type: none"> A description of the monitoring measures envisaged 	

Table B: Questions answered by the SA Report, in accordance with regulatory requirements

<u>Schedule 2</u>	<u>Interpretation of Schedule 2</u>	
<i>The report must include...</i>	<i>The report must include...</i>	
1. an outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes;	An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes	i.e. answer - <i>What's the plan seeking to achieve?</i>
2. the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	i.e. answer - <i>What's the 'context'?</i>
3. the environmental characteristics of areas likely to be significantly affected;	The relevant environmental protection objectives, established at international or national level	
4. any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan'	i.e. answer - <i>What's the 'baseline'?</i>
5. the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation;	The environmental characteristics of areas likely to be significantly affected	
6. the likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	i.e. answer - <i>What are the key issues & objectives?</i>
7. the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan;	Key environmental problems / issues and objectives that should be a focus of appraisal	
8. an outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	An outline of the reasons for selecting the alternatives dealt with (i.e. an explanation of the 'reasonableness of the approach')	i.e. answer - <i>What has Plan-making / SA involved up to this point?</i> [Part 1 of the Report]
9. a description of the measures envisaged concerning monitoring.	The likely significant effects associated with alternatives, including on issues such as... ... and an outline of the reasons for selecting the preferred approach in light of the alternatives considered / a description of how environmental objectives and considerations are reflected in the draft plan.	
	The likely significant effects associated with the draft plan	i.e. answer - <i>What are the assessment findings at this current stage?</i> [Part 2 of the Report]
	The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan	
	A description of the measures envisaged concerning monitoring	i.e. answer - <i>What happens next?</i> [Part 3 of the Report]

Whilst Tables A and B signpost *broadly* how/where this report presents the information required of the SA Report by the Regulations, as a supplement it is also helpful to present a discussion of *more precisely* how/where regulatory requirements are met - see **Table C**.

Table C: ‘Checklist’ of how (throughout the SA process) and where (within this report) regulatory requirements have been, are and will be met.

Regulatory requirement	Discussion of how requirement is met
Schedule 2 of the regulations lists the information to be provided within the SA Report	
1. An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;	Chapter 1 (‘What’s the plan seeking to achieve’) presents this information.
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	These matters were considered in detail at the scoping stage, which included consultation on a Scoping Report.
3. The environmental characteristics of areas likely to be significantly affected;	The outcome of scoping was an ‘SA framework’, and this is presented within Chapter 2 (‘What’s the scope of the SA’) in a slightly updated form. The SA objectives were revised in 2015 to take account of updates to the scoping information and key issues presented within the SA Report published alongside the Preferred Approach in 2015.
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.;	More detailed messages from the Scoping Report - i.e. messages established through context and baseline review - are presented within Appendix II.
5. The environmental protection, objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental, considerations have been taken into account during its preparation;	<p>The Scoping Report presents a detailed context review, and explains how key messages from the context review (and baseline review) were then refined in order to establish an ‘SA framework’. The context review is provided in Appendix II of this SA Report.</p> <p>The context review informed the development of the SA framework and topics, presented in Chapter 2, which have been used to Taken together, which provide a methodological ‘framework’ for appraisal.</p> <p>With regards to explaining “<i>how... considerations have been taken into account</i>” -</p> <ul style="list-style-type: none"> • Chapters 4 explains how reasonable alternatives were established in 2016/17 in-light of earlier consultation/SA. • Chapter 5 sets out the summary findings of the appraisal of the reasonable alternatives, with the detailed appraisal provided in Appendix IV. • Chapter 6 explains the Council’s ‘reasons for supporting the preferred approach’, i.e. explains how/why the preferred approach is justified in-light of alternatives appraisal (and other factors). • Chapter 8 sets out the findings of the appraisal of the draft plan.
6. The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects);	<ul style="list-style-type: none"> • Chapter 5 sets out the summary findings of the appraisal of the reasonable alternatives (in relation to the spatial strategy, which is the ‘stand-out’ plan issue and hence that which should be the focus of alternatives appraisal/ consultation), with the detailed appraisal provided in Appendix IV. • Chapter 8 presents the draft plan appraisal. <p>As explained within the various methodology sections, as part of appraisal work, consideration has been given to the SA scope, and the need to consider the potential for various effect characteristics/dimensions.</p>
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the	The appraisal of reasonable alternatives presented in Appendix IV and of the draft plan in Chapter 8 identifies how the plan might potentially ‘go further’ in certain

Regulatory requirement

Discussion of how requirement is met

plan or programme;	respects, and makes a number of specific recommendations.
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Chapters 4 and 5 deal with 'Reasons for selecting the alternatives dealt with', in that there is an explanation of the reasons for focusing on particular issues and options. Also, Chapter 6 explains the Council's 'reasons for selecting the preferred option' (in light of alternatives appraisal). Methodology is discussed at various places, ahead of presenting appraisal findings, and limitations/assumptions are also discussed as part of appraisal narratives.
9. Description of measures envisaged concerning monitoring in accordance with Art. 10;	Chapter 9 presents measures envisaged concerning monitoring.
10. A non-technical summary of the information provided under the above headings	The NTS is provided in a separate document.

The SA Report must be published alongside the Draft Plan, in accordance with the following regulations

authorities with environmental responsibility and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the Draft Plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2)	A SA Report was published alongside the Preferred Approach for consultation in 2015. It set out the findings of the SA for the preferred approaches and alternatives at that time. At the current time, this SA Report is published alongside the Draft Submission Local Plan, under Regulation 19, so that representations might be made ahead of submission.
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The SA Report must be taken into account, alongside consultation responses, when finalising the plan.

The environmental report prepared pursuant to Article 5, the opinions expressed pursuant to Article 6 and the results of any transboundary consultations entered into pursuant to Article 7 shall be taken into account during the preparation of the plan or programme and before its adoption or submission to the legislative procedure.	The Council has taken into account the Preferred Approach SA Report (2015), alongside consultation responses received, when finalising the Draft Submission Local Plan for publication. Appraisal findings presented within this current SA Report will inform a decision on whether or not to submit the plan, and then (on the assumption that the plan is submitted) will be taken into account when finalising the plan at Examination (i.e. taken into account by the Inspector, when considering the plan's soundness, and the need for any modifications).
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Appendix II: Scoping information

5 Population

5.1 Introduction

- 5.1.1 This chapter discusses the population of Rushmoor, its composition and distribution, now and in the future.

5.2 Context Review

Table 5.1 Context Review for Population Topic

Evidence Source	Key Messages from the Context Review
<i>National Planning Policy Framework 2012 (DCLG)</i>	<p>Para 17 sets out the core principle that planning should take account of and support local strategies to improve health, social and cultural well-being for all and deliver sufficient community and cultural facilities and services to meet local needs.</p> <p>Para 69 states that planning policies and decisions should aim to achieve places which promote meetings between members of the community who would not otherwise come into contact through mixed use developments, strong neighbourhood centres; create safe and accessible environments where crime and disorder and fear of crime do not undermine quality of life or community cohesion.</p> <p>Para 70 states that planning policies and decisions should plan positively for provision and use of shared space, community facilities and other local services; guard against unnecessary loss of valued facilities and services; ensure an integrated approach to considering the location of housing, economic uses and community facilities.</p>
<i>Planning Policy for Traveller Sites 2012 (DCLG)</i>	<p>Para 3 states that the Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.</p> <p>Para 8 states that Local Planning Authorities should set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs.</p> <p>Para 11 sets out a range of criteria to take into account when setting policies for travellers including promoting peaceful and integrated co-existence, promote access to health and education and consider the effect of the local environment on health, avoid placing pressure on infrastructure and avoid areas of flood risk.</p>
<i>Cutting Crime: Two years on, an update to the 2008-2011 Crime Strategy 2009 (Home Office)</i>	<p>Objectives include: -</p> <ul style="list-style-type: none"> • Tackling not tolerating anti-social behaviour • Securing homes and protecting property • Saving lives through tackling violent crime • Countering organised crime. <p>Crime reduction approach:</p> <ul style="list-style-type: none"> • Taking early action to prevent crime (including designing out crime and focusing on young people) • Turning the tables on offenders (including reducing reoffending) • Delivering responsive, visible justice (including building public confidence) • Putting the public in the driving seat • Taking action at the right level (including freeing up local partners and fostering a greater sense of national partnership).
<i>Rushmoor Sustainable Community Strategy 2010-2026 (Rushmoor Strategic)</i>	<p>Population Challenges:</p> <ul style="list-style-type: none"> • The population is set to increase each year, which will put pressure on an already densely populated borough • The number of older people in Rushmoor (over 65) is predicted to increase by 15% between 2008 and 2013

<i>Partnership)</i>	<ul style="list-style-type: none"> • Rushmoor has a far larger number of international migrants than Office of National Statistic (ONS) estimates suggest • Less people volunteer in Rushmoor than the English average
<i>Rushmoor Borough Council Corporate Plan 2014-15 (RBC)</i>	We recognise that the area has seen a rapid change in its population because of the arrival of a large number of former Gurkha soldiers and their families and that this has caused some issues locally. We will continue to work with all parts of the community and other organisations on a programme of projects, activities and events to encourage people to get on well together.
<i>Rushmoor Plan Core Strategy 2011 (RBC)</i>	<p>Key Challenge 1 Accommodating the needs of the future population profile</p> <p>County Council forecasts suggest that by 2026 the population in the Borough will have increased to 100,727 people from 90,987 in 2001 and to 44,129 dwellings from 36,131. The population in Rushmoor is younger than the national average but the proportion of older persons is set to increase from 12% of the total population in 2006 to 15% in 2026 (an additional 5,350 people over 65).</p> <p>A cross cutting theme of the Core Strategy is inclusive communities. Our policies must recognise the future population mix in terms of age and make-up. As set out earlier, whilst the population in Rushmoor is younger than the national average, it is ageing and our policies must recognise this and the implications that this may have on, for example, the need for specialist housing.</p> <p>Objective A of the Core Strategy states: - To address the housing needs of residents by planning for a minimum of 6,350 new homes of an appropriate mix and tenure between 2010 and 2027.</p> <p>Objective H of the Core Strategy states: To improve quality of life for residents, minimising inequalities across the Borough and particularly to focus on reducing pockets of multiple deprivation in Mayfield, North Town and Heron Wood.</p>
<i>Strategic Housing Market Assessment December 2014 (RBC, Hart DC, Surrey Heath BC)</i>	<p>The population of the housing market area has grown by 18% over the last 30 years – an increase of around 42,300 people. Households have grown more rapidly – by 32% – as household size has declined over time. This suggests there is significant potential for demographic change in the next 30 years.</p> <p>A key issue evident from the review of past trends is the ageing of the population and particularly growth of the number of people in advanced old age (85+).</p> <p>Wessex Economics conclude that the Objectively Assessed Housing Need for the HMA area is for 1,180 homes pa, which equates to 23,600 homes over the period 2011-31.</p>

5.2 Population Baseline in Rushmoor

5.2.1 The total population and breakdown by age structure in the Borough are shown in Table 5.2. It is clear that the average age of people in Rushmoor is somewhat lower than the average seen across the South East and England & Wales. This is largely a consequence of the presence of soldiers and their families in Aldershot.

Table 5.2 Population distribution in Rushmoor Source: Office for National Statistics (ONS)

	Rushmoor		South East		England & Wales	
	2011 Census	2013 mid-year estimates	2011 Census	2013 mid-year estimates	2011 Census	2013 mid-year estimates
Total Population	93,807	94,971	8,000,645	8,792,626	52,041,916	56,948,229
- Age 0-4	7.2%	7.1%	5.91%	6.2%	5.95%	6.3%
- Age 5-15	13.1%	12.9%	14.02%	12.8%	14.21%	12.6%
- Age 16-19	5.1%	4.8%	4.81%	4.9%	4.91%	4.9%
- Age 20-44	39%	37.9%	34.62%	31.9%	35.15%	33.5%
- Age 45-64	23.5%	24.1%	24.29%	25.9%	23.82%	25.3%
- Age 65+	12.3%	13.2%	16.36%	18.3%	15.97%	17.4%

5.2.2 Another distinctive feature of Rushmoor is that it is a densely populated Borough, as shown in Table 5.3.

Table 5.3 Population density (persons per hectare) 2011 Source: ONS

Rushmoor	South East	England and Wales
24	4.5	3.7

5.2.3 In 2011 there were 2,480 people recorded as being employed by the Armed Forces. However, according to the Army, the Garrison comprises 11,500 people. The difference between these figures is largely due to the fact that the latter comprises not only the resident troops, but soldiers on transit on courses, civil servants, contractors and service families.

5.2.4 Population structure by ethnic group is given in Table 5.4 below. When compared to the 2001 Census, it is noted that there has been a significant increase in the 'Asian or Asian British: Other Asian' ethnic group. This is probably reflecting an increase in the Nepalese community now present within Rushmoor following the highly publicized campaign for the right of ex-Gurkhas to settle in the UK. This campaign has led to changes in the law in 2008 which allow ex Gurkhas to settle in the UK and, as Rushmoor has a military base in Aldershot, this military connection has meant that significant migration has occurred to this area. The 2011 Census shows that 80.5% of the residents in Rushmoor are classified as being in the ethnic group 'White British', and that there has been a huge increase in the presence of other ethnic groups since the 2001 Census, from 7.3% to 19.5% in 2011. In Hampshire, only Southampton has a larger percentage of other ethnic groups, although this was Polish. Most of the 19.5% 'other ethnic groups' in Rushmoor are made up of the Asian ethnic group, accounting for 10.4% of the Borough's overall population.

5.2.5 The whole of the Asian ethnic group in Rushmoor has risen significantly from under 2% in 2001. 6.5% of the population in Rushmoor identified themselves as Nepalese in the 2011 Census, compared with 0.5% in Hampshire. In 2011, the Nepalese people were identified as living predominantly in the Wellington ward and the Mayfield (renamed Cherrywood in 2012) ward of Rushmoor, both of which suffer from high levels of deprivation. It should also be noted that although more residents recorded Christianity as their religion in 2011 than any

other religion, the largest increases occurred in the Buddhist and Hindu religions, due to the Nepalese population. 3.3% of the residents of Rushmoor classify themselves as Buddhist (the highest percentage of Buddhists in a local authority area in England and Wales).

Table 5.4 Residential population by Ethnic Group 2011 and 2001 Source: ONS

Ethnic Group	Population within Rushmoor	
	2011 census	2001 census
White: British	75,511	84,383
White: Irish	718	902
White: Other (including Gypsy or Irish Traveller)	3,136	3,291
Mixed: White and Black Caribbean	624	379
Mixed: White and Black African	342	92
Mixed: White and Asian	644	310
Mixed: Other Mixed	447	215
Asian or Asian British: Indian	1310	667
Asian or Asian British: Pakistani	635	425
Asian or Asian British: Bangladeshi	206	92
Asian or Asian British: Chinese	497	587
Asian or Asian British: Other Asian	7,107	414
Black or Black British: Caribbean	538	346
Black or Black British: African	1,115	181
Black or Black British: Other Black	215	46
Other Ethnic Group (including Arab)	607	289

5.2.6 The 2011 Census found that the burden placed on the working-age population in Rushmoor by those aged 65 and over had increased from the 2001 census. However, total dependency and child dependency had both declined as there were fewer children (aged 0-19 years) per working-age adult in 2011 compared to 2001.

Table 5.5 Dependency Ratios

	2001 Census	2011 Census
Total Dependency ¹	49.3%	47.9%
Child Dependency ²	32.0%	29.9%
Old Age Dependency ³	17.3%	18.0%
¹ The Total Dependency Ratio is the ratio of children (0-19) and those of state pensionable age (65+) to the working age population (20-64 years) ² The Child Dependency Ratio is the ratio of the population aged (0-19) years to the working aged population (20-64) ³ The Old Age Dependency Ratio is the population aged (65+) against the working age population (20-64)		

5.3 Likely Future Conditions

- 5.3.1 The adopted Core Strategy assigns Rushmoor a target of 6,350 new dwellings between 2010 and 2027 at an average annual rate of 373 dwellings per year. This housing will be required to cater for the existing population and in common with much of the South East Region, is expected to experience a significant increase in population over the next twenty years. The Strategic Housing Market Assessment (SHMA) completed in December 2014 has indicated that there is a greater need for housing than identified in the Core Strategy, approximately 470 new homes per annum between 2011 and 2031. Wellesley has received outline permission and will see up to 3,850 new homes being constructed over the remainder of the plan period. This will go some way to meeting the existing housing need in the Borough.
- 5.3.2 Between the 2001 and 2011 census, the most growth was in the oldest age groups (65 years and over), and this trend is forecast to continue. There was also a small decrease in small children, and a larger decrease in young adults. The effect of the Army reducing numbers of personnel in Aldershot is likely to reduce the population of young adults further. Inward migration is likely to continue to increase the Nepalese community which currently live predominantly in deprived areas of the Borough.

5.4 Environmental and Sustainability Problems

- 5.4.1 The following environmental and sustainability issues were identified:
- The proportion of older people is set to increase over the plan period. This has implications on housing needs, social and physical infrastructure and accessibility;
 - The proportion of young working adults has decreased, resulting in fewer working age adults able to support the ageing population;
 - There are pockets of relative deprivation in Aldershot Park, Cherrywood and North Town; and
 - Inward migration from Nepal is anticipated to continue with implications for housing and other community needs in the Borough, particularly as they live predominantly in deprived areas of the Borough.

5.5 Relevant SA/SEA Objectives

- 5.5.1 The following SA/SEA Objectives are relevant to this topic:
- SA Objective 2: To facilitate the improved health and well-being of the population and reduce inequalities in health;
 - SA Objective 3: To reduce relative deprivation and social exclusion and to promote an equal society;
 - SA Objective 5: To improve accessibility for all to services, employment and recreational opportunities; and
 - SA Objective 6: To encourage the development of, and participation in cultural, creative and sporting activity.

6 Community Facilities and Open Spaces

6.1 Introduction

- 6.1.1 This chapter has been prepared using the information on Open Spaces contained in the Scoping Report 2014 and supplemented with information on Community Facilities, at the request of the Theatres Trust. Combining information about these two issues means that information about the areas that the community of Rushmoor have access to in their leisure time is considered in one place.
- 6.1.2 The functions of social and community facilities are to provide services and access to venues for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community. In Rushmoor, cultural facilities include theatres, cinema, concert halls, music venues (often in pubs), museums, libraries, public art installations and art galleries.
- 6.1.3 Open spaces include formal public open spaces such as children’s play areas, sport and recreational facilities, and the Suitable Alternative Natural Greenspace (SANG) areas provided to protect the SPA from visitor pressure.

6.2 Context Review

Table 6.1 Context Review for Community Facilities and Open Spaces Topic

Evidence Source	Key Messages from the Context Review
<i>National Planning Policy Framework (2012) DCLG</i>	<p>Item 156 states that “Local Planning Authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver... <i>inter alia</i>... the provision of health, security, community and cultural infrastructure and other local facilities”</p> <p>Item 70 states that “to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</p> <ul style="list-style-type: none"> • Plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; • Guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs; • Ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community; and • Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.
<i>Rushmoor Plan Core Strategy (2011) RBC</i>	<p>Policy CP12 – Open Space, Sport and Recreation</p> <p>Development will not be permitted on areas of open space used for recreation or outdoor sport or having visual amenity unless:</p> <p>a. The open space or facilities in the built up area are not required to meet need in the long term;</p>

	<p>and/or</p> <p>b. Replacement provision is made elsewhere of equivalent community benefit; and/or</p> <p>c. Recreation facilities in the built up area can best be retained and enhanced through the development of ancillary facilities on a small part of the site.</p> <p>The strategy is to ensure good provision of high quality and accessible open space to meet a wide range of recreation, outdoor sport and open space needs in Rushmoor, including publicly accessible natural green space</p> <p>Policy CP13 - Thames Basin Heaths Special Protection Area</p> <p>New development which is likely to have a significant effect on the ecological integrity of the Thames Basin Heaths Special Protection Area (SPA), including all net new dwellings, will be required to:</p> <p>1) demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. The mechanism for delivering this policy is set out in the Council's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy and in the Thames Basin Heaths Delivery Framework prepared by the Thames Basin Heaths Joint Strategic Partnership.</p> <p>2) No residential development resulting in a net gain of units will be permitted within 400m of the SPA boundary, unless in agreement with Natural England an Appropriate Assessment demonstrates that there will be no adverse effect on the SPA.</p> <p>Where mitigation measures are applicable, as set out in the Delivery Framework, the following standards will apply unless an evidence based alternative strategy has been agreed with Natural England:</p> <p>a) A minimum of 8 hectares of SANG land (after discounting to account for current access and capacity) should be provided in perpetuity per 1,000 new occupants either through contributions towards the provision of SANG identified by the Borough Council, or through on site SANG agreed with Natural England;</p> <p>b) Contributions towards Strategic Access Management and Monitoring measures.</p>
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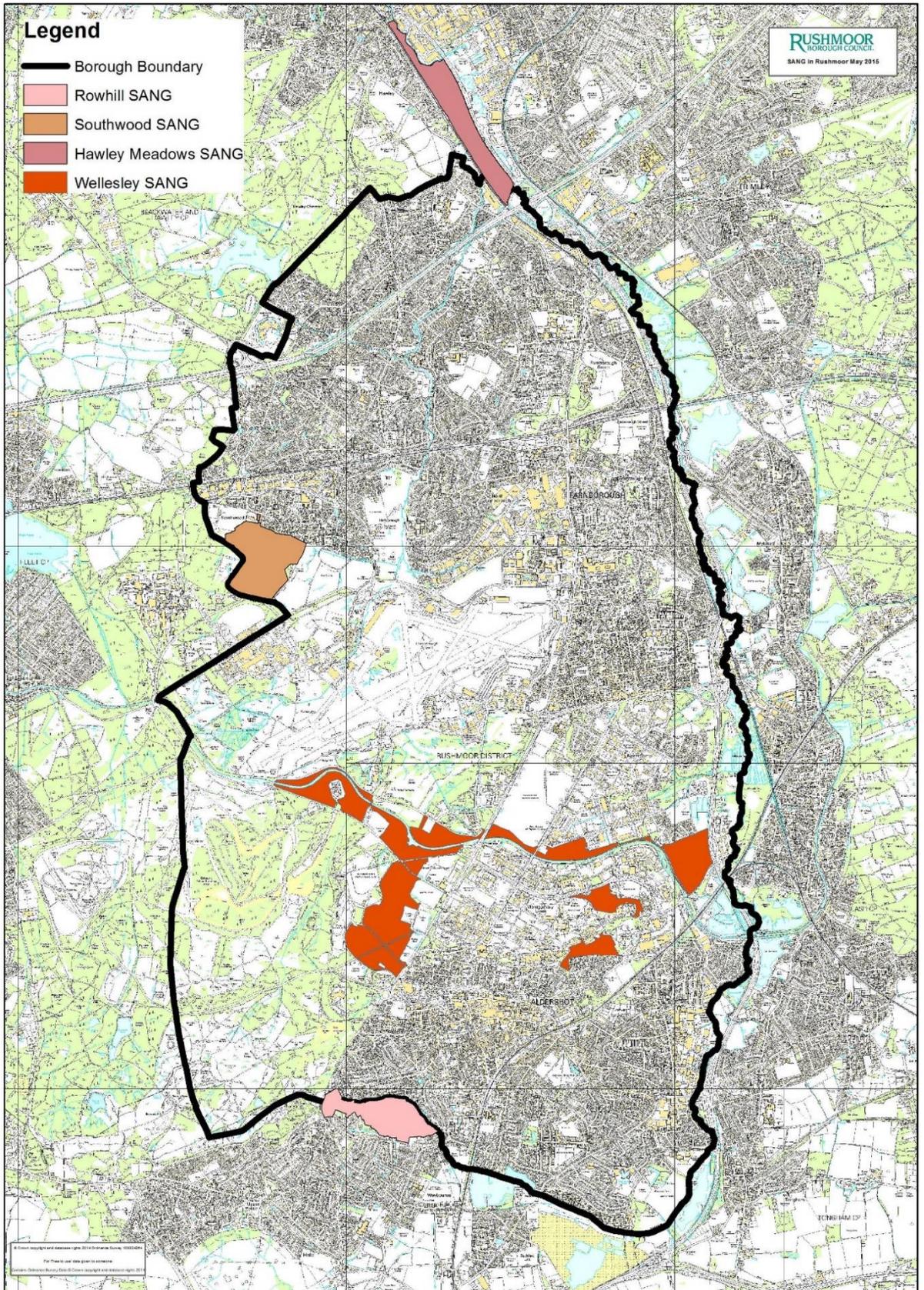
6.3 Community Facilities and Open Spaces Baseline

Open Spaces and Recreation

- 6.3.1 Open space and sport and recreational facilities play an important role in the wellbeing and quality of life of the local community. The protection and improvement of existing space and expansion of facilities to meet needs is therefore important.
- 6.3.2 Rushmoor is fortunate in having a variety of green spaces. These include the green corridors along the waterways of the Blackwater Valley, Cove Brook and the Basingstoke Canal, the network of parks and open spaces across the Borough, and the Thames Basin Heaths Special Protection Area. The retention and enhancement of this green network is key to delivering that element of the Rushmoor Strategic Partnership vision that seeks to make Rushmoor a place "which is green, open and bright". Leaving open green space along a watercourse is also a good flood risk management technique. The Environment Agency

usually recommend an 8m buffer along main rivers and a 5m buffer along ordinary watercourses.

- 6.3.3 The green spaces in the urban area, and the green corridors that link them, also provide a valuable amenity that benefits biodiversity and provides recreational opportunities.
- 6.3.4 Play provision includes fixed facilities such as skate parks, staffed services such as youth clubs, and support services such as children's resource centres. The Borough includes 28 parks and over 35 playgrounds, and the surrounding countryside also provides leisure opportunities.
- 6.3.5 The whole of Rushmoor Borough lies within 5km of the Thames Basin Heath Special Protection Area (TBHSPA). This special area for internationally protected bird species is discussed in Chapter 19: Biodiversity. To ensure that future housing development will not have an adverse impact upon the ground nesting birds in the SPA, two forms of mitigation are identified. These provide a combination of providing suitable areas for recreational use (SANG) by residents to buffer the SPA, and actions on the SPA to manage access and encourage the use of alternative sites. Mitigation must be operational prior to occupation of new residential developments to ensure that the interests of the SPA are not harmed. The Council currently have three SANG either wholly or partially within the Borough at Southwood, Hawley Meadows and Rowhill. The Wellesley SANG is developer owned and maintained and will provide mitigation for the new housing development on the Aldershot Urban Extension site (Wellesley). Figure 6.1 shows the location of the SANG.



Cultural Facilities

6.3.6 A wide variety of cultural facilities exist in Rushmoor, including those set out in Table 6.2.

Table 6.2 Cultural Facilities in Rushmoor

Name of Cultural Facility / Monument	Brief Description
Monuments	
Duke of Wellington Statue	40-ton statue has been in Aldershot since 1865
Heroes Shrine, Manor Park, Aldershot	Aldershot's national memorial to those people who dies in the civilian bombing during the Battle of Britain.
Farnborough Observatory, CODY Technology Park, Farnborough	Used by members of CODY Astronomy Society
IQ Farnborough – Former Royal Aircraft Establishment tunnels and hanger	Limited public access.
St. Michael's Abbey, Farnborough	A Benedictine monastery and treasure trove of faith and history.
Football Clubs	
Aldershot Town Football Club	Local football club open to all to watch matches. Youth section for training children.
Farnborough Town Football Club	Local football club open to all to watch matches. Youth section for training children.
Further Learning	
Prince Consort's library, Aldershot.	Specialist library of Army information.
Libraries in Aldershot and Farnborough, including learning centres	Aldershot library and learning centre Farnborough library and learning centre Books, DVDs, CDs, computer access. Open to everyone and free to join.
University of the Third Age (U3A), Farnborough	National learning cooperative of retired people offering a wide range of courses
Theatres	
Princes Hall, Aldershot	More than 50 professional shows a year, pantomime, cinema and many community events.
West End Centre, Aldershot	Friendly and intimate venue that hosts a wide range of performances, workshops and exhibitions. Provides free Nepalese lessons during term-time
Museums	
Farnborough Air Sciences Museum	Preserves and promotes Farnborough's heritage in aviation science.
Aldershot Military Museum	The story of Aldershot Military Town and the civil towns of Aldershot, Farnborough and Cove. The military and aviation history of the Borough.
Army Physical Training Corps Museum	The items and memorabilia tell the story of physical training in the British Army from 1960 – present.
Leisure and Sporting Centres	
Runway's End Outdoor Centre, Aldershot	Indoor and outdoor activities, accommodation and camping.
Samuel Cody Specialist Sports College	Range of leisure courses
Fernhill School Sports Hall, Farnborough	Wide range of facilities outside school hours
Aldershot Garrison Sports Centre	Wide range of sports facilities and activities.
Wavell Community Leisure, Farnborough	Range of indoor and outdoor sports and leisure facilities for evenings and weekends.
Farnborough Leisure Centre and Farnborough Bowl	Gym, pool, ten pin bowling, activities for people 50 years plus, clubs, treatment rooms, health suite.

Aldershot Pools and Lido	Aldershot Pool has gym, pool and 3G football pitches. Aldershot Lido is the largest open air pool in the area. Three fun water slides, toddler paddling pool and large sandpit, diving board, picnic area, basketball area, water fountain feature.
Southwood Golf Course, Farnborough	Public golf course, close to Farnborough Town Centre and Farnborough Airport. Not a private members club so anyone can join.
Alpine Snowsports Centre, Aldershot	Three slopes each with own lift. Provides skiing, donutting, snowboarding, courses, kids activities, x-bob toboggans.
Connaught Leisure Centre, Aldershot	Wide range of activities provided, fitness suite, sports hall.
Football and cricket pitches	Located at Aldershot Park, Southwood Playing Fields, King George V Playing Fields, Rectory Road Recreation Ground, Cove Green Recreation Ground, Moor Road Recreation Ground.
Other	
Halls to hire in Aldershot and Farnborough	Range of halls available including church halls, leisure centres, the West End Centre and Princes Hall.
Rushmoor Voluntary Services	Helps to enable all the people of Rushmoor to play a full and active part in the life of the local community.

6.4 Likely Future Conditions

- 6.4.1 The range of cultural facilities is expected to remain largely the same, subject to local demand and financing.
- 6.4.2 The new development at Wellesley will provide areas of open space within its development, as part of the SANG requirement for new residential development.
- 6.4.3 RBC currently have SANG space available for about 200 – 300 more residential units. Due to the constrained nature of the Borough it has been difficult to identify a suite of suitable SANG which could provide mitigation towards the recreational impact on the SPA of the additional housing required by the SHMA. RBC is exploring options both to deliver additional SANG to support delivery of new homes and to investigate alternative methods of mitigation, in conjunction with Natural England.

6.5 Environmental and Sustainability Problems

- 6.5.1 The Borough is constrained by nature conservation designations. Heathland covers most of the non-urban land in Rushmoor. It is protected from development owing to its biodiversity importance. Much of it is designated as Thames Basins Heath Special Protection Area (SPA) (see biodiversity below for more information).
- 6.5.2 Provision of new areas of Suitable Alternative Natural Greenspace (SANG) is a significant constraint on the provision of new housing: only 200 - 300 new homes (above those which have planning permission) can be delivered at present (a need for 8,200 homes over the Plan period has been identified in the Local Plan). SANG is required to reduce the impact of recreation on the SPA, and without it new housing cannot be occupied.
- 6.5.3 A wide variety of cultural facilities currently exist in Rushmoor.

6.6 Relevant SA/SEA Objectives

6.6.1 The following SA/SEA Objectives are relevant:

SA Objective 5: To improve accessibility for all to services, employment and recreational opportunities;

SA Objective 6: To encourage the development of, and participation in cultural, creative and sporting activity;

SA Objective 8: To conserve and enhance biodiversity throughout Rushmoor and work to improve and protect the condition of the Thames Basin Heaths SPA; and,

SA Objective 10: To secure the protection and management of listed buildings, conservation areas and other features of historic, landscape and archaeological importance including local distinctiveness and sense of place.

7 Health

7.1 Introduction

7.1.1 Health can be defined as a state of complete physical, mental and social well-being and not merely the absence of disease.

7.1.2 Although RBC has responsibility for certain aspects of public health, for instance trading standards or local air quality management, health matters are not directly influenced through land-use planning and the Local Plan. However, planning can indirectly affect the key determinants of public health, among them housing, air quality, employment and education.

7.2 Context Review

Table 7.1 Context Review for Health Topic

Evidence Source	Key Messages from the Context Review
<i>Equity & Excellence: Liberating the NHS White Paper 2010 (DfH)</i>	The Government's objectives are to reduce mortality and morbidity, increase safety, and improve patient experience and outcomes for all.
<i>National Planning Policy Framework 2012 (DCLG)</i>	<p>Para 69 – The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. To support this, local planning authorities should aim to involve all sections of the community in the development of Local Plans and in planning decisions, and should facilitate neighbourhood planning. Planning policies and decisions, in turn, should aim to achieve places which promote:</p> <ul style="list-style-type: none"> • opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity; • safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and • safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas. <p>Para 120 – The effects of pollution on health...should be taken into account</p> <p>Para 123 – Planning policies and decisions should aim to: avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new development; mitigate and reduce to a minimum other adverse effects on health and quality of life arising from noise.</p>
<i>Rushmoor Sustainable Community Strategy 2010-2026 (Rushmoor Strategic Partnership)</i>	<p>Key Priorities:</p> <ul style="list-style-type: none"> • To take a Neighbourhood Renewal approach to improving Mayfield, North Town and Heron Wood [note: since 2012, Mayfield ward is now called Cherrywood, and Heron Wood is now Aldershot Park] • To encourage healthy weight in both children and adults • To understand and reduce mental health problems • To reduce alcohol abuse and related admissions to hospital
<i>Rushmoor Borough</i>	At the core of what we do is our desire to improve the quality of local

<p>Council Corporate Plan 2014-15 (RBC)</p>	<p>people's lives. We firmly believe that our residents have a right to live healthy lives in areas that are safe and clean and where they can have their needs met locally. We want to tackle inequalities to make sure people have the chance to fulfil their ambitions. We will continue to work closely with residents and other organisations to improve local neighbourhoods and people's quality of life. This work includes:</p> <ul style="list-style-type: none"> • Helping to improve the local areas of Cherrywood in Farnborough and Aldershot Park and North Town in Aldershot • Encouraging residents to lead healthy lives, both physically and mentally Making sure residents, including our children and young people, get the best chances in life regardless of their background or where they live • Improving the level of skills and educational achievement locally • Tacking domestic abuse, antisocial behaviour, particularly focusing on victims, and town centre violence. <p>We will run a full programme of activities to keep our young people busy and active over the summer holidays, including providing discounted swimming, street games, art and youth work and free bus travel for those most in need of help.</p>
<p>Health Improvement Plan for Rushmoor 2010-2013 (RBC)</p>	<p>Based on direct estimates from the 2003/05 'Health Survey for England', a fifth of the adult population in Hampshire is obese, defined as having a body mass index of greater than 30. Rushmoor has the greatest modelled adult obesity prevalence in Hampshire.</p> <p>The National Child Measurement Programme for Hampshire shows obesity prevalence in Rushmoor children (<i>Year Reception and Year 6</i>) to be higher than the Hampshire average, and third highest of the 11 local authorities across Hampshire. In 2007/08 11.8% of children in Year Reception and 18.1% in Year 6 were obese.</p> <p>There are health inequalities within Rushmoor, for example, the life expectancy for men living in the least deprived areas is more than eight years higher than for those in the most deprived areas. Over the last ten years, the death rate from all causes has fallen in line with the England average. The early death rate from heart disease and stroke has also decreased and is now below the England average.</p> <p>The Hampshire Local Area Agreement has prioritised tackling all age, all cause mortality rates, child obesity, teenage pregnancy and hospital admissions for alcohol related harm over the next three years.</p>
<p>Older People's Plan for Rushmoor 2011-2014 (RBC)</p>	<p>This plan has been able to identify the most important issues for older people as:</p> <ul style="list-style-type: none"> • Increased disease screening services • Access to dementia services • Promotion of a healthy lifestyle <p>The Rushmoor Health & Wellbeing Partnership will be looking to improve the health outcomes for residents, including older people, to narrow the gap between those who enjoy good health and wellbeing in old age and those who do not.</p>
<p>Rushmoor Plan Core Strategy 2011 (RBC)</p>	<p>Key Challenge 11 Improve health outcomes</p> <p>The health of people in Rushmoor is generally better than the England average with low levels of deprivation and child poverty. However there are pockets of health inequalities within the Borough (shown in the Baseline Section).</p> <p>There are some issues relating to obesity with the proportion of children in Reception Year in the Borough that could be classified as obese being higher than the national average and the level of physical activity in children being below the England average, as it is also estimated to be for adults.</p>

	<p>A cross cutting theme of the Core Strategy is health and wellbeing: Planning has a significant role to play in improving the health and well-being of our residents through, for example, access to open space and recreational facilities, increasing opportunities to walk and cycle, provision of a range of accessible housing, and in providing job opportunities. Objective H of the Core Strategy states:</p> <p>To improve quality of life for residents, minimising inequalities across the Borough and particularly to focus on reducing pockets of multiple deprivation in Mayfield, North Town and Heron Wood. <i>[note: Mayfield is now Cherrywood ward and Heron Wood is now Aldershot Park ward]</i></p> <p>Policy SP7 – Neighbourhood Renewal</p> <p>A partnership approach will be taken towards continued neighbourhood improvement in the Borough with priority being given to the improvement of Mayfield, North Town and Heron Wood to tackle issues of multiple deprivation.</p> <p>Development will be permitted which contributes to the sustainable development of all neighbourhoods and to improvements in the following provided that it:</p> <ol style="list-style-type: none"> a) Increases accessibility and opportunities for walking and cycling; b) Increases vitality and viability of local centres by ensuring an appropriate mix of uses and retention of a retail core; c) Provides access to open space; d) Provides access to healthcare and education through partnership working with providers and the delivery of appropriate infrastructure from new development; e) Provides improvements to housing choice and quality through working with providers and the implementation of appropriate housing type and mix policies; f) Delivers environmental improvements to improve public realm and provides opportunities for greening the environment; g) Contributes to community safety; h) Includes measures consistent with the Neighbourhood Renewal Action Plans
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7.3 Health Baseline in Rushmoor

7.3.1 Life expectancy is an important indicator of health. Table 7.2 shows that Rushmoor compares favourably with the England average in this respect. However, at the ward level, life expectancy is 7.7 years lower for men in the most deprived areas of Rushmoor than in the least deprived areas (Public Health England (PHE) website, May 2015). Data from the PHE website (May 2015) also shows that people in four of the 13 wards in Rushmoor experience significantly worse life expectancies than in England; Rowhill (both male and female), Aldershot Park (both male and female), Wellington (male only), St Marks (female only).

Table 7.2 Life Expectancy at birth in years 2011-2013 Source: ONS

Area	Male	Female
England	79.4	83.1
Rushmoor	79.2	82.9

7.3.2 People in Rushmoor perceive themselves to be healthier than others in the South East and England & Wales. As shown in Table 7.3, when asked to rate their health as part of the 2011 Census, almost 86% rated it as either good or very good, although there is large variation in percentages from different wards. The PHE Health Profile for Rushmoor (2014) stated that 21.5% of adults were actually classified as obese. The rate of alcohol-related hospital stays and self-harm hospital stays were both worse than the England average. The rate of

tuberculosis (TB) was worse than average, as was the rate of violent crime. However, rates of homelessness and long-term unemployment were better than average. The early death rate from heart disease and strokes has fallen and is also better than the England average.

Table 7.3 Self-assessed health in previous twelve months (Mar 2011) Source: ONS

Area	Good/Very good health	Fair health	Bad/Very bad health
England and Wales	81.2%	13.2%	5.6%
South East	83.6%	12%	4.4%
Rushmoor	85.6%	10.8%	3.6%

7.3.3 The Chief Medical Officer recommends that adults should be doing 150 minutes per week of moderate activity, and it is estimated that 58% of adults achieve this. However, a Sport England survey found that 29.4% of Rushmoor respondents over 16 years old undertook less than 30 minutes moderate exercise per week¹⁴. Cycling and brisk walking both contribute towards the 150 minutes per week, and are sustainable forms of transport too.

7.3.4 The PHE health profile for Rushmoor (August 2014) stated that the health of people in Rushmoor is varied compared with the England average. Deprivation is lower than the national average, although there are pockets of health inequalities within the Borough. Rushmoor has three areas of multiple deprivation¹⁵ – Lower Super Output Areas (LSOA) that are in the 20% most deprived in the country:

- North Town (LSOA 126 rank 2456)
- Aldershot Park (LSOA 108 rank 4768) (NOTE: was previously in Heron Wood ward before the new wards were introduced in May 2012)
- Cherrywood (LSOA 119 rank 6482) (NOTE: was previously in Mayfield ward before the new wards were introduced in May 2012)

7.3.5 Figure 7.1 shows the LSOAs in Rushmoor; the darker the colour the more deprived the area. Please note that DCLG are currently updating the 2010 Indices of Multiple Deprivation, expected to be published Summer 2015.

¹⁴ Sport England 'Active People Survey' 2013/2014

¹⁵ Source: The 2010 Index of Multiple Deprivation (IMD) www.gov.uk/government/publications/english-indices-of-deprivation-2010

Key to map

In the top 20% of the most deprived areas	In the top 40% of the most deprived areas	In the middle 20% of areas	In the top 40% of the least deprived areas	In the top 20% of the least deprived areas
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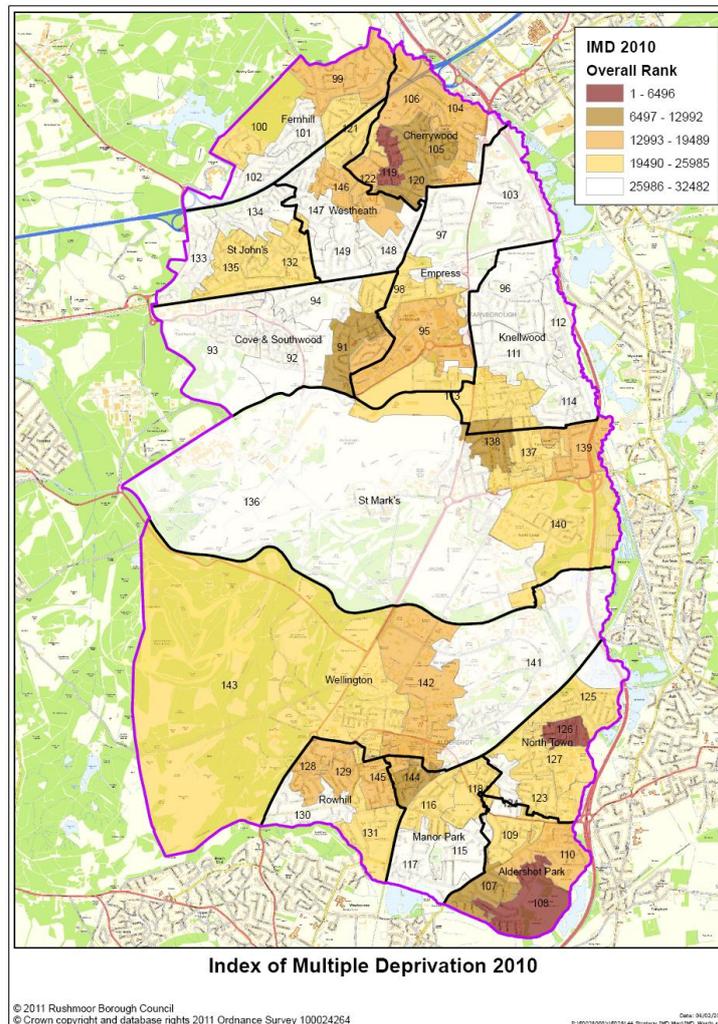


Figure 7.1 Index of Multiple Deprivation in Rushmoor (2010)

7.3.6 In respect of 'child poverty', out of 326 local authorities, Rushmoor is ranked 121st (with 1 having the least number of children under 16 living in poverty and 326 having the most). Table 7.5¹⁶ shows that Rushmoor has a slightly higher percentage of children in poverty than Hampshire as a whole, but less than the South East and England. Approximately 2,600 children were classified as living in poverty in 2013.

Table 7.5 Children in "Poverty"

Percentage of Children in "Poverty"	Children Under 16
Rushmoor	14.1%
Hampshire	12.4%
South East	15.1%
England	20.6%

¹⁶ <http://www.hmrc.gov.uk/statistics/child-poverty-stats.htm#2> (accessed 02.09.13)

7.3.7 As the data is from 2010, the ward data is based on Rushmoor's old wards which changed in May 2012. Figure 7.2 below shows that in Mayfield ward (which is now mostly part of Cherrywood ward in Farnborough) 26.1% of children under 16 are in poverty. This is a much higher percentage than England as a whole (21.1%) and the South East (15.5%). In Aldershot, the ward with the highest percentage of children under 16 living in poverty (20.8%) is Heron Wood ward (which is now mostly part of Aldershot Park ward). This is just below the percentage for England as a whole, but higher than the figure for the South East.

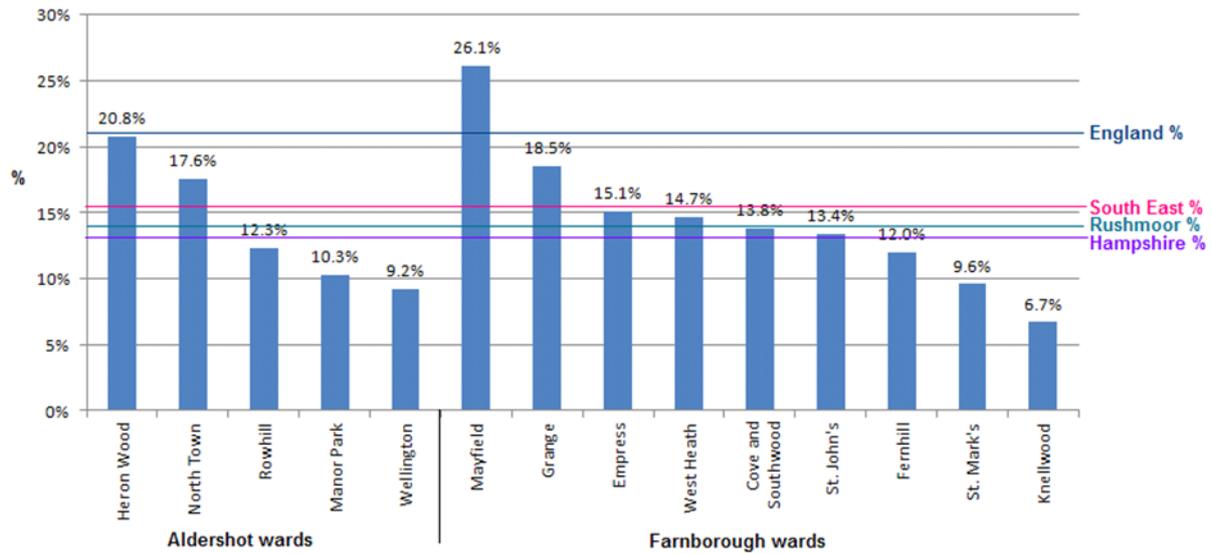


Figure 7.2 Percentage of children under 16 in poverty in Rushmoor wards 2010

7.3.8 Figure 7.3 shows all the LSOAs in Rushmoor and where they fit in to the new wards (since May 2012). There is a cluster of higher percentage of children in poverty around Cherrywood ward. In 2010, out of the 59 LSOAs in Rushmoor, 13 have a higher percentage of children under 16 in poverty than the average for England (20.6%), as show in Table 7.6. Between 2009 and 2011, three LSOAs showed a continual rise in the percentage of children under 16 in poverty;

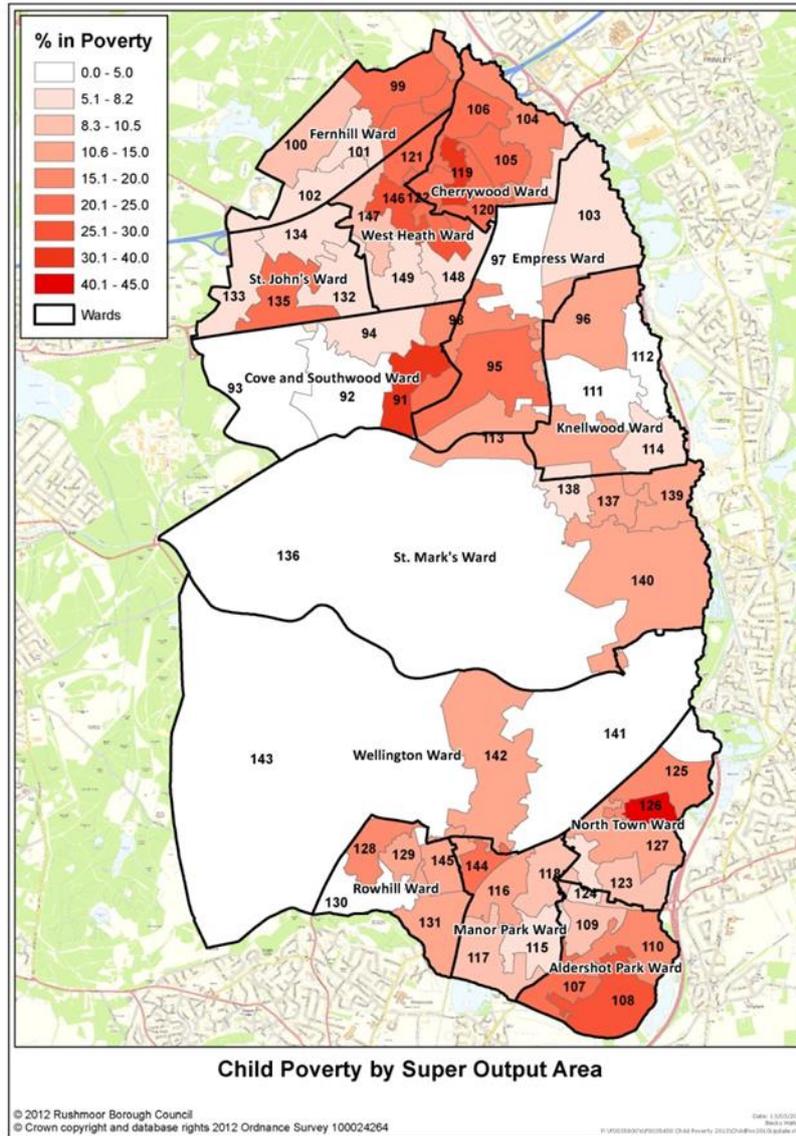


Figure 7.3 Child Poverty by Super Output Area

Table 7.6 Wards with Higher than Average Number of Children in Poverty

LSOA Number	Percentage and number of children under 16 in Poverty	Old Ward	New Ward
126	42.2% (Approximately 125 children)	North Town	North Town
119	36.3% (Approximately 120 children)	Mayfield	Cherrywood
91	33.7% (Approximately 155 children)	Cove and Southwood	Cover and Southwood
99	26.2% (Approximately 85 children)	Fernhill	Fernhill
108	26.2% (Approximately 65 children)	Heron Wood	Aldershot Park
107	25.4% (Approximately 70 children)	Heron Wood	Aldershot Park
120	23.8%	Mayfield	Cherrywood

	(Approximately 100 children)		
144	23.3% (Approximately 70 children)	Wellington	Manor Park and a very small part of Wellington
106	23.2% (Approximately 70 children)	Grange	Cherrywood and a small part of Fernhill
122	23.0% (Approximately 75 children)	Mayfield	Cherrywood
95	22.7% (Approximately 80 children)	Empress	Empress and a small part of Cove and Southwood
105	22.6% (Approximately 65 children)	Grange	Cherrywood
146	22.0% (Approximately 65 children)	West Heath	West Heath

7.4 Likely Future Conditions

- 7.4.1 It is known that life expectancy in England and Wales has increased¹⁷ and there is no reason to think this will not continue to be the case in the foreseeable future, both nationally and in Rushmoor.
- 7.4.2 Health tends to deteriorate as people get older and an aging population places heavier demands on health infrastructure. It is likely that Rushmoor will experience a growth in demand for health care services in future for this reason, including in dementia care.
- 7.4.3 Policy SP7 of the Core Strategy provides the planning policy framework to address inequalities across the Borough, in particular focusing on reducing pockets of multiple deprivation in Mayfield (now Cherrywood), North Town and Heron Wood (now Aldershot Park). A range of projects are currently underway in each of the three priority areas, including planning permission being granted for a comprehensive redevelopment of North Town that it is hoped will address these deprivation issues. PHE priorities also include reducing drug and alcohol related harm, and achieving healthy weights.

7.5 Environmental and Sustainability Problems

7.5.1 The following environmental and sustainability issues were identified:

- An increasing demand for health care services as people age;
- Lifestyle factors such as poor diet, low levels of activity and deprivation are challenges to good health;
- Significantly lower life expectancy in Rowhill, Aldershot Park and Wellington (male) and St Marks (female);
- Pockets of multiple deprivation exist in Mayfield (now Cherrywood), North Town and Heron Wood (now Aldershot Park). A range of projects are underway, including North Town redevelopment, to address deprivation; and
- Higher than average childhood poverty levels in certain parts of the Borough.

7.6 Relevant SA/SEA Objectives

7.6.1 The following SA/SEA Objectives are relevant:

¹⁷Mortality in England and Wales: Average Life Span. December 2012 (ONS)

- SA Objective 2: To facilitate the improved health and well-being of the population and reduce inequalities in health; and
- SA Objective 6: To encourage the development of, and participation in, cultural, creative and sporting activity.

8 Economy

8.1 Introduction

8.1.1 The performance of the economy has a fundamental bearing on the achievement of sustainable development. It has both beneficial and adverse impacts. On one hand there are negative aspects, such as pollution from industry or traffic, while on the other hand the economy provides employment and generates wealth. A sustainable economy should be seen as a part of the wider social and natural environment and, as far as possible, exist in harmony with these wider elements.

8.2 Context Review

Table 8.1 Context Review for Economy Topic

Evidence Source	Key Messages from the Context Review
<i>The Plan for Growth March 2011 (HM Treasury)</i>	<p>To make the UK one of the best places in Europe to start, finance and grow a business:</p> <ul style="list-style-type: none"> • radical changes to the planning system to support job creation by introducing a powerful presumption in favour of sustainable development; opening up more land for development, while retaining existing controls on greenbelt land; • introducing new land auctions starting with public sector land; consulting on the liberalisation of use classes; and ensuring all planning applications and appeals will be processed in 12 months and major infrastructure projects will be fast-tracked
<i>National Planning Policy Framework 2012 (DCLG)</i>	<p>Para 17 core planning principles – proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.</p> <p>Para 19 – To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business...</p> <p>Para 20 – Planning policies should recognise and seek to address potential barriers to investment...</p> <p>Para 21 – In drawing up Local Plans, local planning authorities should: - -set criteria or identify strategic sites for local and inward investment to match the strategy and to meet anticipated needs over the plan period. -identify and plan for new or emerging sectors likely to locate to an area.</p> <p>Para 22 – Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.</p> <p>Para 28 – Planning policies should support economic growth in rural areas...</p>
<i>Strategy for Growth 2013 (Enterprise M3 LEP)</i>	<p>Creating a sustainable high performing economy is at the heart of our strategy and we have set key targets around increasing productivity, jobs and business start-ups as well as ensuring our companies grow and develop in the future.</p> <p>By 2020, we will have:</p> <ul style="list-style-type: none"> • Created 25,000 jobs • Increased Gross Value Added (GVA) per head from 8% to 10% above the national average through increased productivity and a focus on businesses in high value sectors • added an additional 1,400 businesses per annum <p>To succeed we believe we need to focus on specific issues and we have identified four main areas where we wish to excel:</p> <ul style="list-style-type: none"> • Enterprise: Maintaining and growing the business base.

	<ul style="list-style-type: none"> • Innovation: Delivering accelerated economic growth through positive action to promote innovation and growth in high value industries. • Skills and Employment: Ensuring that investment in skills and employment support meets the needs of employers. • Infrastructure and Place: Ensuring that we have in place the connectivity improvements, road, rail, air and broadband that allow our business base to grow.
<p>Rushmoor Plan Core Strategy 2011 (RBC)</p>	<p>Key Challenge 3 – Regeneration of Aldershot and Farnborough town centres</p> <p>Key Challenge 4 – To deliver an appropriate supply and mix of employment land and premises and to create a buoyant and diverse local economy</p> <p>Objective C – To support the continued economic performance of the Borough by identifying and safeguarding an appropriate range of employment sites</p> <p>Objective D – To enhance the vitality and viability of Aldershot and Farnborough town centres through delivery of planned regeneration</p> <p>Objective E – To encourage the continuation of business aviation flying at Farnborough Airport</p> <p>Rushmoor is located within the Blackwater Valley, which is characterised by good connectivity, highly skilled residents and high economic growth with a high concentration of knowledge-based firms. Rushmoor has particular strengths in defence, aerospace, computing and research and development activities.</p> <p>The majority of future employment development in Rushmoor is likely to be focused on the large sites on the perimeter of Farnborough Airport. The greatest amount of office floorspace is likely to come forward on IQ Farnborough, and there is potential for some industrial uses to be located on the Civil Enclave and Queens Gate sites.</p>
<p>Rushmoor Sustainable Community Strategy 2010-2026 (Rushmoor Strategic Partnership)</p>	<p>Key Priority - To encourage economic recovery from the recession</p> <p>Rushmoor's Strategic Partnership reflects the vision and priorities that the business community has come to expect of the Borough's leaders. The Chamber of Commerce's principal local interests are the future economic prosperity of Rushmoor and the education and training of the present and future generations of young people who will bring this about. The Borough is fortunate in being home to some world-class businesses, with TAG Farnborough Airport as the jewel in the crown. It is the businesses of Rushmoor, large and small, that create the wealth that will help make these priorities a reality and the Chamber will work with them and with the Borough to achieve this</p>
<p>Rushmoor Borough Council Corporate Plan 2014-15 (RBC)</p>	<p>We believe that having a strong local economy is important. We want our town centres to be busy and thriving. Aldershot has benefited from the £65 million Westgate leisure development, which is helping to create a vibrant evening economy. The new Wellesley housing development will offer new opportunities for employment, a wider variety of homes and new town centre shoppers.</p> <p>Farnborough town centre will see the new Vue cinema open before Christmas, complemented by a selection of restaurants in the latest phase of regeneration.</p>

	<p>The area is well-placed for businesses and we want to support local companies and help them flourish – from the smallest to the largest. We are proud of the area’s ‘blue chip’ companies, which boost its reputation and help to bring new business to our towns.</p> <p>We also think that our residents should be able to work locally in well-paid jobs. This means making sure they have the right skills to meet the needs of our local employers.</p>
Hart, Rushmoor and Surrey Heath Joint Employment Land Review June 2015	<p>The study covers the period 2011 – 2032 and provides current information on the functional economic area (FEA) of Hart, Rushmoor and Surrey Heath. The FEA has a successful economy that has generated 6,900 additional jobs between 1998 and 2012 and demonstrated resilience throughout the economic downturn. Recommendations include encouraging the refurbishment and upgrading of existing office stock at core office locations, whilst enabling the loss of some lower grade office to alternative uses to rebalance supply with demand. The redevelopment of vacant land at strategic and locally important employment sites is recommended to meet the requirements for quality office stock and premises to meet the needs of industrial sectors. The refurbishment / redevelopment of industrial floorspace is recommended.</p>
Retail Leisure and Town Centre Study 2015	<p>The Study comprises two parts. Part 1 identifies development needs for town centres and Part 2 sets out a more detailed appraisal of Aldershot and Farnborough town centres and North Camp District Centre and makes recommendations for future strategies.</p>

8.3 Economic Baseline in Rushmoor

8.3.1 Table 8.2 below shows the breakdown of businesses by sector:

Table 8.2 Counts of VAT Based Enterprises by Broad Industry Group 2013. Source: ONS

Sector	Rushmoor		England			
	Count	%	Count	%	Count	%
Agriculture	10	1%	11,740	3%	94,795	4%
Production	230	6%	20,875	5%	130,935	6%
Construction	415	13%	44,310	12%	227,875	11%
Motor trades	130	4%	11,780	3%	66,160	3%
Wholesale	145	4%	18,135	5%	108,505	5%
Retail	360	11%	38,460	10%	239,340	11%
Transport/storage	120	6%	11,770	6%	72,090	6%
Accomm/food services	225	3%	22,950	3%	138,820	3%
Information and Communications	350	9%	36,230	8%	159,470	7%
Finance	85	3%	9,185	2%	57,240	3%
Property	130	3%	13,565	3%	82,595	4%
Professional, scientific & technical	535	14%	69,185	16%	340,970	14%
Business admin & support	295	9%	30,304	8%	156,455	7%
Public Admin & Defence	15	1%	2,740	1%	20,530	1%
Education	100	3%	10,065	3%	56,140	3%
Health	170	5%	21,125	5%	126,695	6%
Arts, Entertainment, Recreation and Other	205	6%	28,245	7%	151,730	7%
Total	3,520		400,665		2,234,345	

8.3.2 The types of business in Rushmoor reflect the pattern in the South East and England, with the exception of the significantly lower proportion of agricultural enterprises. This is unsurprising given the urban composition of the Borough.

Table 8.3 VAT Registrations and business stock 2011 Source: ONS Business Demography data¹⁸

	Rushmoor	South East	Great Britain
VAT Registration Rate (2011)	355 (11.2%)	40,775 (10.8%)	257,625 (11.3%)
VAT De-registration Rate (2011)	315 (9.9%)	35,915 (9.5%)	224,895 (9.8%)
Active Business Stock (2011)	3,175	378,360	2,285,225

8.3.3 The most recent figures available suggest that the Borough has a buoyant economy, with more businesses registering for VAT than de-registering in 2011 (see Table 8.3, 'VAT Registrations and Business Stock'). This reflects both the regional (South East) and national (Great Britain) trends.

Town Centres

8.3.4 The role of Aldershot and Farnborough town centres is to meet the retail, leisure and service needs of their local catchments. Both town centres have enjoyed investment over the past few years but further investment is required to deliver regeneration, particularly in Aldershot. In addition both town centres suffer from competition from surrounding towns.

8.3.5 Aldershot town centre is underperforming with a below average level of comparison goods shops and floorspace and a high level of vacant premises that contribute to a fairly weak retail sector. A significant amount of vacant floorspace is located within The Galleries. The Retail Leisure and Town Centres Study (2015) suggests short term capacity by 2022 for 2,900 sq m gross and long term capacity by 2032 for up to 11,700 sq m gross for class A1 to A5 floorspace. However, the long-term projections are indicative estimates that are subject to change and should therefore be treated with caution. Existing vacant floorspace in Aldershot exceeds even the long term floorspace capacity projections and in theory could accommodate all future growth in Aldershot.

8.3.6 Farnborough town centre is undergoing revitalisation through planned redevelopment schemes, led by the private sector. The town centre has good levels of comparison shops and floorspace and good provision of mainstream / middle market retailers. The range and choice of shops is reasonable for the size of centre and there is a good selection of food stores. However, the proportion of restaurants and cafés is significantly below the national average. The vacancy rate is just below the national average. There is extensive provision of retail warehouses selling bulky comparison goods within walking distance of the retail core. The Retail Leisure and Town Centres Study (2015) suggests short term capacity by 2022 for 1,600 sq m gross for class A1 and A5 floorspace, in addition to the capacity within a number of already permitted developments. Long term capacity by 2032 for up to 21,600 sq m gross for class A1 to A5 floorspace. However, the long-term projections are indicative estimates that are subject to change and should therefore be treated with caution. The Rushmoor Retail, Leisure and Town Centres Study (2015) identifies further development opportunities to meet a substantial proportion of even the long term projections.

¹⁸ <http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcn%3A77-283124> (accessed 02.09.13)

- 8.3.7 North Camp as a centre fulfils a different and lower tier role meeting day to day and weekly shopping needs, it has a strong independent character and a good range of different uses and specialist shops. As a centre however it would be susceptible to convenience impact, particularly from small convenience stores with over-lapping catchments. The centre would benefit from a stronger convenience retail anchor but not a full line superstore which would carry wider impacts though the centre and could harm its independent sector.

Farnborough Airport

- 8.3.8 The Economic Impacts of Business Aviation at Farnborough Airport Report (2009) identifies the economic importance of Farnborough Airport which together with the cluster of aerospace, defence and other businesses immediately adjoining it, accommodated circa 8,000 jobs in 2009, 1,100 of which were based at the Airport.
- 8.3.9 A study undertaken by Airports Council International Europe reports that 'Airports with land available are developing business parks to capitalise on the attractiveness of air service connectivity to businesses. Frequently these business parks are used by firms with some connections to the airport or aerospace industries. Otherwise they are chosen as locations for companies making intensive use of air transport'¹⁹.
- 8.3.10 For those companies who make direct use of the aircraft to charter flights the beneficial effect of Farnborough Airport as a positive influencing factor acting to pull businesses to locate in Rushmoor would fall under the 'Catalytic' category of economic impacts. For businesses that make regular use of business aviation, travel time to the airport would be a critical factor in determining business location. For businesses that use business aviation less frequently this would be a minor factor in determining location.
- 8.3.11 Research undertaken by the Department of Transport on the location of businesses in the UK²⁰ found that the location of foreign investment in the UK is particularly influenced by air transport, workers and premises, whereas domestic investment is more dependent of road transport. The study reported that, given the tendency of knowledge based industries to cluster to take account of skilled workers and face-to-face contact, transport was found to be a secondary location factor. Airfreight was found to have an increasing impact on the development of some areas of manufacturing, particularly high value and low weight products with an international customer base that demands rapid delivery.

8.4 Likely Future Conditions

- 8.4.1 All local economies are profoundly influenced by national and international economic conditions and Rushmoor is no exception. The future success of the Borough's economy rests to a great extent on factors beyond the control of the Council or even the UK Government. Vehicle traffic monitoring supports this view; vehicle traffic on major roads in the borough and Hampshire County declined during the economic downturn and subsequent period of low economic growth. However since 2013, vehicle traffic have started to recover and are approaching pre-recession levels.
- 8.4.2 Nevertheless it can be said that, as part of the South East Region, having good links to London, the Continent and Heathrow Airport, Rushmoor enjoys many economic advantages. These should permit the continued growth of the economy if other factors remain equal. The Enterprise M3 Local Enterprise Partnership (LEP) will play an integral role in achieving this. However, the Enterprise M3 LEP also identified that congestion is a significant concern for

¹⁹York Aviation (2004) The Social and Economic Impacts of Airports in Europe Prepared for Airports Council International Europe

²⁰Department for Transport (2004) The Importance of Transport in Business Location Decisions

businesses. The high dependency on cars, coupled with the long travel to work is resulting in high levels of energy consumption and carbon emissions²¹.

- 8.4.3 More employment premises are expected to be converted into a residential use whilst the change in Permitted Development rights that allow this continues. Some of the poor, lower grade office stock that falls outside protected allocations has been converted to residential use, along with changes to the use on several of the Key Employment Sites.

8.5 Environmental and Sustainability Problems

8.5.1 The following environmental and sustainability issues were identified:

- Over reliance of the economy on a small number of sectors and a few, large employers;
- Vacant surplus space in retail centre of Aldershot, along with competition from retail centres outside the Borough;
- Some of the poor, lower grade office stock that falls outside protected allocations has been converted to residential use, along with changes to the use on several of the Key Employment Sites; and
- Congestion of the local road infrastructure and lack of public transport identified as a key weakness of the Borough as a business location.

8.6 Relevant SA/SEA Objectives

8.6.1 The following SA/SEA Objectives are relevant:

- SA Objective 4: To increase the vitality and viability of Aldershot and Farnborough centres and North Camp District Centre; and
- SA Objective 13: To improve enterprise performance, and promote and encourage a buoyant and diverse local economy which provides jobs to match the skills and needs of local residents.

²¹ <http://enterprisem3.org.uk/strategic-economic-plan/>

9 Employment, Education and Skills

9.1 Introduction

9.1.1 Chapter 8 concerned the economy of Rushmoor. Clearly any expansion or contraction of the economy is likely to have an effect on employment in the Borough and this is the overall context in which this chapter should be read.

9.2 Context Review

Table 9.1 Context Review for Employment, Education and Skills Topic

Evidence Source	Key Messages from the Context Review
<p><i>The Plan for Growth March 2011 (HM Treasury)</i></p>	<p>To make the UK one of the best places in Europe to start, finance and grow a business:</p> <ul style="list-style-type: none"> • radical changes to the planning system to support job creation by introducing a powerful presumption in favour of sustainable development; opening up more land for development, while retaining existing controls on greenbelt land; • introducing new land auctions starting with public sector land; consulting on the liberalisation of use classes; and ensuring all planning applications and appeals will be processed in 12 months and major infrastructure projects will be fast-tracked
<p><i>National Planning Policy Framework 2012 (DCLG)</i></p>	<p>Para 17 core planning principles – proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.</p> <p>Para 19 – To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business...</p> <p>Para 20 – Planning policies should recognise and seek to address potential barriers to investment...</p> <p>Para 21 – In drawing up Local Plans, local planning authorities should: - -set criteria or identify strategic sites for local and inward investment to match the strategy and to meet anticipated needs over the plan period. -identify and plan for new or emerging sectors likely to locate to an area.</p> <p>Para 22 – Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.</p> <p>Para 28 – Planning policies should support economic growth in rural areas...</p>
<p><i>Strategy for Growth 2013 (Enterprise M3 LEP)</i></p>	<p>Creating a sustainable high performing economy is at the heart of our strategy and we have set key targets around increasing productivity, jobs and business start-ups as well as ensuring our companies grow and develop in the future.</p> <p>By 2020, we will have:</p> <ul style="list-style-type: none"> • Created 25,000 jobs • Increased GVA per head from 8% to 10% above the national average through increased productivity and a focus on businesses in high value sectors • added an additional 1,400 businesses per annum <p>To succeed we believe we need to focus on specific issues and we have identified four main areas where we wish to excel:</p> <ul style="list-style-type: none"> • Enterprise: Maintaining and growing the business base. • Innovation: Delivering accelerated economic growth through positive action to promote innovation and growth in high value industries. • Skills and Employment: Ensuring that investment in skills and

	<p>employment support meets the needs of employers.</p> <ul style="list-style-type: none"> • Infrastructure and Place: Ensuring that we have in place the connectivity improvements, road, rail, air and broadband that allow our business base to grow.
<p><i>Rushmoor Plan Core Strategy 2011 (RBC)</i></p>	<p>Key Challenge 4 – To deliver an appropriate supply and mix of employment land and premises and to create a buoyant and diverse local economy</p> <p>Key Challenge 5 – Improved education and skills levels</p> <p>Objective C – To support the continued economic performance of the Borough by identifying and safeguarding an appropriate range of employment sites</p> <p>Objective E – To encourage the continuation of business aviation flying at Farnborough Airport</p> <p>Rushmoor is located within the Blackwater Valley, which is characterised by good connectivity, highly skilled residents and high economic growth with a high concentration of knowledge-based firms. Rushmoor has particular strengths in defence, aerospace, computing and research and development activities.</p> <p>The majority of future employment development in Rushmoor is likely to be focused on the large sites on the perimeter of Farnborough Airport. The greatest amount of office floorspace is likely to come forward on IQ Farnborough, and there is potential for some industrial uses to be located on the Civil Enclave and Queens Gate sites.</p> <p>Policy CP8 – Supporting Economic Development</p> <p>Key Employment Sites</p> <p>Where new development is proposed on the Key Employment Sites (as defined in Policy SS1), the Council will seek a mix of types of flexible space, including smaller units for start up and young businesses, and support the development of ICT and sustainable transport infrastructure to maximise opportunities for Smart growth.</p> <p>The Council will look favourably upon the integration of other B-class employment uses into office developments where they are small scale, would be sympathetic to the character of the area and not prejudice the office uses.</p> <p>The introduction of new non B-class uses will be permitted on Key Employment Sites where they would support, or not be detrimental to, the function and operation of the site. Where possible, non B-class uses should generate employment themselves.</p> <p>Elsewhere in the Borough</p> <p>Outside the Key Employment sites, existing businesses will be supported, and employment and economic development will be promoted and maintained by permitting development proposals for:</p> <ol style="list-style-type: none"> a) The retention of B-class uses, except where it can be demonstrated that: <ol style="list-style-type: none"> I. there is no demand for the site; or II. the site is inappropriately located; or

	<p>III. if the site is within a Town Centre, its redevelopment for an alternative use would help to deliver the Shaping Places policies (SP3 and SP4);</p> <ul style="list-style-type: none"> b) Redevelopment and extension of existing premises to support business needs; c) Development of ICT infrastructure to maximise opportunities for Smart growth; d) Home working and social enterprise. <p>Policy CP9 – Skills and Training</p> <p>Planning permission will be permitted for development which, subject to compliance with other development plan policies, supports educational opportunities by:</p> <ul style="list-style-type: none"> a) Providing improvements to primary and secondary schools and further and higher education facilities; b) Providing adult learning opportunities; c) Enhancing partnership working between employers and training establishments in the Borough; d) Providing new training facilities; e) Supporting local skills providers.
<p><i>Rushmoor Sustainable Community Strategy 2010-2026 (Rushmoor Strategic Partnership)</i></p>	<p>Key Priority - To encourage economic recovery from the recession</p> <p>Rushmoor's Strategic Partnership reflects the vision and priorities that the business community has come to expect of the Borough's leaders. The Chamber of Commerce's principal local interests are the future economic prosperity of Rushmoor and the education and training of the present and future generations of young people who will bring this about. The Borough is fortunate in being home to some world-class businesses, with TAG Farnborough Airport as the jewel in the crown. It is the businesses of Rushmoor, large and small, that create the wealth that will help make these priorities a reality and the Chamber will work with them and with the Borough to achieve this</p>
<p><i>Rushmoor Borough Council Corporate Plan 2014-15 (RBC)</i></p>	<p>We believe that having a strong local economy is important. We want our town centres to be busy and thriving. Aldershot has benefited from the £65 million Westgate leisure development, which is helping to create a vibrant evening economy. The new Wellesley housing development will offer new opportunities for employment, a wider variety of homes and new town centre shoppers.</p> <p>Farnborough town centre will see the new Vue cinema open before Christmas, complemented by a selection of restaurants in the latest phase of regeneration.</p> <p>The area is well-placed for businesses and we want to support local companies and help them flourish – from the smallest to the largest. We are proud of the area's 'blue chip' companies, which boost its reputation and help to bring new business to our towns.</p> <p>We also think that our residents should be able to work locally in well-paid jobs. This means making sure they have the right skills to meet the needs of our local employers.</p> <p>We will work with other organisations, including Hampshire County Council to help improve education standards in local schools. We will also continue to run – and support – schemes to help up-skill our residents, including our popular 'Skilled-Up' programme and apprenticeships.</p>

9.3 Employment, Education and Skills Baseline in Rushmoor

9.3.1 Current education facilities in the Borough include:

- A range of primary and secondary schools²²; and
- High quality further education provision consisting of Farnborough College of Technology including Aldershot College, and Farnborough Sixth Form College. The Sixth Form College has been ranked as one of Britain's top sixth form college and was one of the first four colleges in the country to be awarded Learning and Skills Beacon status.

9.3.2 Table 9.2 below shows the breakdown of employment in Rushmoor by business sector. The most obvious difference is that public administration, defence and social security provide a far higher proportion of the jobs in Rushmoor than the South East or England averages. This is representative of the significant presence of military personnel in the Borough.

Table 9.2 Workforce by employment sector Mar 2011 Source: ONS

		Rushmoor	South East	England
A Agriculture, Forestry and Fishing	Percentage	0.1	0.7	0.8
B Mining and Quarrying	Percentage	0.1	0.1	0.2
C Manufacturing	Percentage	7	7.2	8.8
D Electricity, Gas, Steam and Air Conditioning Supply	Percentage	0.4	0.6	0.6
E Water Supply; Sewerage, Waste Management and Remediation Activities	Percentage	0.7	0.7	0.7
F Construction	Percentage	7.4	8	7.7
G Wholesale and Retail Trade; Repair of Motor Vehicles and Motor Cycles	Percentage	15.8	15.6	15.9
H Transport and Storage	Percentage	5	5.2	5
I Accommodation and Food Service Activities	Percentage	5.4	5	5.6
J Information and Communication	Percentage	6.2	5.5	4.1
K Financial and Insurance Activities	Percentage	3.7	4.5	4.4
L Real Estate Activities	Percentage	1	1.4	1.5

²²

<http://www3.hants.gov.uk/education/schools/schooldetails.htm?area=rushmoor>

		Rushmoor	South East	England
M Professional, Scientific and Technical Activities	Percentage	6	7.5	6.7
N Administrative and Support Service Activities	Percentage	6.8	5.2	4.9
O Public Administration and Defence; Compulsory Social Security	Percentage	11.6	6	5.9
P Education	Percentage	7.3	10.1	9.9
Q Human Health and Social Work Activities	Percentage	11	11.6	12.4
R, S, T, U Other	Percentage	4.5	5.1	5

9.3.3 Employment by occupation (Table 9.3) shows that there are more full-time posts in Rushmoor than is the case for the regional and national averages. This is representative of the significant presence of finance, technology and IT businesses within the Borough as demonstrated in Table 9.2. The impact of this strength is a lower representation of other types of occupations as evidenced with regard public administration, education and health.

Table 9.3 Employee jobs 2013. Employee jobs excludes self-employed, government-supported trainees and HM Forces Source: ONS Business Register and Employment Survey²³

	Rushmoor (employee jobs)	Rushmoor (%)	South East (%)	Great Britain (%)
Total employee jobs	45,200	-	-	-
Full-time	32,100	71.0	66.5	67.7
Part-time	13,100	29.0	35.5	32.3
Employee jobs by industry				
Primary Services (Agriculture and Mining)	0	0.0	0.2	0.3
Energy and Water	300	0.8	1.0	1.1
Manufacturing	3,200	7.0	6.4	8.5
Construction	1,900	4.2	4.7	4.4
Services	39,800	88.0	87.7	85.7
Breakdown of Jobs in the Service Industry				
Wholesale and Retail, including Motor Trades	6,700	14.9	17.3	15.9
Transport Storage	1,400	3.1	4.1	4.5
Accommodation and Food Services	2,800	6.1	7.3	7.0
Information and Communication	6,500	14.4	6.3	4.0
Financial and	13,000	28.8	20.8	28.8

²³ Data obtained 26 May 2015 from nomisweb.co.uk/reports/lmp/la

	Rushmoor (employee jobs)	Rushmoor (%)	South East (%)	Great Britain (%)
other Business Services				
Public Administration, Education and Health	7,700	17.1	26.6	28.0
Other Services	1,600	3.6	5.2	4.6

9.3.4 Tables 9.4 and 9.5 demonstrate that the average pay of Rushmoor workers is significantly higher than the average pay of Rushmoor residents. This suggests that, for whatever reason, people living in the Borough are missing out on better paid job opportunities within the Borough.

Table 9.4 Median income- gross weekly pay of Rushmoor residents compared to South East and Great Britain averages (2012). Source: ONS annual survey of hours and earnings – resident analysis. NOTE: Median earnings in pounds for employees living in the area

Gross weekly pay	Rushmoor (£)	South East (£)	Great Britain (£)
Full time workers	513.20	555.80	508.00
Male full time workers	530.00	613.30	548.80
Female full time workers	463.10	479.10	449.60

Table 9.5 Median income- gross weekly pay of Rushmoor workers compared to South East and Great Britain averages (2012). Source: ONS annual survey of hours and earnings – workplace analysis. NOTE: Median earnings in pounds for employees working in the area

Gross weekly pay	Rushmoor	South East	Great Britain
Full time workers	653.50	536.60	507.60
Male full time workers	689.30	588.60	548.10
Female full time workers	586.40	461.80	449.00

9.3.5 Information from Table 9.5 shows that average female pay is 15% lower than male pay in Rushmoor, although in this respect the difference observed in the Borough is less than that observed in the South East (22%) and nationally (18%).

9.3.6 Table 9.6 shows that while the average pay of residents has risen in recent years, the increase has not kept pace with the South East average, particularly since 2010 when gross weekly pay started to fall within Rushmoor whilst it continued to increase in the South East. However, the margin of difference between Rushmoor and Great Britain has also closed to just over £5 per week compared to approximately £30 a week in 2011 as shown in Table 9.6.

Table 9.6 Median income- gross weekly pay of Rushmoor residents compared to South East and Great Britain averages (2007-2012). Source: ONS annual survey of hours and earnings – resident analysis. NOTE: Median earnings in pounds for employees living in the area

Gross Weekly Pay	Rushmoor	South East	Great Britain
2007	489.20	502.30	460.0
2008	499.50	524.80	480.0
2009	519.40	536.60	490.5
2010	536.60	547.80	501.7
2011	529.40	554.60	500.2
2012	513.20	555.80	508.0

Table 9.7 Median income- gross weekly pay of Rushmoor workers compared to South East and Great Britain averages (2007 - 2012). Source: ONS annual survey of hours and earnings – workplace analysis. NOTE: Median earnings in pounds for employees working in the area

Gross Weekly Pay	Rushmoor	South East	Great Britain
2007	614.90	481.90	459.30
2008	639.70	500.90	479.10
2009	652.70	513.30	489.90
2010	644.70	523.80	500.30
2011	634.40	529.00	500.00
2012	653.50	536.60	507.60

9.3.7 Table 9.7 indicates that people who work in Rushmoor (and who do not necessarily live in the Borough too), are paid significantly more than the residents of the Borough are (approximately £140 more per week). The workers of Rushmoor are also paid significantly more than the average for the workers in the South East and England. One possible reason for this phenomenon is that Rushmoor has relatively few residents educated to degree level or possessing level four or five NVQs, especially by comparison with the South East average as shown in Table 9.8. This suggests a skills shortage among Borough residents that prevent them from obtaining the highest-skilled, best-paid employment.

Table 9.8 Qualifications 2011 Source: ONS

		Rush moor	South East	England
All Usual Residents Aged 16 and Over	Count	74,854	6,992,666	42,989,620
No Qualifications	Count	13,947	1,333,955	9,656,810
No Qualifications	Percentage	18.6	19.1	22.5
Highest Level of Qualification; Level 1 Qualifications	Count	12,318	946,056	5,714,441
Highest Level of Qualification; Level 1 Qualifications	Percentage	16.5	13.5	13.3
Highest Level of Qualification; Level 2 Qualifications	Count	12,838	1,110,706	6,544,614
Highest Level of Qualification; Level 2 Qualifications	Percentage	17.2	15.9	15.2
Highest Level of Qualification; Apprenticeship	Count	2,703	253,423	1,532,934
Highest Level of Qualification; Apprenticeship	Percentage	3.6	3.6	3.6
Highest Level of Qualification; Level 3 Qualifications	Count	9,362	892,915	5,309,631
Highest Level of Qualification; Level 3 Qualifications	Percentage	12.5	12.8	12.4
Highest Level of Qualification; Level 4 Qualifications and Above	Count	18,493	2,093,693	11,769,361
Highest Level of Qualification; Level 4 Qualifications and Above	Percentage	24.7	29.9	27.4
Highest Level of Qualification; Other Qualifications	Count	5,193	361,918	2,461,829
Highest Level of Qualification; Other Qualifications	Percentage	6.9	5.2	5.7

9.3.8 In order for local people to benefit from employment opportunities, the Rushmoor Employment Skills Zone (RESZ) has been established, bringing together the expertise of more than 70 local employment support and training organisations, and is committed to creating and supporting employment opportunities generated through new business. They offer tailor-made support to:

- Developers and new businesses to identify the employment and training opportunities they can offer
- Existing companies in Aldershot and Farnborough to secure the right workforce locally so their business can prosper and grow
- Local people to develop the right skills and confidence to access job opportunities and to reduce unemployment.

9.3.9 Table 9.9 shows Working Aged Unemployed Claimants in April 2015 based on the Borough's ward boundaries. All the wards experience a lower level of people claiming Job Seekers Allowance (JSA) than the National average of 1.9% (April 2015). However, Cherrywood and Rowhill both have a higher level of people claiming JSA than the South East level of 1.2% (April 2015). Over the past two years the unemployment rate has dramatically reduced at all levels. In 2013 there were 1604 people claiming JSA whereas this number is now 616 people. Although this is very positive, it should not be overlooked that six wards experience levels of unemployment over the Borough average of 1.0% (Cherrywood, Manor Park, Aldershot Park, Wellington, Rowhill and North Town). More men than women claim unemployment benefit in Rushmoor Borough.

Table 9.9 Working Age (16-65yrs) Unemployed Claimants (April 2015). Source: ONS/Nomis

Rushmoor Ward	Unemployment Claimants	Unemployment Claim Rate
Aldershot Park	52	1.1
Cherrywood	83	1.4
Cove and Southwood	36	0.7
Empress	34	0.9
Fernhill	27	0.6
Knellwood	26	0.5
Manor Park	64	1.1
North Town	50	1.1
Rowhill	61	1.3
St. John's	41	0.9
St. Mark's	41	0.8
Wellington	58	1.1
Westheath	44	1.0
Total	617	1.0

9.4 Likely Future Conditions

9.4.1 The development of Wellesley will create a need for additional education places, in particular primary school places. The provision of two new primary schools is included within the outline planning permission. An Infrastructure Plan is currently being prepared by RBC and this will include the effects on number of education places at all levels. This information will be used in the SA for the draft Submission Local Plan.

9.4.2 Unemployment is very low in Rushmoor with 1.0% of the population claiming Job Seekers Allowance in April 2015. This suggests that the economy within Rushmoor is in a relatively stronger position than in other Local Authorities, however, some of the wards do experience

higher levels of unemployment than the Borough average of 1.0% and without any additional support in these areas this is likely to continue.

- 9.4.3 Based on past trends it seems reasonable to conclude that the average pay of Rushmoor residents will continue to rise but not as quickly as the South East and national averages. There is an equality issue in respect of pay that does not seem likely to be resolved in the near future, possibly due to a skills-shortage amongst local residents. The wide differential between male and female pay in the Borough seems likely to remain.

9.5 Environmental and Sustainability Problems

9.5.1 The following environmental and sustainability issues were identified:

- Rushmoor is importing a high proportion of high skilled workers. This generates commuting with associated traffic impacts and removes indirect benefits from the local economy. The skills of the workforce in the Borough need to be upgraded if it is to match up to the high value jobs in the area;
- Whilst workers in Rushmoor earn significantly more than the regional and national average, residents earn less than the regional averages;
- Although unemployment levels have decreased, several wards do still experience higher than Borough average levels of people claiming unemployment benefit; and
- There is a need to make provision for education facilities to provide for future need including to meet the demand generated by Wellesley, and to support increased educational attainment.

9.6 Relevant SA/SEA Objectives

9.6.1 The following SA/SEA Objectives are relevant:

- SA Objective 3: To reduce relative deprivation and social exclusion and to promote an equal society;
- SA Objective 5: To improve accessibility for all to services, employment and recreational opportunities; and
- SA Objective 14: To raise the level of educational attainment and encourage the development of skills.

10 Transport and Accessibility

10.1 Introduction

10.1.1 Sustainable transport is key to the wider sustainable development agenda. An efficient transport network is a pre-requisite of a successful, modern economy. A safe and accessible transport network helps fulfil society's social objectives, while a low-pollution transport network is essential to safeguard the environment and climate. Reconciling these, often conflicting, requirements is at the heart of the planning process.

10.1.2 Sustainable transport systems apply a simple hierarchy where:

- Priority 1 - demand for transport is reduced
- Priority 2 – there is a change in the mode of transport used, as shown in Figure 10.1
- Priority 3 - the efficiency of transport systems are improved
- Priority 4 – any increase in capacity is prioritised to the most efficient and sustainable modes.

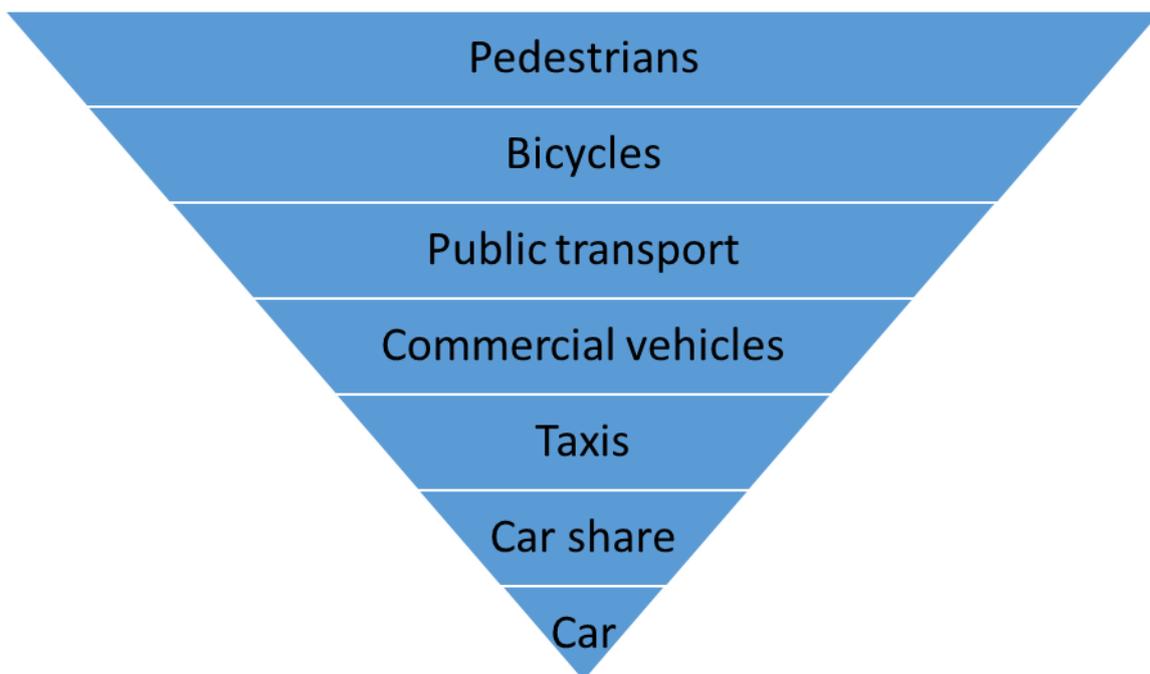


Figure 10.1 Indicative hierarchy of transport modes

10.1.3 Strong links exist between transport and several other topics within the SA/SEA:

- Chapter 7 Health (walking and cycling improve health and wellbeing, accessibility of health services)
- Chapter 8 – Economy (viability as a business location, affordability of transport)
- Chapter 9 – Employment and Skills (proximity of workforce, availability of employment opportunities)
- Chapter 14 – Climate (emission of greenhouse gases)
- Chapter 15 – Air (effect of transport emissions on air quality)

- Chapter 18 – Biodiversity (effect of air quality from traffic, building emissions, and other greenhouse gases on water, soils and biodiversity)

10.1.4 The Local Plan will be supported by transport data extracted from the North Hampshire Transport Model (NHTM) that was procured by Hampshire County Council. The model is based on up to date count data (2013) and is 'multi-modal' (looks at traffic flows, public transport and walking, cycling).

10.2 Context Review

Table 10.1 Context Review for Transport and Accessibility Topic

Evidence Source	Key Messages from the Context Review
<i>Creating Growth, Cutting Carbon White Paper: Making sustainable local transport happen (2011) Department for Transport</i>	Our vision is for a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities.
<i>National Planning Policy Framework (2012) CLG</i>	<p>Para 29 – The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.</p> <p>Para 30 – In preparing Local Plans local planning authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.</p> <p>Para 34 – Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport maximised.</p> <p>Para 69 - The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. To support this, local planning authorities should aim to involve all sections of the community in the development of Local Plans and in planning decisions, and should facilitate neighbourhood planning. Planning policies and decisions, in turn, should aim to achieve places which promote safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.</p>
<i>Hampshire Local Transport Plan (2011-2031) HCC</i>	<p>Main Priority 1: To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire.</p> <p>Main Priority 2: Provide a safe, well-maintained, and more resilient road network in Hampshire as the basic transport infrastructure of the county on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction.</p> <p>Main Priority 3: Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods;</p>
<i>Hampshire Cycling Strategy – Draft for Public Consultation – April 2015</i>	<p>Vision: In 2025, cycling will be a convenient, safe, healthy, affordable and popular means of transportation and recreation within Hampshire.</p> <p>Objectives:</p> <p>Overall – ensure investment in cycling supports the best value for money to the Council.</p> <p>1. Make cycling a daily travel choice for more people</p>

	<ol style="list-style-type: none"> 2. Reduce cyclist casualties and safety concerns 3. Encourage regular cycling as a part of a healthy lifestyle 4. Enable more people to enjoy Hampshire by cycling 5. Ensure appropriate balance between the needs of all road users
<p>Rushmoor Plan Core Strategy 2011 (RBC)</p>	<p>Key Challenge 12 – To promote and enable sustainable transport</p> <p>Policy CP16 - Reducing and Managing Travel Demand</p> <p>The Council will work with Hampshire County Council, the Highways Agency, and other partners on a cross-boundary basis where appropriate, to ensure that development proposals are permitted subject to:</p> <ol style="list-style-type: none"> a. Securing safe access to the highway network and maintaining its safe operation; b. Being located to give maximum flexibility in terms of choice in the mode of transport available; c. Identifying suitable alternative transport measures to help minimise traffic generation by reducing reliance on the private car; d. Improving the existing transport network (road, rail and public transport) as appropriate to the scale and nature of development proposed; e. Enhancing safety of, and linkages between, the footway and cycleway network, in accordance with the Council's Cycle Strategy; f. Producing and implementing travel plans where appropriate; g. Taking appropriate measures to avoid adverse impact on air quality, including on European nature conservation sites; h. Mitigating any adverse effects on the transport network arising from the proposed development; i. Providing appropriate parking in accordance with the Council's adopted standards; j. Providing necessary transport improvements secured by legal agreement; k. Demonstrating that they reflect the objectives, and support the delivery, of other transport strategies, particularly the Hampshire Local Transport Plan and its Implementation Plan and the Town Access Plans for Aldershot and Farnborough. <p>Policy CP17 - Investing in Transport</p> <p>The Council will work with Hampshire County Council, the Highways Agency, and other partners on a cross-boundary basis where appropriate, to support investment in the transport network that:</p> <ol style="list-style-type: none"> a. Provides alternative modes of transport to the private car by helping to deliver improved opportunities for public transport, walking and cycling; b. Improves accessibility to our towns to encourage environmental, economic and social sustainability; c. Improves road safety; d. Reduces congestion; e. Enables improvements to the highway network as listed below; f. Enables other transport infrastructure improvements as set out in the Hampshire Local Transport Plan and its

	<p>Implementation Plan, in the Rushmoor Infrastructure Plan, and in the Town Access Plans for Aldershot and Farnborough.</p> <p>Strategic priorities for improvement include:</p> <ul style="list-style-type: none"> i. A325 Farnborough Road to improve capacity on several junctions; ii. A331/A325/A323/A3011 improvements to junctions to provide access to the Aldershot Urban Extension; iii. Links to M3 Junction 4a, improvements to capacity of A327 and junctions along this congested route to the M3; iv. Town centre accessibility improvements for Aldershot and Farnborough; v. Improved pedestrian, cycle and public transport access between town centres, residential and business neighbourhoods and the railway stations; and vi. Improved bus routes, and cycle and pedestrian networks across the Borough.
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10.3 Transport and Accessibility Baseline in Rushmoor

10.3.1 Table 10.2 illustrates that, in 2011, the Rushmoor workforce were mainly (47.5%) travelling less than 5km to their workplace, or working from home. In terms of sustainability, this compares favourably with the South East average (44.6%) and the England & Wales average (45.2%) and suggests that most people working in Rushmoor live in the Blackwater Valley sub-region. The percentage travelling longer distances (more than 40km) was, however, twice the England & Wales average.

Table 10.2 Distance travelled to work 2011 Source: ONS

Distance Travelled to Work	Rushmoor	South East	England & Wales
All people aged 16 to 74 in employment	51,087	4,260,723	26,526,336
Works mainly at or from home	8.9%	11.8%	10.3%
Less than 2km	19%	16.6%	16.6%
2km to less than 5km	19.6%	16.2%	18.3%
5km to less than 10km	13.6%	14.2%	17.3%
10km to less than 20km	13.6%	13.7%	15.3%
20km to less than 30km	6.5%	7.1%	5.8%
30km to less than 40km	2.6%	3.7%	2.6%
40km to less than 60km	5.9%	4%	2.3%
60km and over	2.2%	4%	3.1%

10.3.2 Data is available showing how the average distance travelled changed from 2001 to 2011 (Table 10.3). In these ten years, **a trend towards an increasing commuting distances** can be seen in Rushmoor. The total distance commuted increased by 15% in Rushmoor, and

17% on average in Rushmoor. The latter is higher than was recorded across the region and nationally.

Table 10.3 Distance travelled to work 2001 and 2011 Source: ONS²⁴

		Rushmoor	South East	England and Wales
Total distance (km) commuted to work (workers aged 16-74)	2001	539,141	48,997,849	272,263,759
	2011	618,556	56,213,783	323,401,018
	absolute change 2001-2011	79,416	7,215,934	51,137,258
	% change 2001-2011	15%	15%	19%
Number of residents (16-74) commuting to work	2001	43,235	3,289,658	20,340,406
	2011	42,322	3,378,119	21,568,058
	absolute change 2001-2011	-913	88,461	1,227,652
	% change 2001-2011	-2%	3%	6%
Average distance commuted to work (km)	2001	12.5	14.9	13.4
	2011	14.6	16.6	15.0
	absolute change 2001-2011	2.1	1.7	1.6
	% change 2001-2011	17%	12%	12%

10.3.3 Of the distance commuted, 48% of the workforce drove a car or van to work, as seen in Table 10.4. This is higher than the average for the South East (41%) and the England & Wales average (37%). It should be remembered, of course, that the England & Wales figure includes all the major cities, including London, which have the best public transport infrastructure. Nevertheless the proportion of people using their car to get to work in Rushmoor represents a significant sustainability problem and a major challenge to the Borough.

Table 10.4 Mode of Travel to Work 2011 Source: ONS

Mode of Travel	Rushmoor ²⁵	South East	England
All Usual Residents Aged 16 to 74	69,652	6,274,341	38,881,374
Work Mainly at or From Home	7%	8%	7%
Underground, Metro, Light Rail, Tram	0%	0%	3%
Train	5%	5%	3%
Bus, Minibus or Coach	3%	3%	5%
Taxi	0%	0%	0%
Motorcycle, Scooter or Moped	1%	1%	1%
Driving a Car or Van	45%	39%	35%
Passenger in a Car or Van	4%	3%	3%

²⁴ <http://data.gov.uk/dataset/distance-travelled-to-work/resource/71c30d4d-c356-487d-bc5c-7e80b9c3e749> (accessed 21.05.15). Percentages have been rounded up/down.

²⁵ Percentages may not add up to 100% as numbers have been rounded up/down. Where 0% features, this does not signify that there are no users of that mode of transport, rather that the number that do equate to less than 0.5% of the total.

Bicycle	2%	2%	2%
On Foot	7%	7%	6%
Other Method of Travel to Work	0%	0%	0%
Not in Employment	27%	32%	35%

10.3.4 The increase in traffic between 1997 and 2002 on the M3 and A325 was around 10%, while that on the A331 was approximately 18%, among the highest increase in Hampshire²⁶. More recent figures, given in Table 10.5, suggest that the traffic on the A331 has started to fall since 2009, while that on the A325 has been fairly consistent. Traffic on the M3 (Junction 4 – 4a) has also reduced since 2008 and has been fairly consistent since 2009 in respect of movements.

Table 10.5 Average daily traffic flow Source: Hampshire County Council

Road	2008	2009	2010	2011	2012
M3 Junction 4 – 4a	107,568	103,435	101,554	103,632	102,359
A331 South Coleford Bridge	58,498	63,237	55,433	55,143	-
A325 Farnborough	23,383	23,844	23,746	-	-

10.3.5 Car ownership per household in Rushmoor is reflective of the South East trends. However, there are a higher percentage of households with two cars or vans in the household, as seen in Table 10.6. This figure is significantly higher than the figure for England. There is also a lower number of households with no cars in Rushmoor compared to the South East and, more significantly in respect of the difference, England.

Table 10.6 % of households with a car 2011 Source: ONS

		Rushmoor	South East	England
All Households	Count	36,344	3,555,463	22,063,368
No Cars or Vans in Household	Count	6,042	660,430	5,691,251
No Cars or Vans in Household	Percentage	16.6	18.6	25.8
1 C5r or Van in Household	Count	15,634	1,483,911	9,301,776
1 Car or Van in Household	Percentage	43	41.7	42.2
2 Cars or Vans in Household	Count	11,342	1,059,380	5,441,593
2 Cars or Vans in Household	Percentage	31.2	29.8	24.7
3 Cars or Vans in Household	Count	2,469	253,552	1,203,865
3 Cars or Vans in Household	Percentage	6.8	7.1	5.5
4 or More Cars or Vans in	Count	857	98,190	424,883

²⁶ Rushmoor Borough Council (2008) Scoping Report

Household				
4 or More Cars or Vans in Household	Percentage	2.4	2.8	1.9
All Cars or Vans in the Area	Count	49,532	4,803,729	25,696,833

10.3.6 The road network is heavily congested during peak periods. Controlling the flow of traffic at these times would provide the most benefit.

10.3.7 The Hampshire Strategic Infrastructure Statement²⁷ identifies ten proposed schemes for improvement to the highway infrastructure; these are summarised from a wider number of schemes identified in the Rushmoor District Transport Statement²⁸. These range from short term, to longer term proposals (2022 onwards). They include corridor improvements, signalling roundabouts and junctions, new junctions, a smart motorways scheme, car parking improvements, routes to school improvements, traffic management measures and safety improvements.

Pedestrian and Cycling Infrastructure

10.3.8 There is a network of on-road and off-road cycle routes running through Aldershot and Farnborough, it is possible to cycle a complete loop around Farnborough on cycle routes. The Cove Brook cycle route is three kilometres long and provides a valuable off-road link to 14 local schools (4,500 pupils) and commuter route for those travelling from the north of the borough into the town centre. A number of off-road cycle routes are available in Rushmoor and in the wider Blackwater Valley, including the southern part of the Blackwater Valley Path, the Basingstoke Canal towpath and Southwood Woodland. Cycle routes in Farnborough and Aldershot are shown in Figures 10.2 and 10.3 respectively.

²⁷ Hampshire Strategic Infrastructure Statement, Version 1, February 2013

²⁸ Rushmoor Borough Transport Statement, Adopted September 2012

Figure 10.2 Farnborough cycle network

(<http://www.rushmoor.gov.uk/article/5259/Cycle-routes> for more cycle maps)



• **Figure 10.3 Aldershot cycle network**



10.3.9 The Hampshire Strategic Infrastructure Statement²⁹ identifies five proposed schemes for improvement to pedestrian and cycling facilities; these are summarised from a wider number of schemes identified in the Rushmoor District Transport Statement³⁰. These include improvements across the borough, improved pedestrian and cycling links (including a replacement bridge over railway), longer term strategic routing improvements identified in the Rushmoor Cycle Routes Review for Farnborough, improved pedestrian and cycle signage and cycle parking at a train stations.

²⁹ Hampshire Strategic Infrastructure Statement, Version 1, February 2013

³⁰ Rushmoor Borough Transport Statement, Adopted September 2012

Bus Network

- 10.3.10 The Borough is well served by bus routes. Those areas located within what is considered a reasonable walking distance (400m) of a bus stop are indicated in Figure 15.1 (in the Air chapter).
- 10.3.11 Most of the bus services are operated by Stagecoach. A map of the main bus routes is shown in Figure 10.4. In recent years the Route 1 Quality Bus Partnership has been upgraded in recent years to a ten minute frequency with a new fleet of buses. An increased use of the service has been reported, it is now operating without subsidy.

stops and interchanges, bus priority links, provision of Real Time Passenger Information in appropriate locations, transport interchange improvements and alterations,

Trains

10.3.13 The Borough is served by several train stations:

- Farnborough Main is served by South West Trains. The station is on the main line linking London Waterloo with the south coast and the south west.
- Farnborough North is served by First Great Western with services to Reading, Guildford and on to Gatwick Airport.
- North Camp is served by First Great Western with services to Reading, Guildford and on to Gatwick Airport.
- Aldershot has one main line station, which is served by South West Trains and offers direct services to London Waterloo and Guildford.
- There are also stations close to the borough at Ash, Ash Vale and Farnham.

10.3.14 The Hampshire Strategic Infrastructure Statement³⁴ identifies four proposed schemes for improvements to the rail infrastructure; these are summarised from a wider number of schemes identified in the Rushmoor District Transport Statement³⁵. These include improved pedestrian routes and access to stations, the provision of cycle parking and major improvement of a rail station and forecourt, including replacement pedestrian and cycle bridge over the railway.

10.4 Likely Future Conditions

10.4.1 It is likely that traffic on the Borough's roads will continue to grow at about the same rate over the next fifteen to twenty years, in the absence of policies designed to curb the use of the car. Peak hour congestion is likely to increase on both rail and road networks as the population increases. An increased uptake of bus travel has been identified as the bus service has improved; this could be anticipated to continue to grow if service provision continues to improve. Uptake of cycling is low; and could be anticipated to be likely to remain low unless a comprehensive cycling infrastructure is in place.

10.5 Environmental and Sustainability Problems

10.5.1 The following environmental and sustainability issues were identified:

- Higher than average percentage of residents travelling long distances by car to work;
- Development in Rushmoor may have an impact on the strategic road network, however, the progression of the Transport Assessment evidence base will identify any such impacts, including those on the local road network, and will propose appropriate mitigation as required;
- The high level of in-commuting from longer distance puts pressure on the strategic network and key junctions; and
- Use of public transport is comparable to the South East region and a whole. An increased uptake of bus travel has been identified as the bus service has improved. Uptake of cycling is low. Good rail connections are available.

10.6 Relevant SA/SEA Objectives

³⁴ Hampshire Strategic Infrastructure Statement, Version 1, February 2013

³⁵ Rushmoor Borough Transport Statement, Adopted September 2012

10.6.1 The following SA/SEA Objective is relevant:

- SA Objective 9: To reduce the need to travel, encourage alternatives to the car, and make best use of existing transport infrastructure.

11 Crime and Safety

11.1 Introduction

11.1.1 Safe, healthy and vibrant neighbourhoods are fundamental to the economic, social and environmental well-being of the community. This chapter investigates the current and likely future situation in terms of crime and public safety in the Borough.

11.2 Context Review

Table 11.1 Context Review for Crime and Safety Topic

Evidence Source	Key Messages from the Context Review
<p><i>National Planning Policy Framework (2012) CLG</i></p>	<p>Para 58 - Planning policies and decisions should aim to ensure that developments...create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.</p> <p>Para 67 - Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.</p> <p>Para 69 - Planning policies and decisions, in turn, should aim to achieve places which promote...safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.</p> <p>Para 172 - Planning policies should be based on up-to-date information on the location of major hazards and on the mitigation of the consequences of major accidents.</p>
<p><i>Department for Transport (2010) DfT Circular 01/2010 Control of Development in Airport Public Safety Zones and Aviation Policy Framework (2013)</i></p>	<p>Public Safety Zones (PSZ) are areas of land at the end of runways at the busiest airports where development is restricted. PSZ are to control the number of people on the ground at risk of death or injury in the event of an aircraft accident at take off or landing. The basic policy objective governing the restriction on development near civil airports is that there should be no increase in the number of people living, working or congregating in PSZ and that, over time, the number should be reduced as circumstances allow.</p>
<p><i>Hampshire Local Transport Plan (2011-2031) HCC</i></p>	<p>Main Priority 1: To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire.</p>

	<p>Policy Objective 1: Continue to work to improve road safety through targeted measures that deliver reductions in casualties, including applying a speed management approach that aims to reduce the impact of traffic on community life and promote considerate driver behaviour.</p> <p>The environmental impact of car use will be offset by encouragement of a gradual switch to cleaner and quieter engines; while a continued focus on speed management, considerate driving and pedestrian priority on some streets will help maintain Hampshire's outstanding quality of life and record on road safety.</p>
<p><i>Rushmoor Community Safety Partnership (no date) Safer Rushmoor Community Plan 2008 -2011</i></p>	<p>Priority themes for addressing crime in Rushmoor include community engagement, young people, anti-social behaviour, physical environment and road casualties reduction.</p>

11.3 Crime and Safety Baseline in Rushmoor

11.3.1 Table 11.2 shows the number of key offences committed in the twelve months between April 2010 and March 2011. When the level of crime per 1,000 people is compared to that for the South East, it can be seen that Rushmoor has lower levels of robbery, burglary and theft from a motor vehicle. Levels of violent crime are higher than the South East level and also higher than the national level.

Table 11.2 Notifiable Offences Recorded by the Police 2010/11

Offence	Rushmoor	Incidents per 1000 population	South East	Incidents per 1000 population
Violence Against the Person	1502	16.01	121654	14.09
Wounding or Other Act Endangering Life	20	0.21	1562	0.18
Other Wounding	649	6.92	46150	5.34
Harassment Including Penalty Notices for Disorder	296	3.16	29095	3.37
Common Assault	416	4.43	37051	4.29
Robbery	45	0.48	5315	0.62
Theft from the Person	71	0.76	8560	0.99
Criminal Damage Including Arson	1174	12.52	102632	11.89
Burglary in a Dwelling	251	2.68	26842	3.11
Burglary Other than a Dwelling	324	3.45	37946	4.39
Theft of a Motor Vehicle	109	1.16	11752	1.36
Theft from a Motor Vehicle	386	4.11	41090	4.76

11.3.2 A downward trend in reports of crime has been seen in Hampshire during the past decade. In Rushmoor the number of recorded crime instances has nearly halved from 9,417 to 5,242

since 2005 (see Figure 11.1). The data³⁶, released by the Office of National Statistics, showed the breakdown of crime types in each local authority: criminal damage and arson was the most common offence type in Rushmoor and neighbouring Hart.

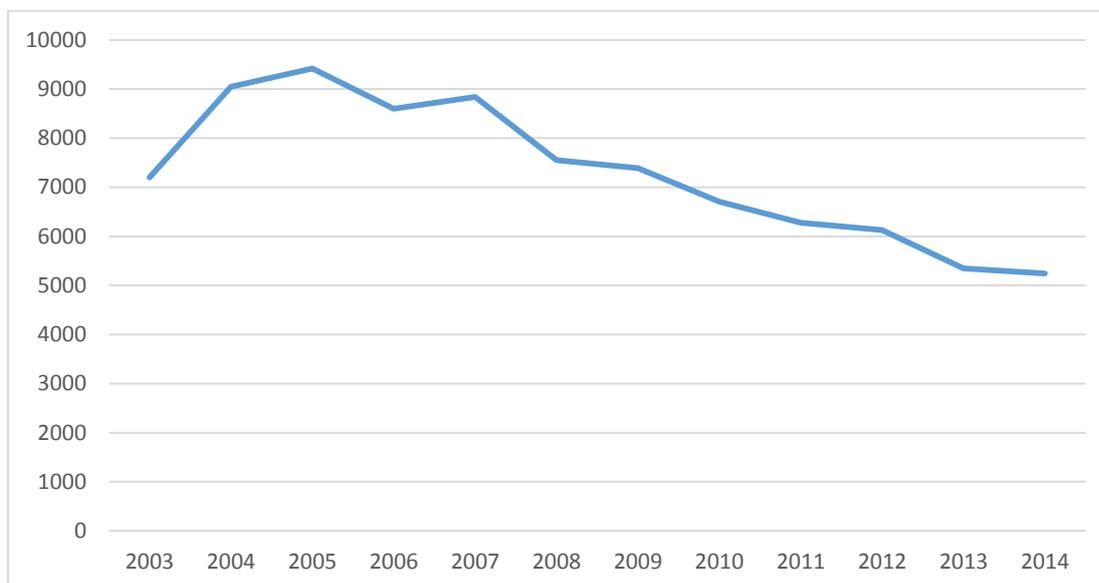


Figure 11.1 Annual number of recorded incidents of crime in Rushmoor between March 2003 and March 2014

Airport Safety

- 11.3.3 The PSZs established for Farnborough Airport extend to the north east and south west of the runways. The PSZ extending to the north east of the runway includes a section of the south-eastern part of the Farnborough Business Park site. The outline planning permission for this area of the Farnborough Business Park was granted prior to the designation of the PSZ. The creation of a PSZ does not affect any past planning permissions. The PSZ plan can be viewed at www.rushmoor.gov.uk/article/2563/Public-Safety-Zones.
- 11.3.4 Farnborough Airport is subject to the licensing requirements of the Civil Aviation Authority (CAA), the aviation regulator. The CAA requires comprehensive and rigorous criteria on design and operational standards. The flight path for the main runway is over a built up area.
- 11.3.5 Farnborough Airport has a Vortex Strategy³⁷ with a vortex repair assistance scheme to protect residents whose houses are damaged by aircraft vortices. Vortices are currents of circulating air that form from each wing-tip as aircraft move, especially during landing and take-off. The vortices circulate at very high speed and low pressure. Although most vortices break up naturally without incident, they can be a hazard to light aircraft and can cause damage to roofs.
- 11.3.6 The likelihood of damage from vortices is lower than damage from high wind speeds associated with weather events. Certain conditions are needed for vortices to develop to the extent to cause damage. At Farnborough Airport those buildings close to the runway centreline and outwards by 1km from the airport boundary are most at risk.

³⁶ <http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-328153> (accessed 14.05.2015)

³⁷ <http://www.facc.org.uk/vortex.htm> (accessed 14.05.2015)

11.4 Likely Future Conditions

- 11.4.1 Overall crime appears to be falling although there are variations between various types of crime. It is not clear if crime will continue to fall.
- 11.4.2 The management of the safety of airports and aircraft is monitored and managed by the airport and aircraft operators and by the CAA. It is expected that the current regime for managing safety will continue.
- 11.4.3 Redevelopment opportunities have arisen for parcels of land surrounding Farnborough Airport. Depending on the location of the land surrounding the airport there may be restrictions on the height of buildings. Within the PSZ there are restrictions on the types of uses for which land can be developed. Of note, Circular 01/2010, Control of Development in Public Safety Zones, is guided by a basic policy objective that there should be no increase in the number of people living, working or congregating in Public Safety Zones, and that, over time, the number should be reduced as circumstances allow.

11.5 Environmental and Sustainability Problems

11.5.1 Identified environmental and sustainability problems include:

- Concern among some residents about the safety of operations at the Airport. The management of the safety of airports and aircraft is monitored and managed by the airport and aircraft operators and by the Civil Aviation Authority;
- Overall crime appears to be falling although there are variations between various types of crime;
- The rate of violent crime in the Borough is higher than both the South East and national levels; and
- Redevelopment opportunities for parcels of land surrounding Farnborough Airport may be subject to restrictions on the height of buildings and, within the Public Safety Zone, on the types of uses for which land can be developed.

11.6 Relevant SA/SEA Objectives

11.6.1 The following SA/SEA Objectives are considered relevant:

- SA Objective 15: To create and maintain safer and more secure communities and reduce the fear of crime; and,
- SA Objective 17: To promote appropriate safe use of land in and close to Farnborough Airport and alleviate concerns over the safety of airport operations.

12 Housing

12.1 Introduction

12.1.1 The Strategic Housing Market Assessment (Dec 2014) outlines that the ratio of lowest quartile house prices to lowest quartile earnings is 6.85 (2012), meaning that a first-time buyer is unlikely to be able to obtain a large enough mortgage to purchase an average dwelling. This is by no means unusual in the South East, where the ratio was 8.19 in 2011, but means that relatively low-paid but essential workers, such as nurses, can find it extremely difficult to find somewhere to live.

12.1.2 The adopted Core Strategy (2011) highlights the need to provide a variety of dwelling types, including flats and houses, and sizes, including one, two, three and four bedroom properties. There is a further need to work towards the Government's 'decent homes' standard. A decent home is a home that is warm, weatherproof and has reasonably modern facilities. New housing must conform to this standard.

12.1.3 Linked to this is the requirement to make new houses more energy efficient and to include on-site generation of energy from renewable resources. The Government promotes housing being built on previously developed land and also requires new housing to be built at higher densities and close to public transport wherever possible.

12.2 Context Review

Table 12.1 Context Review for Housing Topic

Evidence Source	Key Messages from the Context Review
<p><i>National Planning Framework (2012) CLG Policy</i></p>	<p>Para 47. To boost significantly the supply of housing, local planning authorities should:</p> <ul style="list-style-type: none"> • use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying sites which are critical to the delivery of the housing strategy over the plan period
<p><i>Rushmoor Plan Core Strategy 2011 (RBC)</i></p>	<p>Key Challenge: Meeting housing needs</p> <ul style="list-style-type: none"> • To identify how much, how and where new housing will be delivered in the Borough • To establish an appropriate proportion of different housing mix and tenures, including meeting the forecast increase in older persons • To secure the delivery of affordable housing <p>Policy SS1: The Spatial Strategy</p> <p>6,350 new dwellings will be required in the Borough over the period 2010 – 2017.</p> <p>Policy CP5: Meeting Housing Needs and Housing Mix</p> <p>To deliver a balanced mix of housing to create mixed and sustainable communities, meet projected future household needs in Rushmoor and to provide for a range of</p>

	<p>households, such as families with children, single people, older people and people with specialist housing needs:</p> <p>Residential development will only be permitted, which provide a mix of dwelling sizes, which are appropriate to the site and contribute towards meeting the SHMA guidelines and creating sustainable and mixed communities should be submitted as part of the planning application; and Support will be given to developments that recognise the growing proportion of elderly persons by providing specialist accommodation, such as extra care.</p> <p>Policy CP6: Affordable Housing</p> <p>The delivery of affordable housing will be supported by requiring development to provide:</p> <ol style="list-style-type: none"> a. A minimum of 35% of dwellings on sites of 15 or more net dwellings as affordable homes, subject to site viability; b. A site appropriate mix of sizes and tenures of affordable homes designed to meet local needs and create mixed and sustainable communities; c. The integration of affordable housing with market housing, unless the development is 100% affordable housing; d. On site provision of affordable housing unless there are exceptional circumstances, in which case a commuted sum will be required.
<p><i>Strategic Housing Market Assessment (SHMA) December 2014 (RBC, Hart DC, Surrey Heath BC)</i></p>	<p>The population of the housing market area has grown by 18% over the last 30 years – an increase of around 42,300 people. Households have grown more rapidly – by 32% – as household size has declined over time. This suggests there is significant potential for demographic change in the next 30 years.</p> <p>A key issue evident from the review of past trends is the ageing of the population and particularly growth of the number of people in advanced old age (85+).</p> <p>Wessex Economics conclude that the Objectively Assessed Housing Need for the HMA area is for 1,180 homes pa, which equates to 23,600 homes over the period 2011-31. There is a need for 355 affordable homes across the housing market area to be provided, with a need for subsidised rents. The SHMA identifies the OAN for Rushmoor Borough as 470 dwellings per annum. The pressure on different-sized affordable homes is relatively even. Overcrowding and over-occupancy are problems in RBC, with families and ethnic minorities (particularly the Nepalese community). A key factor causing this is low incomes. Under-occupancy is common in the older population.</p>

12.3 Housing Baseline in Rushmoor

12.3.1 The Hart, Rushmoor and Surrey Heath Strategic Housing Market Assessment³⁸ identifies the tenure of homes in Rushmoor, Table 12.2. Across the borough there is a comparable proportion of social rented properties compared to the national and regional picture.

Table 12.2 Tenure in 2011 Source: Hart, Rushmoor and Surrey Heath Strategic Housing Market Assessment, 2014

	Rushmoor	South East	England
Owned	64%	68%	63%
<i>Outright</i>	23%	33%	31%
<i>With Mortgage</i>	40%	35%	33%
Shared ownership	2%	1%	1%
Private rented	18%	18%	18%
Social rented	16%	14%	18%

12.3.2 Table 12.3 shows that since 2004 the average (mean) price of a house has fluctuated. The decline in house prices observed since 2007 (with the exception of 2010) is reflective of the UK entering a sustained period of recession. Note that this refers to the average of all houses, regardless of type or number of bedrooms.

Table 12.3 Average (mean) house price in Rushmoor 2004-2014 Source: HM Land Registry

Year	Average Price (£)	% change
2004	181,322	
2005	186,448	+2.8
2006	195,426	+4.6
2007	211,984	+7.9
2008	205,937	-2.9
2009	194,223	-5.7
2010	216,593	+10.3
2011	212,059	-2.1
2013	224,100	+5.4 (compared to 2011 average)
2014	234,457	+4.4

12.3.3 There is a higher percentage of properties in lower council tax bands in Rushmoor, and generally similar properties are cheaper than in the surrounding areas. Average house prices are £140,000 to £220,000 cheaper than in the four neighbouring boroughs³⁹.

12.3.4 It is Government policy that everyone should have the opportunity to live in a “decent home⁴⁰”. The Decent Homes Standard contains four broad criteria that a property should:

A - Be above the legal minimum standard for housing (no Category 1 hazards, such as excess cold, asbestos, hygiene, protection against accidents), and

B - Be in a reasonable state of repair, and

C - Have reasonably modern facilities (such as kitchens and bathrooms) and services, and

D - Provide a reasonable degree of thermal comfort (effective insulation and efficient heating).

12.3.5 If a dwelling fails any one of these criteria it is considered to be “non-decent”.

³⁸ Hart, Rushmoor and Surrey Heath Strategic Housing Market Assessment, Final Report, December 2014

³⁹ Housing Data Sheet February 2015, RBC

⁴⁰A Decent Home: Definition and guidance for implementation (2006) DCLG

Table 12.4 Reason for failure of dwellings as a decent home 2007. Figures do not sum as some dwellings may have multiple failures. Source: Rushmoor House Condition Survey (HCS) 2010 and English HCS 2007

Reason	Dwellings	% of stock in Rushmoor	% in England
Category 1 hazard (A)	3,600	12.3	23.2
In need of repair (B)	2,400	8.3	8.1
Lacking modern facilities (C)	300	1.1	2.1
Poor thermal comfort (D)	3,700	12.8	16.7
Overall	7,960	27.2	35.8

12.3.6 Rushmoor has a substantially lower proportion of non-decent dwellings than the national average as shown in Table 12.4. An assessment of the types of dwellings that are non-decent shows that the highest rate of non-decency is in converted flats (58% of privately owned converted flats compared to 11% of detached dwellings) and that it is most common in older properties (46.1% of all properties built pre-1919).

12.3.7 All Housing Association properties in Rushmoor are 100% compliant with the decent homes standard.

12.4 Likely Future Conditions

12.4.1 It seems probable that house prices will continue to rise in the long-term, adding to the problem of affordability, although it is likely that there will be peaks and troughs in the market as has happened before. Measures in place nationally to stimulate housebuilding may not result in an increased supply of affordable housing. It is possible that an increasing proportion of the Borough's housing will conform to the 'decent homes' standard as new housing stock is developed.

12.4.2 Rushmoor has no option but to build new houses on previously developed land. The Borough is highly constrained, with the remaining undeveloped, or greenfield, land the subject of nature conservation designations. Therefore, it is highly probable that almost all new housing will be on brownfield land.

12.4.3 The SHMA 2014 assigns Rushmoor a target of at least 470 new dwellings each year between 2010 and 2031⁴¹, so it is clear that more houses will need to be built in the Borough in future.

12.4.4 The recent economic downturn has affected the delivery of affordable housing targets set out within the Core Strategy. A range of measures have been introduced by the Government to increase house-building in the short term including revisions to the General Permitted Development Order to allow for B1(a) offices to be converted to residential use up to 2016 using a 'prior approval' process that considers transport and highways, contamination and flood risk only. However, in Rushmoor Borough, the Conservation of Habitats and Species Regulations relate to permitted development within 5km of the Thames Basin Heaths SPA. They mean that any development likely to have a significant effect on the protected habitat

⁴¹ About 4,250 new homes to be provided at Wellesley. A hybrid application for 3,850 new homes was approved by the Council in July 2013 subject to completion of a Section 106 agreement

cannot take place without the developer making satisfactory arrangements to address the requirements of the Habitats Regulations.

12.5 Environmental and Sustainability Problems

12.5.1 The following environmental and sustainability issues were identified:

- Due to the high average earnings to house price ratio in the Borough affordability is likely to be an issue for first time buyers and relatively low-paid but essential workers;
- There is a need to address the balance of property types in the stock of market housing.
- There is a very low supply of larger houses meaning that existing residents wishing to purchase larger homes and employees working within Rushmoor have to purchase outside of the Borough;
- The current and predicted future growth in the number of older people will increase the demand for extra care accommodation that is not currently met by the existing housing stock;
- The Strategic Housing Market Assessment (SHMA) 2014 identifies the Objectively Assessed Housing Need for Rushmoor Borough of 9,822 dwellings between 2011 and 2032; and
- The SPA is a highly significant constraint on being able to deliver housing. Rushmoor Borough has a shortage of available SANG land, along with a shortage of land available to create the additional SANG required for new housing.

12.6 Relevant SA/SEA Objectives

12.6.1 The following SA/SEA Objectives are relevant:

- SA Objective 1: To maximise the opportunity for everyone to have a decent and affordable home.

13 Cultural Heritage and Archaeology

13.1 Introduction

13.1.1 The UNESCO World Heritage Convention (1972) defines the scope for what is considered “cultural heritage” as follows:

Monuments: architectural works, works of monumental sculpture and painting, elements or structures of an archaeological nature, inscriptions, cave dwellings and combinations of features, which are of outstanding universal value from the point of view of history, art or science;

Groups of buildings: groups of separate or connected buildings which, because of their architecture, their homogeneity or their place in the landscape, are of outstanding universal value from the point of view of history, art or science;

Sites: works of man or the combined works of nature and man, and areas including archaeological sites which are of outstanding universal value from the historical, aesthetic, ethnological or anthropological point of view.

13.1.2 Preserving the cultural and historic environment benefits communities in more than one way:

- it provides an essential educational resource for the understanding of the past and its legacy;
- it contributes to the national and local economy as it promotes tourism and provides jobs;
- it provides people with a sense of belonging to a unique and special place – a sense of identity.

13.2 Environment Protection Objectives

13.2.1 The main international conventions, EU Directives and UK legislation relating to cultural heritage are as follows:

World Heritage Convention 1972: adopted by UNESCO in 1972 and ratified by the UK in 1984 – came as a response to the increase in the loss and degradation of cultural heritage.

Ancient Monuments and Archaeological Areas Act 1979: provides for nationally important archaeological sites to be statutorily protected as “scheduled ancient monuments” (now Scheduled Monuments)

National Heritage Act 1983: set up English Heritage (now known as Historic England) aimed at protecting England’s historical, architectural and archaeological heritage

Planning (Listed Buildings and Conservation Areas) Act 1990: gives the Council powers to designate Conservation Areas

National Heritage Act 2002: Broadens the powers of English Heritage (now known as Historic England) in several ways including involvement in underwater archaeology.

The Convention for the Protection of the Architectural Heritage of Europe (Granada Convention) 1985: Recognises that architectural heritage constitutes an irreplaceable expression of the richness and diversity of Europe’s cultural heritage. Aims to achieve greater unity between EU Members for the purpose of safeguarding and realising ideals and principles which are their common heritage.

The European Convention on the Protection of Archaeological Heritage (Valetta Convention) 1992 (Revised): Reaffirming the importance of archaeological heritage and for it to be protected.

13.3 Context Review

Table 13.1 Context Review for Cultural Heritage and Archaeology

Evidence Source	Key Messages from the Context Review
<p><i>National Planning Policy Framework (2012) CLG</i></p>	<p>Para 17 core planning principles – conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.</p> <p>Para 126 - Local planning authorities should set out in their Local Plans a positive strategy for the conservation and enjoyment of the historic environment...</p> <p>Para 156 – Local authorities should set out strategic priorities for their area....This should include strategic policies to deliver...the conservation and enhancement of the natural and historic environment, including landscape.</p> <p>Para 157 – Local Plans should, inter alia, contain a clear strategy for enhancing the natural, built and historic environment.</p> <p>Para 169 – Local planning authorities should have up-to-date evidence about the historic environment in their area and use it to assess the significance of heritage assets and the contribution they make to their environment. They should also use it to predict the likelihood that currently unidentified heritage assets, particularly sites of historic and archaeological interest, will be discovered in the future. Local planning authorities should either maintain or have access to a historic environment record.</p> <p>Para 170 - Where appropriate, landscape character assessments should also be prepared, integrated with assessment of historic landscape character, and for areas where there are major expansion options assessments of landscape sensitivity.</p>
<p><i>Rushmoor Plan Core Strategy (2011) RBC</i></p>	<p>Objective I – To maintain and improve the built and natural environment, including areas of ecological and historical value</p> <p>Key Challenge 6 – To protect and enhance the unique character of different parts of the built-up area. To protect, enhance and find long term uses for the Borough’s historical assets</p> <p>Policy SP1 – Aldershot Urban Extension</p> <p>The Council will work with partners to grant planning permission for development which meets the following criteria:</p> <p>k. has regard to the character of the Aldershot Military Town and Basingstoke Canal Conservation Areas and provides for the retention and improvement of heritage assets including listed buildings and monuments, with priority to be given to the appropriate reuse of the Cambridge Military Hospital</p> <p>Policy SP2 – Aldershot Military Town</p>

	<p>The Council will work with the Ministry of Defence and other partners as appropriate to permit development subject to meeting the following:</p> <p>h. Ensuring that any new development enhances the character of the Aldershot Military Town and Basingstoke Canal Conservation Areas and that appropriate uses are made of, and appropriate works are carried out on, heritage assets.</p> <p>Policy CP1 – Sustainable Development Principles</p> <p>Development will be permitted subject to:</p> <p>f. No substantial harm to, or loss of significance of, heritage assets or their setting, particularly those of national significance.</p> <p>Policy CP2 – Design and Heritage</p> <p>Development proposals will be permitted provided that they:</p> <p>b. Protect and enhance the Borough’s heritage assets, including its military and aviation history, with particular protection to be given to nationally designated sites.</p>
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13.3.1 In 2014 Rushmoor had a total of 97 Listed Buildings, including four Grade I and four Grade II*, which are the highest designations and therefore the most important Listed Buildings in the Borough⁴². Three of the Grade I and Grade II* buildings are 'at risk' in 2014, and included on the English Heritage at Risk Register (for Listed Buildings, only those that are Grade I or Grade II* are included on this register)⁴³. These are:

- Q121: the 24 foot wind tunnel in Farnborough (Grade I)
- R133: the transonic wind tunnel, also in Farnborough (Grade I)
- Church of the Holy Trinity in Aldershot

13.3.2 There are three Scheduled Monuments in Rushmoor, none of these are currently at risk, including:

- Cockadobby Hill, a Bronze Age bowl barrow (No. 12155)
- Another Bronze Age bowl barrow at Albert Road (No. 12158)
- Caesar’s Camp, an Iron Age hillfort, including Jubilee Clump, a Mesolithic site (No. 20185)

13.3.3 Archaeological records indicate an absence of settlements (such as Long Barrows) over heathland areas, but suggest exploitation by populations whose settlements were located elsewhere. For example, there is a lack of abandoned field systems. Caesar’s Camp implies continued interest and control of this landscape in the Iron Age. More recent military archaeology reflects the military use of heathland plain in the 18th century.⁴⁴

13.3.4 There are Registered Historic Parks and Gardens in the district:

- Military Cemetery, Aldershot (also Grade II*);

⁴² <http://list.historicengland.org.uk/advancedsearch.aspx> (accessed 17.05.15)

⁴³ <http://risk.historicengland.org.uk/register.aspx?rs=1&rt=0&pn=1&st=a&di=Rushmoor&ctype=all&crit=> (accessed 17.05.15)

⁴⁴ Hampshire Integrated Character Assessment, North East Hampshire Plantations and Heath, May 2012

- Minley Manor (Grade II). It should be noted that the majority of the Minley Manor Historic Parks and Gardens listing is located within Hart District Council. A small area is situated within the northwest of Rushmoor Borough and is part of Hawley Common.

13.3.5 The Council has declared eight Conservation Areas (see Figure 13.1), which are "area[s] of special architectural or historic interest the character of which it is desirable to preserve or enhance⁴⁵". These are:

- Farnborough Hill
- St Michael's Abbey
- North Camp
- Basingstoke Canal
- Aldershot Military Town
- Aldershot West
- Cargate Avenue
- Manor Park

13.3.6 None of these areas currently have character appraisals and management plans, however this is being addressed through the proposed Local Plan policy on Conservation Areas.

⁴⁵ <http://www.english-heritage.org.uk/professional/advice/hpg/has/conservationareas/>

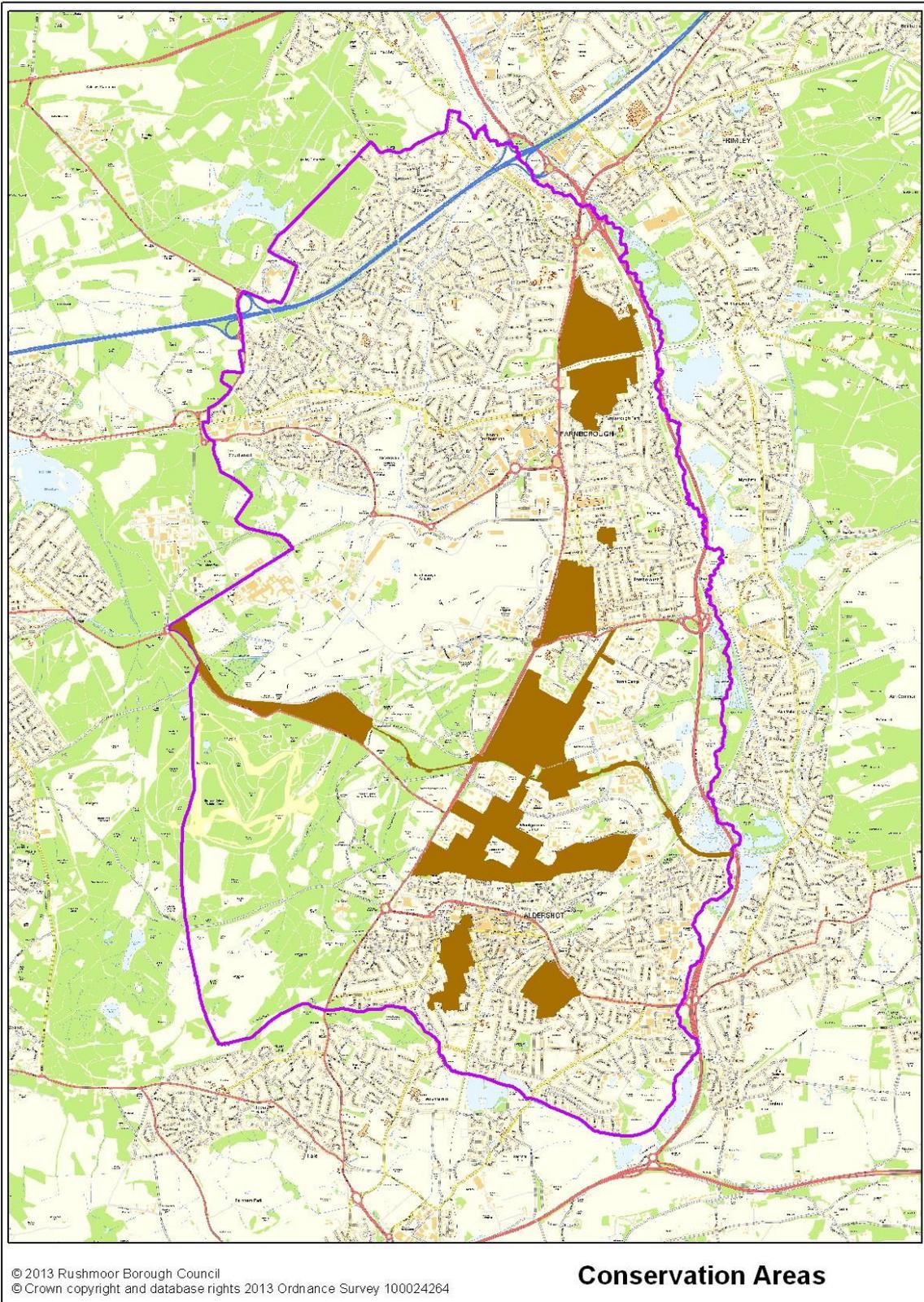


Figure 13.1 Conservation Area Designations in Rushmoor

13.3.7 The Council also has a list of Buildings of Local Importance (the Local List). These buildings/structures reinforce local distinctiveness and a sense of place but do not enjoy any statutory protection. As of May 2015, there were 155 buildings/structures on the list⁴⁶

13.3.8 Historic Environment Records for the district are held in Hampshire County Council's Archaeology and Historic Building Record (AHBR). The AHBR is an index to the known archaeological sites and finds, historic buildings, designated and historic landscapes, parks and gardens, and industrial monuments in the county. It includes sites and finds dating from the prehistoric period, to buildings and defences of the twentieth century. The records range from impressive monuments, such as Iron Age hillforts, to single finds reported by members of the public.

13.3.9 It should be noted that there is currently a lack of characterisation or comprehensive survey of the former Royal Aircraft Establishment at Farnborough.

13.4 Likely Future Conditions

13.4.1 The Council is obliged to designate any parts of their own area that are of special architectural or historic interest as Conservation Areas, where it is desirable to preserve or enhance their character and appearance. It is unlikely that any new Conservation Areas will be designated, however, the boundaries of the existing ones may change in the future if the Council was to undertake any Conservation Area Reviews. The protection of cultural heritage has been considered when undertaking site allocation work as part of the Local Plan. In particular, a positive heritage strategy (as required by the National Planning Policy Framework) will need to give consideration as to how the identified Buildings at Risk can be maintained and reused.

13.5 Environmental and Sustainability Problems

13.5.1 The following environmental and sustainability issues were identified:

- Damage to/deterioration of heritage assets, including listed buildings, is leading to a loss of cultural heritage;
- The Buildings at Risk adjacent to the Airport may not be adequately maintained unless future uses can be found; and
- Insensitive development can detract from the significance of any heritage asset, including the setting of Listed Buildings and Conservation Areas.

13.6 Relevant SA/SEA Objectives

13.6.1 The following SA/SEA Objectives are relevant:

- SA Objective 10: To secure the protection and management of listed buildings, conservation areas and other features of historic, landscape and archaeological importance including local distinctiveness and sense of place;
- SA Objective 19: Improve and broaden access to, and understanding of, local heritage sites, areas and buildings.
- SA Objective 11: To protect, enhance and manage the character and appearance of landscapes/townscapes, and promote and encourage high quality design of new development and landscaping.

⁴⁶ www.rushmoor.gov.uk/localistspd and verbal clarification from RBC May 2015

14 Climate

14.1 Introduction

- 14.1.1 Throughout the lifetime of the planet the Earth's climate has varied in response to natural cycles and events. However in recent decades evidence has accumulated to demonstrate that an unprecedented rise in global temperatures has occurred over the last century or so. Scientific opinion is now virtually unanimous in attributing this change to emissions of greenhouse gases, primarily carbon dioxide from combustion of fossil fuels for energy generation or transport.
- 14.1.2 Other greenhouse gases now present in the atmosphere include methane from fossil fuels and landfill waste, nitrous oxide from fertilisers and industrial processes, chlorofluorocarbons and hydrochlorofluorocarbons from coolants and sulphur hexafluoride from dielectric fluid. These gases are found in far smaller quantities in the atmosphere than carbon dioxide but have much greater 'global warming potential', or volume-for-volume cause more warming than carbon dioxide.
- 14.1.3 The global temperature is increasing and will continue to do so unless greenhouse gas emissions are brought under control and reduced. However, the global climate reacts slowly and some climate change is now inevitable in response to historic emissions. The impacts of climate change in the UK are expected to be warmer, wetter winters and hotter, drier summers⁴⁷. Sea levels are expected to rise and, together with an increase in rainfall, lead to more frequent flooding of rivers and the coastline. Surface water flooding and groundwater flooding are also likely to increase. Extreme weather events such as storms or heatwaves will potentially be more frequent and have increased severity⁴⁸.
- 14.1.4 These impacts are likely to have a number of indirect effects. These would include changes in the availability and quality of water resources, damage to native habitats and migration or extinction of native plants and animals⁴⁹. Infrastructure and buildings could be damaged or become obsolete more frequently by extreme weather events/storms and exposure to heat. Transportation may be affected with more pot-holes in roads or roads beginning to melt.
- 14.1.5 The economy could change and agriculture especially could be forced to adapt to the new climate, with new crops replacing traditional varieties. This would not affect Rushmoor directly, but unfamiliar diseases might become commonplace in a warmer climate, and patterns of mortality would change with, for instance, fewer premature deaths in winter from cold but probably more deaths from higher temperatures in the summer.

14.2 Environmental Protection Objectives

- 14.2.1 The main international conventions, EU Directives and UK legislation relating to climate change are as follows:
- **UN Framework Convention on Climate Change (1992)** - sets an overall framework for intergovernmental efforts to tackle the challenge posed by climate change. A number of Frameworks have been developed committing Parties to agreed measures.

⁴⁷ The State of Our Environment: Climate Change and Energy. 2011 Environment Agency

⁴⁸ The State of Our Environment: Climate Change and Energy. 2011 Environment Agency

⁴⁹ Further details of the effect of climate change on biodiversity can be found in The England Biodiversity Strategy (2008) published by Defra

- **Kyoto Protocol to the United Nations Framework Convention on Climate Change (1997)** – a second commitment period agreed to meet a voluntary pledge to reduce emissions of greenhouse gases from 201 to 2020;
- **Securing the Future: UK Government sustainable development strategy (2005)** - climate change is the "greatest threat" facing the UK and a profound change in energy use is required.
- **The Greenhouse Gas Emissions Trading Scheme Regulations 2012 SI 3038** These Regulations implement Directive 2003/87/EC establishing a scheme for greenhouse gas emission allowance trading within the EU Community. SI2005/925 some parts of the savings and transitional provisions still have effect
- **Climate Change Act 2008** Sets 2050 as the target for reducing greenhouse gas emissions by 80%; outlines a carbon budgeting system, greenhouse gas emissions trading schemes, financial incentives for businesses to reduce waste and recycle more and powers to charge for single use bags.
- **EU Emissions Trading Scheme (2005)** is the largest greengouse gas emissions trading scheme. It works on a 'cap and trade' principle, with the cap (limit on the amount of gasses that can be emitted) reduced over time.
- **EU Regulation on Ozone Depleting Substances 1005/2009 amended by EU Regulation 744/2010 on ozone depleting substances** Amends 1005/2009 by banning the use of halons in fire-fighting equipment except for military and aviation uses. Allows governments to impose new requirements on handling, use, import, export, recovery, recycling, reclaiming, destruction and trading of listed substances. Sets out plan to phase out production, trade and use of HCFCs.
- **EU Regulation 842/2006 on certain fluorinated greenhouse gases** Aims to reduce emissions of fluorinated greenhouse gases through measures for their containment, use, recovery and destruction.
- **EU Climate and Energy Package (2009)** known as the 20-20-20 targets set three objectives for 2020 requiring a 20% GHG reduction, 20% of renewable energy generation and 20% improvement in energy efficiency.
- **F-Gas regulations (517/2014)** applicable from 1st January 2015, requiring leak checks to be based upon the GWP CO₂ equivalent Tonnes. This means that the threshold level for leak checking different refrigerants varies dependent upon the GWP of the refrigerant that is used.
- **Energy Saving Opportunity Scheme (2014)** requires organisations with more than 250 people or financial thresholds to perform energy audits to identify opportunities to save energy.

14.3 Context Review

Table 14.1 Context Review for Climate Topic

Evidence Source	Key Messages from the Context Review
<i>Building a Greener Future (2006) CLG</i>	Need to reduce the carbon footprint of new housing development (all new homes to be zero carbon by 2016)
<i>National Planning Policy Framework (2012) CLG</i>	Para 17 – one of the core planning principles is: - Support the transition to a low carbon future in a changing climate... Para 93 - Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the

	<p>impacts of climate change Para 94 - Local Planning Authorities should adopt proactive strategies to mitigate and adapt to climate change... Para 95 & 97 - Local Planning Authorities should: - – Plan for new development in locations and ways which reduce greenhouse gas emissions -Actively support energy efficiency improvements -Have a positive strategy to promote energy from renewable and low carbon sources -Consider identifying suitable areas for renewable and low carbon energy sources -Support community led initiatives for renewable and low carbon energy Para 99 – Local Plans should take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape.</p>
<p>Planning and Energy Act 2008</p>	<p>Applies the 'Merton Rule' enabling new commercial buildings over 1000 m2 to generate at least 10% of their energy needs through on-site renewable energy technologies.</p>
<p><i>Tackling Climate Change in Rushmoor: Progress Report and Future Actions (2013-2018) RBC</i></p>	<p>General / targets</p> <ul style="list-style-type: none"> • Reduce Council's carbon footprint by 30% from a 2008 baseline by more investment in energy and water efficiency measures • Reduce energy efficiency rating of the Council Offices from 'F' to 'C' by investing in new air conditioning, heating, car park lighting and more energy efficient CCTV equipment • Achieve Forestry Stewardship Council (FSC) Silver Status by 2016 • Continue to increase support for Fairtrade locally • Implement Core Strategy policies to ensure new developments are sustainable. <p>Energy efficiency</p> <ul style="list-style-type: none"> • Continue to 'invest to save' in energy efficiency schemes for Council community buildings • Expand remote utility monitoring scheme to other Council buildings with high energy consumption • Promote findings of a scheduled aerial thermal imaging survey to identify poorly insulated buildings in the borough to residents and businesses • Launch collective energy switching scheme for residents in 2013 • Make available a series of independent information sheets on energy related topics to residents from summer 2013 • Support the implementation of 'The Green Deal' locally working with other Hampshire authorities promoting the Solent Green Deal Project • Support the Energy Company Obligation scheme (ECO) to provide energy efficiency grants for qualifying residents through joint working with Hampshire County Council • Investigate working with a partner to provide ECO funding for insulation to mobile homes • Work in partnership with First Wessex to promote

	<p>insulation in hard to treat/heat homes</p> <ul style="list-style-type: none"> • Upgrade CCTV suite with low energy monitors • Continue to fund a Fuel Poverty Co-ordinator based at Rushmoor Healthy Living <p>Renewable energy</p> <ul style="list-style-type: none"> • Continue to research and 'invest to save' in renewable energy schemes as opportunities arise <p>Sustainable design and construction</p> <ul style="list-style-type: none"> • Ensure that the Aldershot Urban Extension is a 'sustainable' development • New homes must be built to Code Level 4 when updates to Part L of the Building Regulations is enacted by Government in 2013 (<i>note: a requirement to meet the Code for Sustainable Homes was not part of the 2013 Building Regulations</i>) <p>Waste and water</p> <ul style="list-style-type: none"> • Pursue more opportunities to reduce water consumption in Council-owned buildings • Recycling target increased to 50% recycled or composted waste by 2020 <p>Transport</p> <ul style="list-style-type: none"> • Revise and implement Council staff travel plan <p>Procurement</p> <ul style="list-style-type: none"> • All stationery to be recycled or Forestry Stewardship Council (FSC) where available • Consideration to be given to product life and carbon footprint prior to purchase <p>Biodiversity and habitats</p> <ul style="list-style-type: none"> • Designate new areas as Sites of Importance for Nature Conservation (SINCs) • Develop new wildflower planting areas on Council-owned land • Continue to support residents in wildlife friendly gardening • Monitor the sites and species in the borough • Continue to support the countywide 'Total Environment' initiative to bring physical environmental improvements to the borough <p>Education and awareness raising</p> <ul style="list-style-type: none"> • Continue with current events and initiatives • Introduce a home energy meter loan scheme at libraries to educate residents about energy efficiency <p>Adaptation to a changing climate in Rushmoor</p>
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	<ul style="list-style-type: none"> • Council support to be given to Hampshire Task Groups to ensure that the county is resilient to extreme weather • events in all respects • Ensure that the Rushmoor Climate Change Adaptation Action Plan is reviewed every three years
<p><i>Rushmoor Plan Core Strategy (2011) RBC</i></p>	<p>Key Challenge 8 – To deliver sustainable development, reduce carbon dioxide emissions and to mitigate the impacts of climate change, and adapt to the effects of climate change</p> <p>Objective J – To minimise the impact of climate change on new and existing development in the Borough, to reduce the contribution of new and existing development in the Borough to the causes of climate change, and to ensure adaptation to forecast climate change impacts</p> <p>Policy CP1 – Sustainable Development Principles</p> <p>Development will be permitted subject to:</p> <p>b. Promoting design and layouts which take account of the need to adapt to and mitigate against the effects of climate change, including the use of renewable energy</p> <p>g. Including measures to address flooding and the risks from flooding, particularly close to the River Blackwater and Cove Brook.</p> <p>Policy CP3 – Renewable Energy and Sustainable Construction</p> <p><u>Renewable and Low Carbon Energy</u></p> <p>The assessment of proposals for the development of decentralised, renewable and low carbon energy sources, will give consideration to their contribution towards meeting national and local renewable energy targets and carbon dioxide savings.</p> <p>Planning applications that include new buildings will demonstrate how they help to deliver the Energy Opportunities Plan including, where appropriate, district heating with Combined Heat and Power networks.</p> <p><u>Sustainable Construction</u></p> <p>All development proposals will demonstrate how they will incorporate sustainable construction standards and techniques.</p> <p>Unless it can be demonstrated that it would not be technically feasible or financially viable, applications will demonstrate that they will be completed in accordance with: For new dwellings, full Code for Sustainable Homes standards or the equivalent of: At least Code Level 3 from the adoption of the Plan; and At least Code Level 4 once further updates to Part L of</p>

	<p>Building Regulations have come into effect (currently scheduled for 2013). <i>Note: The 2013 amendments to the Building Regulations did not include any requirement to meet the Code for Sustainable Homes</i></p> <p>For other major developments,(87) BREEAM 'Very Good' standard (or any future national equivalent).</p>
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14.3.1 The Government has announced in March 2015 through the Housing Standards Review to remove the Code for Sustainable Homes, with its replacement coming through modifications in the Building Regulations and also through National Standards applied through the NPPF. Local Authorities, in addition, would be unable to propose discretionary standards, instead only being able to apply pre-defined National 'tiered' requirements for domestic properties.

14.3.2 The proposed changes affecting the Code (via the Building Regulations) include:

- Water efficiency to be maintained at 125l/p/d in Building Regs Part G or 110 litres/person/day where optional requirements applies;
- Planning to no longer be involved in the energy performance of housing. District level heating requirements are to be maintained by planning departments; and
- All other criteria on energy are to be removed.

14.4 Climate Baseline in Rushmoor

14.4.1 The overall UK trend for the emission of greenhouse gases is downwards. The decrease is attributed to improvements in domestic and industrial energy efficiency and the replacement of coal by gas in the generation of energy.

14.4.2 The data in Table 14.2 is taken from 'Local and regional CO₂ emissions estimates for 2005-2012 – Full dataset' (Department of Energy & Climate Change, 2014). Estimates for Rushmoor are compared with those for neighbouring authorities and the total for the South East region. Emissions from Rushmoor compare favourably with both neighbouring authorities (domestic/road transport) and the South East averages.

Table 14.2 Per capita local CO₂ emission estimates (t CO₂ per person): industry, domestic and transport sectors

Source: Department of Energy and Climate Change 2014⁵⁰

	Rushmoor	Guildford	Hart	Surrey Heath	Waverley	South East
Industry and Commercial	2.2	2.1	1.4	2.2	1.4	2.2
Domestic	1.9	2.4	2.4	2.5	2.7	2.2
Road Transport	1.4	3.0	2.7	3.0	1.9	2.2
Total	5.5	7.4	6.6	7.7	5.9	6.7

14.4.3 Table 14.3 outlines the estimated emissions of CO₂ at Borough Level across Hampshire. Rushmoor's emissions per capita is relatively low when compared with the other Local Authorities.

⁵⁰ <https://www.gov.uk/government/statistics/local-authority-emissions-estimates>

Table 14.3 Estimated CO₂ emissions 2012 Source: National Atmospheric Emissions Inventory (<http://naei.defra.gov.uk/data/local-authority-co2-map>)

Authority	Estimated Emissions	Population (2012 mid year estimate ONS)	Emissions per Capita
Basingstoke & Deane	1,385,000	170,492	8.1
East Hampshire	838,000	116,400	7.2
Eastleigh	764,000	126,764	6.0
Fareham	647,000	112,802	5.7
Gosport	325,000	83,276	3.9
Hart	607,000	92,162	6.6
Havant	592,000	121,271	4.9
New Forest	1,440,000	177,382	8.1
Portsmouth	1,121,000	206,836	5.4
Rushmoor	521,000	94,870	5.5
Southampton	1,153,000	239,428	4.8
Test Valley	1,011,000	117,032	8.6
Winchester	1,090,000	117,702	9.3

14.4.4 The North Hampshire Renewable Energy and Low Carbon Development Study⁵¹ identified that the predominantly urban nature of Rushmoor, with higher proportions of terraced housing and flats, leads to a lower energy demand than that in surrounding areas. The study predicts that through both national and local drivers, the heat demand of existing buildings will decrease significantly in future, due to a range of relatively simple and cost-effective measures that can be applied to building structures. However, electricity demand is expected to remain fairly static, or may increase due to additional demand from new technologies and appliances.

14.4.5 The study also assesses the scale of potential sources of renewable and low carbon energy sources. The potential resource in Rushmoor is identified in Table 14.4 below.

Table 14.4 Renewable and low carbon energy resource potential (AOCEM, 2010)

Technology	Resource in Rushmoor
Large scale wind	Limited resource identified
Medium scale wind	Limited resource identified
Biomass for direct combustion	Significant resource identified
Biomass for anaerobic digestion	Significant resource identified
District heating with CHP	Significant resource identified
Micro-generation in existing development	Significant resource identified
On-site generation in new development	Significant resource identified
Hydro energy	No resource identified
Energy from waste	Not considered by the study
Energy from sewage	Not considered by the study
Geothermal energy	No resource identified

14.4.6 The 2013 Tackling Climate Change in Rushmoor Progress Report⁵² identifies the predicted climate change effects in the South-East that are applicable to Rushmoor to be:

- a) A small increase in annual rainfall of between one and four percent.
- b) About 20% increase in rainfall during winter months leading to increased risk of flooding

⁵¹ North Hampshire Renewable Energy and Low Carbon Development Study, March 210, AECOM

⁵² Tackling climate change in Rushmoor, Progress report and future actions 2013-2018, RBC

- c) About 20% decrease in rainfall during summer months putting pressure on water supplies
- d) Greater seasonal variation in climate with greater frequency of extreme weather events which could result in:
 - a. More storm and localised flooding damage
 - b. Droughts, heathland fires and subsidence during hot dry summers
 - c. Disruption caused by floods, heavy rain and snow
 - d. Tree, plant and wildlife losses unable to adapt to a changing climate.

14.5 Likely Future Conditions

- 14.5.1 It seems probable that the transport sector will continue to increase its contribution to the UK total emissions of greenhouse gases. Vehicle traffic on major roads in the borough and Hampshire County declined following the economic downturn and subsequent period of low economic growth. However, since 2013 vehicle traffic have started to recover and are approaching pre-recession levels. There is increasing concern about the role of air travel in adding to emissions, although as technology advances the amount of emissions from airplanes is likely to reduce.
- 14.5.2 Although UK greenhouse gas emissions have fallen in recent years, this has mainly been due to the replacement of coal-fired power stations with gas-fired power stations during the so-called 'dash for gas' in the 1990s. It is possible that the downward trend has stalled and that total UK emissions may be about to rise again. Trend data is not available for the Borough.
- 14.5.3 Projections by the Intergovernmental Panel on Climate Change (IPCC) result in an increase in globally averaged surface temperature between 2.6 and 4.8°C over the period 1990 to 2100⁵³.
- 14.5.4 The European Union Emissions Trading Scheme (ETS) was extended to the airline industry, covering only those emissions for flights between airports in the EU. Although aviation only accounts for 3% of global greenhouse gas emissions, the industry's emissions are projected to be 70% higher by 2020 than 2005, even accounting for fuel efficiency improvements. Due to an emissions growth forecast, the sector stands to become a more important source of greenhouse gas emissions in the future unless mitigation policies are being taken.

14.6 Environmental and Sustainability Problems

- 14.6.1 The following environmental and sustainability issues were identified:
- Greenhouse gas emissions need to be reduced in line with national targets to reduce the contribution to climate change;
 - Vehicle traffic in the borough has been shown to follow the national economic trends (i.e. traffic declines during economic downturn, however is now increasing again).

14.7 Relevant SA/SEA Objectives

- 14.7.1 The following SA/SEA Objectives are relevant:
- SA Objective 7: To improve energy efficiency, continue reducing waste, reduce greenhouse gas emissions and air pollution, and ensure air quality continues to improve.

⁵³ IPCC Fifth Assessment Report – Climate Change Synthesis Report (2014)

- SA Objective 18: To manage and mitigate the impacts of climate change, including increasing flood risk.

15 Air

15.1 Introduction

15.1.1 Historically, the main cause of poor air quality has been pollution from factories or coal burned for domestic heating. Smoke and sulphur dioxide from these sources resulted in serious public health problems in the major cities, notably in London where episodes of smog were infamous. By and large, thanks to regulation and technological changes, this source of pollution is no longer a problem in the UK, however poor air quality remains an issue.

15.1.2 Today, traffic forms the principal source of pollution. Carbon monoxide (CO), oxides of nitrogen (NOX), volatile organic compounds (VOC) and small particles (PM₁₀) are among the pollutants emitted from vehicle exhausts.

15.1.3 These compounds can cause severe cardio-vascular and respiratory harm to people, especially in the long term, and also have adverse effects on the natural and built environment, including sites designated for nature conservation. The three main mechanisms pollutants affect the natural environment are by:

- Acidification (the key acidifying pollutants being compounds of sulphur and nitrogen)
- Eutrophication (through deposition of nitrogen from the atmosphere, effecting nutrients in soil and water)
- Ground-level ozone (formed from chemical reactions of pollutants and can damage some flora and fauna).

15.1.4 The effect of air quality on biodiversity are considered further in Chapter 19 Biodiversity. Further information on air pollution impacts and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (www.apis.ac.uk). Further information on air pollution modelling and assessment can be found on the Environment Agency website.

15.2 Environmental Protection Objectives

15.2.1 The following are the main international conventions, EU Directives and UK legislation on air quality of relevance to the SA / SEA:

- **Directive 2008/50/EC** on ambient air quality and cleaner air sets legally binding limits for concentrations of major air pollutants/ it merges and replaces nearly all the previous EU air quality legislation and incorporates the 4th daughter directive. It sets limits for lead, nitrogen dioxide, particulate matter (PM₁₀ and PM_{2.5}), sulphur dioxide, benzene, carbon monoxide, certain toxic heavy metals and polycyclic aromatic hydrocarbons (PAH and ozone).
- **Air Quality Standard Regulations 2010** transposes the ambient air quality directive into UK legislation.
- **The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)** sets pollution targets for pollutants, in Table 15.1 as follows:

Table 15.1 Pollutant targets for England, Scotland, Wales and Northern Ireland

Pollutant	Date by which the target should be
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	achieved and maintained thereafter
Benzene	
16.25 µg/m ³ (Running Annual Mean)	31st December 2003
5 µg/m ³ (Annual Average)	31st December 2010
1,3-Butadiene	
2.25 µg/m ³ (Running Annual Mean)	31st December 2003
Carbon monoxide	
10.0 mg/m ³ (Maximum daily running 8 Hour Mean)	31st December 2003
Lead	
0.5 µg/m ³ (Annual Mean)	31st December 2004
0.25 µg/m ³ (Annual Mean)	31st December 2008
Nitrogen dioxide	
200 µg/m ³ not to be exceeded more than 18 times per year (1 Hour Mean)	31st December 2005
40 µg/m ³ (Annual Mean)	31st December 2005
Nitrogen oxides	
30 µg/m ³ (Annual Mean) (vegetation and ecosystems)	31st December 2000
Ozone	
100 µg/m ³ not to be exceeded more than 10 times per year (8 hour Mean)	31st December 2005
Target value of 18,000 µg/m ³ (calculated from 1 hour values from May to July) (vegetation and ecosystems)	To be achieved as far as possible, by 1 st January 2010
Particles (PM¹⁰)	
50 µg/m ³ not to be exceeded more than 35 times per year (24 Hour Mean)	31st December 2004
40 µg/m ³ (Annual Mean)	31st December 2004
Particles (PM^{2.5})	
25 µg/m ³ (Annual Mean)	2020
UK Urban areas - 15% reduction in concentrations at urban background (Annual Mean)	Between 2010 and 2020
Sulphur dioxide	
266 µg/m ³ not to be exceeded more than 35 times per year (15 Minute Mean)	31st December 2005
350 µg/m ³ not to be exceeded more than 24 times per year (1 Hour Mean)	31st December 2004
125 µg/m ³ not to be exceeded more than 3 times per year (24 Hour Mean)	31st December 2004
20 µg/m ³ (Annual Mean) (vegetation and ecosystems)	31st December 2000
20 µg/m ³ (Winter Average: 1 October - 31 March) (vegetation and ecosystems)	31st December 2000
Polycyclic aromatic hydrocarbons	
0.25ng/ m ³ B[a]P (as annual average)	31st December 2010

15.2.2 Limit values for nitrogen dioxide and sulphur dioxide to protect vegetation do not need to be applied near major roads, built up areas or industrial processes; however these standards are typically used to judge harm for sensitive wildlife sites.

15.3 Context Review

Table 15.2 Context Review for Air Topic

Evidence Source	Key Messages from the Context Review
<i>Ambient Air Quality Directive (2008) European Commission</i>	Policy framework for 13 air pollutants known to have a harmful effect on human health and environment.
<i>The Air Quality Strategy for England, Scotland, Wales & Northern Ireland (2007) DEFRA</i>	Primary objective is to ensure that all citizens should have access to outdoor air without significant risk to their health, where this is economically and technically feasible.
<i>National Planning Policy Framework (2012) CLG</i>	<p>Para 95 – Local Planning Authorities should plan for new development in locations and ways which reduce greenhouse gas emissions.</p> <p>Para 109 – The planning system should contribute and enhance the natural and local environment by...preventing both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of soil, air, water or noise pollution.</p> <p>Para 124 – Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas.</p>
<i>Rushmoor Plan Core Strategy (2011) RBC</i>	<p>In respect of air quality, the Environment Act 1995 requires the Council to monitor air quality across the Borough against a set of national air quality objectives. Where monitoring reveals that any of these objectives are at, or close to, being exceeded, under the precautionary principle the Council will implement measures to improve air quality, including where appropriate the designation of an Air Quality Management Area, and the development of an Air Quality Action Plan. This, and the measures arising from the implementation of this and other policies in the Core Strategy, particularly Policy CP1, Sustainable Development Principles, Policy SP1 relating to the development of the Aldershot Urban Extension, and Policies SP3 and SP4 relating to the regeneration of Aldershot and Farnborough Town Centres, will help to address issues of air quality as they relate to European sites of nature conservation value in the Borough.</p> <p>Policy CP1 – Sustainable Development Principles</p> <p>Development will be permitted subject to:</p> <p>h. Protecting, and where opportunities arise, enhancing the quality of natural resources including water, air and soil, particularly water quality at the River Blackwater and Cove Brook, and air quality on European designated sites</p> <p>Policy CP16 - Reducing and Managing Travel Demand</p> <p>The Council will work with Hampshire County Council, the Highways Agency, and other partners on a cross-boundary basis where appropriate, to ensure that development proposals are permitted subject to:</p> <p>g. Taking appropriate measures to avoid adverse impact on air quality, including on European nature conservation sites;</p>

15.4 Air Quality Baseline in Rushmoor

- 15.4.1 RBC is required to assess, and where necessary, monitor the concentrations of key atmospheric pollutants, primarily those that represent a threat to human health, but also those thought to adversely affect vegetation.
- 15.4.2 Exceedances of the nitrogen dioxide annual mean objective resulted in an Air Quality Management Area (AQMA) being declared in 2004 in residential areas adjacent to the stretch of the M3 motorway between Junction 4 & 4a. By 2010, continual air quality assessments undertaken by Rushmoor Borough Council showed an improvement in nitrogen dioxide concentrations to acceptable levels and subsequently the AQMA was revoked. Ongoing monitoring by Rushmoor Borough Council indicates that air quality in the Borough is “good”⁵⁴.
- 15.4.3 Air quality monitoring is carried out at Farnborough Airport and this has determined that the air quality is not outside levels expected for an urban area and that the airport activities do not have any discernible impact on local air quality⁵⁵. Results of nitrogen dioxide (NO₂) monitoring around the airfield during 2014 achieved the Air Quality Objectives. Continuing trends in the results indicate terrestrial sources of NO₂ as the predominant source, illustrated by consistently elevated levels adjacent to the M3⁵⁶. Farnborough Airport can control emissions of aircraft on the airport site to some extent and measures such as the noise abatement procedures reduce exhaust emissions through limiting ground running of aircraft engines.
- 15.4.4 Given the dominance of traffic to air pollution, the availability (and uptake) of public transport is key. Figure 15.1 indicates the large proportion of the urban area of Rushmoor Borough that are currently within 400m of a bus stop or train station.

⁵⁴ Air Quality Progress Report (May 2014) Rushmoor Borough Council

⁵⁵ Farnborough Aerodrome Consultative Committee, Air Quality Monitoring <http://www.facc.org.uk/airquality.htm> (accessed 14.05.15)

⁵⁶ TAG Farnborough Airport Environment Report 1 January to June 2014 and TAG Farnborough Airport Environment Report 2 July to December 2014, <http://www.rushmoor.gov.uk/article/3287/Airport-monitoring> (accessed 14.05.15)

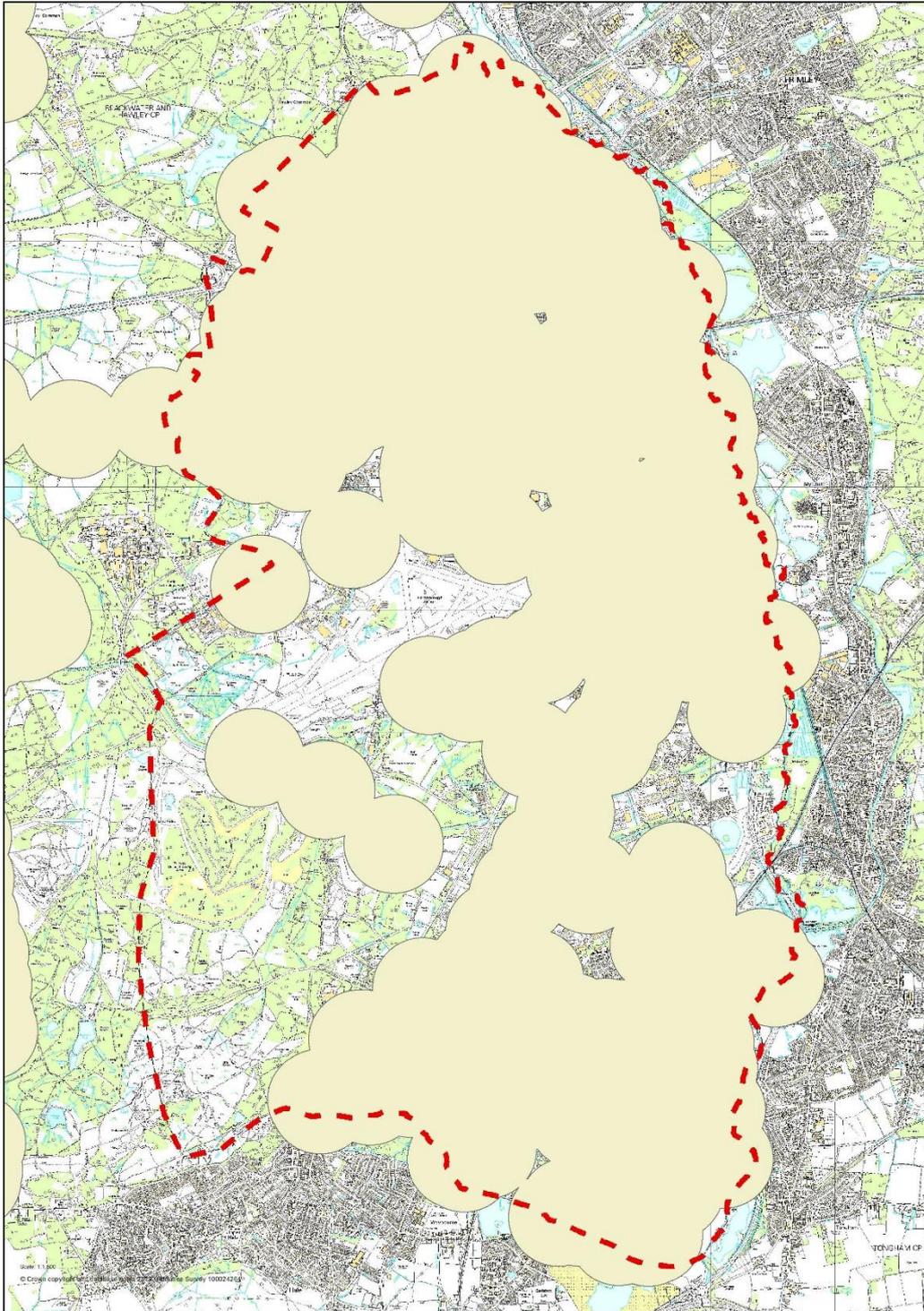


Figure 15.1 Areas within 400m of a bus stop or train station

15.5 Likely Future Conditions

15.5.1 The Local Air Quality Management process undertaken by the Council is likely to continue to improve the Borough's air quality. According to the Air Quality Progress Report (2014) there are no pollution issues with regard to key atmospheric pollutants and no changes to industrial processes or traffic flows that would indicate a likely change in the future.

15.6 Environmental and Sustainability Problems

15.6.1 According to the Air Quality Progress Report (2014) there are no pollution issues with regard to key atmospheric pollutants and no changes to industrial processes or traffic flows that would indicate a likely change in the future.

15.7 Relevant SA/SEA Objectives

15.7.1 The following SA/SEA Objective is relevant:

- SA Objective 7: To improve energy efficiency, continue reducing waste, reduce greenhouse gas emissions and air pollution, and ensure air quality continues to improve.

16 Noise

16.1 Introduction

16.1.1 Noise is normally thought of as unwanted sound. Too much noise can reduce people’s quality of life. Planning can help to reduce the number of people who suffer noise disturbance by locating noise generating and noise sensitive developments away from each other. The Council is responsible for investigating noise complaints from land, buildings, machinery and vehicles (excluding general traffic noise). Under the Environmental Protection Act 1990, the Council has powers to serve a Noise Abatement Notice where it is satisfied that a statutory nuisance exists or is likely to occur or reoccur, and if said nuisance is not abated or the Abatement Notice not complied with, then the powers exist to seize noise making equipment and / or proceed with legal action. In Rushmoor, the issue of noise is particularly pertinent given the location of Farnborough Airport. Subsequently, it is addressed here as part of the SEA/SA for the Local Plan.

16.2 Environmental Protection Objectives

16.2.1 EU Directive 2002/49/EC The Directive on Environmental Noise:

- Requires major civil airports, major roads and railways and large agglomerations to produce noise maps and action plans outlining the measures planned to deal with noise.
- Maps and plans must be updated every five years after 2006.

16.2.2 EU Directive 2002/30/EC on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at community airports.

- Establishes principles for managing noise and rules and procedures for introducing related operating restrictions at Community airports.
- Sets out a balanced approach to: reduce noise at the source; reduce operational noise through different aircraft handling on the ground and in the air; control development of noise sensitive land uses; and implement operating restrictions.
- Operating restrictions that can be implemented include the withdrawal of the International Civil Aviation Organisation (ICAO) standards noisiest 'Chapter 3' aircraft.

16.3 Context Review

Table 16.1 Context Review for Noise

Evidence Source	Key Messages from the Context Review
<i>Aviation Policy Framework (2013)</i>	<ul style="list-style-type: none"> • The Government’s primary objective is to limit, and where possible, reduce the number of people significantly affected by aircraft noise. • The Government wants to strike a fair balance between the negative impacts of noise and the positive economic impacts of flights. • As a general principle, any benefits from future improvements in aircraft noise performance should be shared between the aviation industry and local communities.
<i>National Planning Policy Framework (2012) CLG</i>	123. Planning policies and decisions should aim to: <ul style="list-style-type: none"> • avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of

	<p>new development;</p> <ul style="list-style-type: none"> mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;
<i>Noise Policy Statement for England (March 2010) DEFRA</i>	<p>Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:</p> <ul style="list-style-type: none"> avoid significant adverse impacts on health and quality of life; mitigate and minimise adverse impacts on health and quality of life; and where possible, contribute to the improvement of health and quality of life.
<i>The Future of Air Transport Progress Report (2006) Department for Transport</i>	<p>The number of people in the UK significantly affected by aircraft noise should be limited and, where possible, reduced.</p>

16.4 Noise Baseline in Rushmoor

- 16.4.1 Defra have produced a 'Noise Action Plan for Major Roads'. This considers Important Areas and First Priority Locations with respect to road traffic noise. Important Areas are where 1% of the population that are affected by the highest road traffic noise levels live according to the results of strategic noise mapping. First Priority Locations are where the $L_{A10,18h}$ noise level is at least 76dB. Responsibility for implementing road traffic noise measures resides with the relevant highway authority. In Rushmoor, there are two First Priority Locations located along the M3 and under the responsibility of the Highways Agency, and seven Important Areas along the A331 and A325 under the responsibility of Hampshire Highways.
- 16.4.2 Farnborough Airport has a Noise and Track Monitoring System (NTMS). The monitoring system assesses aircraft noise from the ground and analyses radar information such as aircraft type and height. The monitoring system is in place to determine whether the airport operates below the noise level threshold agreed with the Council of 55dBA. At this level it is anticipated that less than 5% of the community will be 'highly annoyed' by noise disturbance arising from aircraft noise. The TAG Noise Monitoring Report and the TAG Performance Monitoring Report 2014⁵⁷ shows the noise contours for Farnborough Airport are within the 2010 appeal decision planning permission limits.
- 16.4.3 The extent of noise disturbance is felt over a greater area than Rushmoor alone with neighbouring authorities of Hart and Surrey Heath being affected; for example Church Crookham in neighbouring Hart is on the south western boundary of the Airport.
- 16.4.4 The National Survey of Attitudes to Environmental Noise found that 18% of respondents reported noise in the top five of a list of environmental problems affecting them. 71% of respondents heard noise from aircraft, with 20% of these being bothered, annoyed or disturbed by aircraft noise. 4% of the people surveyed were very or extremely bothered, annoyed or disturbed by the noise from commercial airlines, 3% by private/commercial helicopters, 7% by military aircraft and 1% by private light aircraft.
- 16.4.5 The proportion of the community in Rushmoor who are 'highly annoyed' by noise disturbance needs to be viewed in light of the picture at a national level. Assuming that the noise threshold

⁵⁷ <http://www.rushmoor.gov.uk/article/7613/Farnborough-airport-monitoring---2014> (accessed 15.05.15)

is achieved and that the proportion of the community that is highly annoyed by noise disturbance from aircraft noise is kept below 5% this will be 1% greater than the national level of disturbance from commercial airlines and 2% lower than the national level of disturbance from helicopters.

16.4.6 In the national study⁵⁸ the emotional reactions which people experienced when exposed to aircraft noise were examined. Figure 16.1 shows the findings of this.

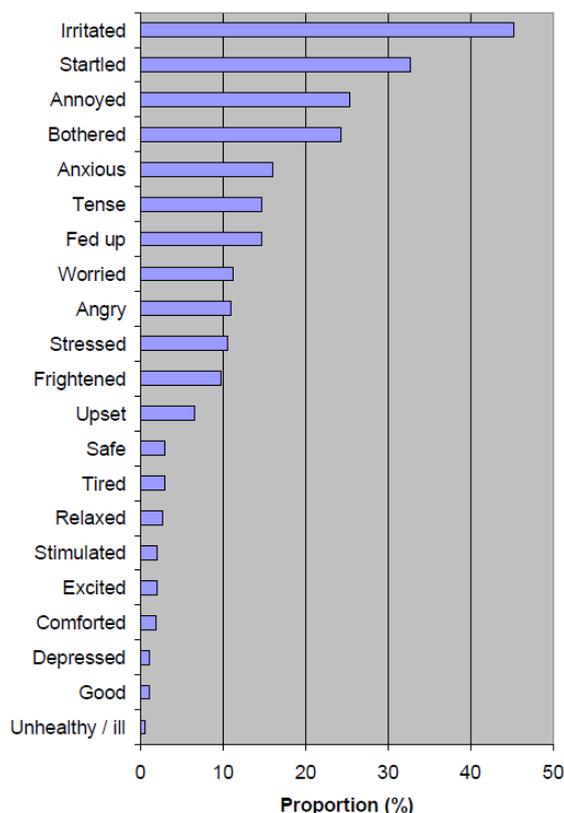


Figure 16.1 Emotional reactions people experienced when exposed to aircraft noise⁵⁹

16.5 Likely Future Conditions

16.5.1 Rushmoor Borough Council has set a noise contour budget based on 55 and 60 dBA L_{eq} noise contours, which Farnborough Airport must operate within. Unless this noise contour budget is amended in the future this will be the maximum extent to which these contours will extend.

16.5.2 As technology improves aircraft are likely to become quieter. Hypothetically, for Farnborough Airport this may mean that the number of flights could be increased while staying within the noise budget. However the planning condition currently in place restricting the number of movements to 50,000 annually would act as a ceiling above which the number of flights would not be able to increase. Unless it was amended, this ceiling on the number of annual movements would remain in place even if it were possible, through the use of quieter planes, to operate with a greater number of movements while staying within the noise budget.

⁵⁸ BRE, The 1999/2000 National Survey of Attitudes to Environmental Noise – Volume 3 UK Results (2002) http://www.defra.gov.uk/environment/noise/research/nas9900/pdf/nas3_uk.pdf

⁵⁹ http://www.defra.gov.uk/environment/noise/research/nas9900/pdf/nas3_uk.pdf

16.5.3 Changes to the route by which aircraft approach the runway would result in different areas of the Borough being affected by aircraft. Until the outcome of the controlled airspace change proposal is known, no changes to the approach and take off routes from the airport are anticipated. Further information on the Airspace Change Proposal is available at <http://www.rushmoor.gov.uk/article/7120/Airspace-Change-Proposal>.

16.6 Environmental and Sustainability Problems

16.6.1 Identified environmental and sustainability problems include:

- A small proportion of the community are highly annoyed by noise disturbance created by aircraft noise. Farnborough Airport operates within a noise contour budget and a limit to the number of aircraft movements.

16.7 Relevant SA/SEA Objectives

16.7.1 The relevant SA/SEA objective is:

- SA Objective 16: To reduce the proportion of the community adversely affected by noise disturbance from aircraft associated with the Airport.

17 Soil

17.1 Introduction

17.1.1 Healthy soils are essential to sustainable development. Soils form part of most terrestrial habitats, provide a medium in which plants can grow and are therefore essential to biodiversity. Similarly they play a key role in agriculture, with the fertility of the soil having a major bearing on the productivity of the land. Soils provide an essential service in water management and, as a large store of carbon, it also plays a vital role in fighting climate change.

17.1.2 Contaminated land results from, amongst other things, industrial activity and waste disposal. Rushmoor does not have substantial areas of contaminated land because it was never a centre of industry in the same way as parts of the north, the midlands or Wales. Nevertheless it does have areas of land contaminated by the manufacture of gas, sewage disposal and the landfilling of waste.

17.2 Environmental Protection Objectives

17.2.1 The Environmental Protection Act (1990) defines contaminated land as: *“Any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in, on or under the land, that (a) Significant harm is being caused or there is a significant possibility of such harm being caused; or (b) Pollution of controlled waters is being, or is likely to be, caused”*

17.2.2 The European Soil Thematic Strategy (2006) has the following objectives:

- Establish common principles for the protection and sustainable use of soils;
- Prevent threats to soils, and mitigate the effects of those threats;
- Preserve soil functions within the context of sustainable use; and
- Restore degraded and contaminated soils to approved levels of functionality.

17.2.3 The First Soil Action Plan for England (2004-2006) has the overall guiding objective ‘to protect soil and make a more sustainable use of it’.

17.2.4 Best Value Performance Indicator 106 sets a Comprehensive Performance Assessment (CPA) target of 60% of new homes to be built on previously developed land.

17.2.5 Safeguarding our Soils, A Strategy for England (DEFRA, 2009) sets out a vision that ‘by 202, all England’s soils will be managed sustainably and degradation threats tackled successfully. This will improve the quality of England’s soils and safeguard their ability to provide essential services for future generations.

17.2.6 Part IIA of the Environmental Protection Act 1990 requires Local Authorities to identify contaminated land in their area and to secure remediation where unacceptable risks to health or the environment cannot be controlled by other means.

17.3 Context Review

Table 17.1 Context Review for Soil Topic

Evidence Source	Key Messages from the Context Review
<i>EC Communication towards a thematic strategy for soil protection (2006) European Commission</i>	Integrate soil and land protection objectives in spatial planning strategies including promoting development on brownfield sites and clean-up of contaminated land.
<i>Environmental Protection Act (1990) HMSO</i>	To provide an improved system for the identification of land that is posing unacceptable risks to health or the environment and for securing remediation where necessary.
<i>Safeguarding our Soils, A Strategy for England (2009) DEFRA</i>	<p>Good quality soils in urban areas are vital in supporting ecosystems, facilitating drainage and providing urban green spaces for communities. Ensuring these functions are sufficiently understood and valued in the planning system and during construction is an essential part of achieving our vision.</p> <p>Objectives</p> <ul style="list-style-type: none"> • Ensure soil ecosystem services are fully valued in the planning process. • Ensure appropriate consideration is given to the protection of good quality agricultural soils from development. • Encourage better management of soils through all stages of construction.
<i>The Natural Choice: Securing the value of nature (June 2011), DEFRA</i>	By 2030 we want all of England's soils to be managed sustainably and degradation threats tackled successfully, in order to improve the quality of soils and to safeguard their ability to provide essential ecosystem services and functions for future generations
<i>National Planning Policy Framework (2012) CLG</i>	<p>Para 109 - The planning system should contribute to and enhance the natural and local environment by; remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land where appropriate.</p> <p>Para 111 – Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed provided that it is not of high environmental value.</p> <p>Para 112 - Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.</p>
<i>Rushmoor Plan Core Strategy (2011) RBC</i>	<p>Policy CP1 – Sustainable Development Principles</p> <p>Development will be permitted subject to:</p> <p>h. Protecting, and where opportunities arise, enhancing the quality of natural resources including water, air and soil, particularly water quality at the River Blackwater and Cove Brook, and air quality on European designated sites</p>

17.4 Soil Baseline in Rushmoor

- 17.4.1 Geologically, Rushmoor is characterised predominantly by the Bracklesham Beds, which are a low-lying series of clays, sands and pebble formations. The majority of Rushmoor lies on the edge of the Wealden area and forms part of the southern limb of the London Basin that slopes and dips gently northwards.
- 17.4.2 The land above this is predominantly non-agricultural, with the main urban settlements of Aldershot and Farnborough surrounded by heathland. Such agricultural land as there is in Rushmoor is not of the highest quality and contains none classified as the 'best and most versatile' (DEFRA Grades 1, 2 or 3a), the conservation of which is of particular importance.
- 17.4.3 Rushmoor, unlike more heavily industrialised parts of the country, does not have vast areas of highly contaminated land, but, along with other similar towns, will have its share of land affected by the manufacture of gas, sewage disposal and the landfilling of waste.

17.5 Likely Future Conditions

- 17.5.1 The heathland that covers most of the non-urban land in Rushmoor is protected from development owing to its biodiversity importance. This is unlikely to change in the foreseeable future. There is unlikely to be any land under cultivation.
- 17.5.2 The Council's Contaminated Land Strategy (2001) stated that many areas of contamination in both Aldershot and Farnborough have undergone remediation in recent years. It can be assumed that this process will continue.

17.6 Environmental and Sustainability Problems

- 17.6.1 The following environmental and sustainability problems have been identified:
- Land is predominantly non-agricultural, with the main urban settlements surrounded by heathland. The limited agricultural land is not of the highest quality;
 - Heathland covers most of the non-urban land in Rushmoor. It is protected from development owing to its biodiversity importance; and
 - Rushmoor does not have large areas of highly contaminated land, although, like similar towns, will have some land affected by previous land uses such as landfilling. Many areas of contaminated land have undergone remediation in recent years.

17.7 Relevant SA/SEA Objectives

- 17.7.1 The following SA/SEA Objective is relevant:
- SA Objective 20: To maintain and improve soil quality.

18 Water

18.1 Introduction

- 18.1.1 About 97% of all of the water on the Earth is saltwater. Of the remaining three per cent that is fresh, most is frozen in the polar ice caps. Usable freshwater represents less than one per cent of the total globally: existing as groundwater in aquifers below the surface, or visible as streams, rivers and lakes.
- 18.1.2 Many activities have the potential to pollute water. Pollution may enter the water environment from a point source, for example effluent discharged from a pipe, or from a diffuse source, such as nitrates in rainwater runoff from agricultural land. Polluted water can be treated if it is contained; this, for instance, is what happens to sewage before it is released into the environment. Untreated pollutants can severely damage the natural environment and are a risk to human health.
- 18.1.3 Flooding is another important concern. In England and Wales, around five million people live in areas at risk of flooding. Many floods are local, short-lived events that can happen suddenly, sometimes with little or no warning. They are usually caused by intense storms that produce more runoff than an area can store or a stream can carry within its normal channel. Urban areas, which have many hard surfaces that restrict infiltration, are at increased risk of flooding.
- 18.1.4 In high-risk areas defence mechanisms can be put in place to control floods but these are costly and frequently merely transfer the problem to another location. Land use planning is essential for reducing flood risk, mainly by restricting development on high-risk areas and maintaining floodplains as natural and undeveloped. It is also important to ensure that development located in low risk areas does not increase flood risk elsewhere. This is usually achieved by ensuring that surface water runoff does not increase from the development.

18.2 Environmental Protection Objectives

- 18.2.1 The main international conventions, EU Directives and UK legislation relating to water quality and flood management (not including coastal and sea water) are as follows:

Environmental Protection Act 1990: introduced Integrated Pollution Control (IPC) legislation, which controls authorisations from industry to air, land and water

Water Resources Act 1991 (as amended): deals with the control of pollution of “controlled” waters (essentially any ground or surface water body)

Protection of Water against Agricultural Nitrate Pollution (England and Wales) Regulations 1996, SI 888 (as amended): defines high-risk areas classified as “nitrate vulnerable zones”

Water Industry Act 1991 (as amended): cover the control of the supply of water and provision of sewerage services by the water and sewerage undertakers

Pollution Prevention and Control Act 1999: gradually replacing the 1990 IPC legislation with the broader Pollution Prevention and Control (PPC) regime

Water Framework Directive (2000): essential piece of water legislation that requires all inland and coastal waters to reach “good status” by 2015, through demanding environmental

objectives, including ecological targets for surface waters. Requires the Environment Agency to prepare and publish 10 River Management Plans (RBMPs) by 2009 to promote the concept of sustainable water management. The aims of the RBMPs are 1) to safeguard the sustainable use of water; 2) to protect and restore the status of aquatic ecosystems; 3) to improve aquatic environments by the reduction of hazardous substances; 4) to reduce groundwater pollution and 5) to help mitigate the effects of floods and droughts.

Environmental Permitting Regulations 2010: regulate the discharge to controlled waters (essentially any ground or surface waterbody)

Flood and Water Management Act 2010: provides for better, more comprehensive management of all sources of flood risk; places a duty on all flood risk management authorities to cooperate with each other; and establishes a role of Lead Local Flood Authorities (LLFA). LLFA's duties include:

- To prepare a Local Flood Risk Management Strategy;
- To investigate significant flood incidents;
- To establish and maintain a register of structures that affect flood risk; and
- The power to designate third party assets or features that affect flood risk.

Water Act 2014: aims to make water supplies more resilient to natural hazards such as drought and floods, create a national water supply network, ensure access to affordable flood insurance, and increase competition in the water industry.

18.3 Context Review

Table 18.1 Context Review for Water Topic

Evidence Source	Key Messages from the Context Review
<i>Urban Wastewater Treatment Directive (1991) European Commission</i>	Objective of the Directive is to protect the environment from the adverse effects of waste and water discharges.
<i>Biodiversity 2020: A strategy for England's wildlife and ecosystem services (August 2011), DEFRA</i>	We will protect water ecosystems, including habitats and species, through a river basin planning approach. We will also promote approaches to flood and erosion management which conserve the natural environment and improve biodiversity.
<i>National Planning Policy Framework (2012) & Technical Guidance to the National Planning Policy Framework (2012)</i>	Para 100 - Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Local Plans should apply a sequential, risk based approach to the location of development to avoid where possible flood risk to people and property... Development should be safe without increasing flood risk elsewhere, and development should take account of the impact of climate change on flood risk. Para 101 – Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. Para 156 - Local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver... the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and

	<p>coastal change management, and the provision of minerals and energy (including heat)... and ... climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.</p> <p>Para 162 - Local planning authorities should work with other authorities and providers to:</p> <ul style="list-style-type: none"> • assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and • take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.
<p><i>National Planning Practice Guidance (NPPG) (2014)</i></p>	<p>Paragraph: 001 Reference ID: 34-001-20140306 - Adequate water and wastewater infrastructure is needed to support sustainable development. A healthy water environment will also deliver multiple benefits, such as helping to enhance the natural environment generally and adapting to climate change.</p> <p>Local planning authorities must, in exercising their functions, have regard to the river basin management plans on the Environment Agency website that implement the Water Framework Directive</p> <p>Paragraph: 002 Reference ID: 34-002-20140306 - Early discussions between local planning authorities and water and sewerage companies, so that proposed growth and environmental objectives are reflected in company business plans, will help ensure that the necessary infrastructure is funded through the water industry's price review.</p> <p>In plan-making, there are a number of broad considerations relevant to water supply and water quality:</p> <ul style="list-style-type: none"> • infrastructure (water supply and wastewater); • water quality; • wastewater; • cross-boundary concerns; • strategic environmental assessment and sustainability appraisal. <p>Paragraph: 003 Reference ID: 34-003-20140306 - Defra has published a policy framework to encourage the wider adoption of an integrated catchment-based approach to improving the quality of the water environment:</p> <ul style="list-style-type: none"> • to deliver positive and sustained outcomes for the water environment by promoting a better understanding of the environment at a local level; and • to encourage local collaboration and more transparent decision-making when both planning and delivering activities to improve the water environment. <p>Paragraph: 005 Reference ID: 34-005-20140306 - Plan-making may need to consider:</p> <ul style="list-style-type: none"> • Identifying suitable sites for new or enhanced infrastructure. In identifying sites it will be important

	<p>to recognise that water and wastewater infrastructure sometimes has particular locational needs (and often consists of engineering works rather than new buildings) which mean otherwise protected areas may exceptionally have to be considered where consistent with their designation. Plan-making will also need to take into account existing and proposed development in the vicinity of a location under consideration for water and wastewater infrastructure. In two-tier areas there will need to be close working between the district and county councils.</p> <ul style="list-style-type: none"> • Considering whether new development is appropriate near to sites used (or proposed) for water and wastewater infrastructure (for example, odour may be a concern). • Phasing new development so that water and wastewater infrastructure will be in place when needed. <p>Paragraph: 006 Reference ID: 34-006-20150323 Plan-making may need to consider:</p> <ul style="list-style-type: none"> • How to help protect and enhance local surface water and groundwater in ways that allow new development to proceed and avoids costly assessment at the planning application stage. • The type or location of new development where an assessment of the potential impacts on water bodies may be required. • Where particular types of sustainable drainage systems may not be practicable. <p>Paragraph: 007 Reference ID: 34-007-20140306 - Plan-making may need to consider:</p> <ul style="list-style-type: none"> • The sufficiency and capacity of wastewater infrastructure. • The circumstances where wastewater from new development would not be expected to drain to a public sewer. <p>Paragraph: 008 Reference ID: 34-008-20140306 - Plan-making may need to consider:</p> <ul style="list-style-type: none"> • Water supply and water quality concerns often cross local authority boundaries and can be best considered on a catchment basis. Liaison between local planning authorities, the Environment Agency, catchment partnerships and water and sewerage companies from the outset (at the plan scoping and evidence gathering stages of plan-making) will help to identify water supply and quality issues, the need for new water and wastewater infrastructure to fully account for proposed growth and other relevant issues such as flood risk. The duty to co-operate across boundaries applies to water supply and quality issues.
<p><i>Thames River Basin Management Plan (2009) Environment Agency</i></p>	<p>By 2015 22% of surface waters (rivers, lakes, estuaries and coastal waters) are going to improve for at least one biological, chemical or physical element. This includes an improvement of 1,737km of the river network in the river</p>

	<p>basin district. 25% of surface waters will be at good or better ecological status and 17% of groundwater bodies will be at good overall status by 2015. At least 30% of assessed surface waters will be at good or better biological quality by 2015. Example actions relevant to local government include:</p> <ul style="list-style-type: none"> • Ensure that planning policies and spatial planning documents take into account the objectives of the Thames River Basin Management Plan, including Local Development Documents and Sustainable Community Strategies. • Action to reduce the physical impacts of urban development in artificial or heavily modified waters, to help waters reach good ecological potential. • Promote the use of sustainable drainage systems in new urban and rural development where appropriate, and retrofit in priority areas including highways where possible • Water efficiency and new development. When making planning decisions, planning authorities should use evidence relating to 'priority water bodies', alongside other relevant evidence, to seek the use of water efficiency standards • Sustainable Community Strategy (SCS) and Local Area Agreement (LAA) - Local Strategic Partnerships should use evidence relating to 'priority water bodies' in the Thames River Basin Management Plan, alongside other relevant evidence, to include the water environment as a priority for action in the SCS
<p><i>Thames Catchment Management Plan Environment Agency</i></p>	<p><i>Flood Plan (2009)</i></p> <p>CFMPs aim to promote more sustainable approaches to managing flood risk. The policies identified in the CFMP will be delivered through a combination of different approaches. Together with our partners, we will implement these approaches through a range of delivery plans, projects and actions.</p>
<p><i>Rushmoor Plan Core Strategy (2011) RBC</i></p>	<p>Key Challenge 9 – To reduce the risk of flooding to people and property, ensure the supply of water, and improve water quality</p> <p>Policy CP1 – Sustainable Development Principles</p> <p>Development will be permitted subject to:</p> <p>g. Including measures to address flooding and the risks from flooding, particularly close to the River Blackwater and Cove Brook</p> <p>h. Protecting, and where opportunities arise, enhancing the quality of natural resources including water, air and soil, particularly water quality at the River Blackwater and Cove Brook, and air quality on European designated sites</p> <p>Policy CP4 – Surface Water Flooding</p> <p>All new buildings, and the development of car parking and hard standing, will incorporate Sustainable Drainage Systems (SUDS) with the aim of returning runoff rates and volumes back to the original greenfield discharge to prevent</p>

	<p>flooding and to ensure the quality of local water.</p> <p>Development in areas most at risk of surface water flooding will include mitigation measures to limit the amount of property damage caused.</p> <p>Details of proposed SUDS and how they will be maintained will be submitted as part of any planning application and will need to be agreed to the satisfaction of Rushmoor Borough Council or any other relevant approving Authority.</p>
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18.4 Water Baseline in Rushmoor

- 18.4.1 There are no principle aquifers, or licensed abstraction sources of groundwater, in Rushmoor. Two secondary aquifers do exist which are Bagshot Beds and Bracklesham Beds.
- 18.4.2 The Borough lies in the River Blackwater catchment. This rises to the south of Aldershot and flows north through the Blackwater Valley. It joins the River Loddon, which ultimately joins the River Thames. The only significant tributary of the River Blackwater within Rushmoor is Cove Brook. Cove Brook, together with its tributary Marrow Brook, drain the Aerodrome and Cove areas of Farnborough. Other main rivers are Hawley Lake Stream and Ivey Brook. Limited areas of the Borough are within the Fleet Brook catchment.

Water Quality

- 18.4.3 Water quality is a key theme of the River Basin Management Plan (RBMP)⁶⁰ (the existing plan is currently being updated). Within the RBMP, the Environment Agency (EA) assess water quality using a 'classification' system derived from the Water Framework Directive. Classification is a useful way of reporting the health of a river or lake. For a particular point in time a classification will show the EA where the quality of the water environment is good, and where it may need improvement. For surface waters there are two, separate, classifications for water bodies, ecological and chemical. For a water body to be in overall 'good' status both ecological and chemical status must be at least 'good'.
- 18.4.4 The current ecological quality of the River Blackwater (Aldershot to Cove Brook confluence at Hawley), Cove Brook, Basingstoke Canal and Fleet Brook Rushmoor is 'moderate' and is predicted to remain 'moderate' in 2015. The current chemical quality of the River Blackwater, Cove Brook and Fleet Brook is 'good' and is predicted to remain so in 2015. The chemical quality of the Basingstoke Canal does not require assessment. Phosphate levels in the River Blackwater are high. The overall status objective for these four waterbodies is to achieve 'good' by 2027. From this information, one can conclude that water quality in Rushmoor is a sustainability problem given that the overall status is 'moderate' owing to the ecological quality.
- 18.4.5 The Farnborough Bagshot Beds are a Water Framework Directive (WFD) ground waterbody and are designated as a Drinking Water Protected Area. The current overall status is 'good' and this status is predicted to remain in 2015. An upward trend in pollutant concentrations has not been observed.
- 18.4.6 The current RBMP identifies that, across the Thames River Basin as a whole, both the River Thames and groundwater are key sources of drinking water. It is therefore essential to maintain and improve the quality and quantity of these sources. Across the Thames River Basin, the key issues include:

⁶⁰ Water for Life and Livelihoods. River Basin Management Plan. Thames River Basin District 2009, Environment Agency.

- Point source pollution from water industry sewage works;
- Physical modification of water bodies;
- Diffuse pollution from agricultural activities;
- Abstraction; and
- Diffuse pollution from urban sources.

Flood Risk

18.4.7 The Strategic Flood Risk Assessment Update (SFRA)⁶¹ identifies that the majority of the borough is in Flood Risk Zone 1 where there is a low probability of river flooding. Only about 3% of the borough is in Flood Zone 3 where the probability of flooding is high. There are areas at risk of flooding from the River Blackwater which rises to the south of Aldershot and flows to the north along the boundaries of Aldershot and Farnborough. There is also flood risk from the Blackwater's tributaries, notably the Cove Brook which flows through the western part of Farnborough. In addition, there is flood risk from the Basingstoke Canal from other water bodies such as lakes and former mineral workings; and from groundwater in some locations.

18.4.8 The SFRA identifies that large areas of the Borough are particularly susceptible to surface water flooding due to the geology and density of urban development. Flash flooding from surcharged surface water sewers and drains has also caused concern; this can occur away from the floodplain as a result of development where off-site infrastructure is not in place ahead of development.

18.4.9 Since the adoption of the Core Strategy in 2011, a draft Surface Water Management Plan (SWMP)⁶² for Rushmoor has been published by Hampshire County Council, describing the significant features which can impact on surface water flood risk in the Borough. It collates and assesses historic data on surface water flood events in Rushmoor and uses Defra/Environment Agency mapping data and projections to determine likely future flood risk taking into account the impacts of climate change.

18.4.10 This data is described and assessed on a ward-by-ward basis looking at each area's susceptibility to flooding based on information from past flood events and the likelihood of future flooding based on national modelling data.

18.4.11 This allows a hierarchy of flood risk in the borough to be identified along with surface water flooding 'hotspots' where further, more detailed work is required into the causes of, and possible responses to, flood risk. The SWMP for Rushmoor identifies 11 sites which have a significantly higher 'risk index' than other parts of the Borough. These are shown in Table 18.2.

Table 18.2 Flooding hotspots requiring further attention

Rank	GIS Reference	Location
1	3010	Ash Road / High Street, Aldershot
2	3011	Lower Farnham Road, Aldershot
3	3065	Cheyne Way, Farnborough
4	3052	Rectory Road, Farnborough
5	3040	Ivy Road, Aldershot
6	3041	Eastern Road, Aldershot
7	3007	Sycamore Road, Farnborough
8	3008	Netley Street / Osborne Road, Farnborough

⁶¹ AECOM (April 2015) Rushmoor Borough Council Level 1 Strategic Flood Risk Assessment Update

⁶² <http://documents.hants.gov.uk/flood-water-management/RushmoorSWMPReport.pdf> (accessed 23.08.13 and 26.05.15)

9	3066	Sunnybank Road, Farnborough
10	3049	Tongham Road, Aldershot
11	3053	A325 Farnborough Road, Farnborough

18.4.12 In addition to locating development away from areas of high flood risk; well-designed development can also reduce flood risk by:

- reducing surface water runoff rates and volumes from sites;
- increasing floodplain storage; and
- making replacement development more resilient to flooding.

18.4.13 Given the constrained nature of the borough, and the high percentage of redevelopment of brownfield sites within the Local Plan, this provides an opportunity for enhancement, both by improving surface water management and by increasing resilience to flooding.

18.4.14 The Hampshire Local Flood Risk Management Strategy was adopted in July 2013. This provides a high level assessment of local flood risk across Hampshire, identifying areas with flood risk issues at a ward level and what action Hampshire would like to see to manage this risk. Rushmoor is identified as suffering from surface water flooding in 2007, notably the areas of Farnborough and Aldershot. The EA flood map for surface water shows areas at risk of surface water flooding throughout the ward, but particularly to the north and east. Ongoing monitoring is recommended in the action plan.

Water Resources and Wastewater

18.4.15 The South East is identified as water stressed⁶³; water consumption in the area is unsustainable. Water consumption across the region is approximately 156 litres/person/day⁶⁴, which is higher than the UK average of 147 litres/person/day⁶⁵. Reducing water consumption would reduce carbon dioxide emissions, reduce consumer costs and reduce the likelihood of water shortages.

18.4.16 The Loddon Catchment Abstraction Licensing Strategy⁶⁶ identifies that the Blackwater catchment has local resource status of 'water available for licensing'. However this status is overridden by the flow requirements of the River Thames – water is only available during periods of high flow.

18.4.17 The provision of water and sewerage infrastructure is required to service development. Where new capacity is required, this must be in place ahead of development to avoid unacceptable impacts on the environment such as sewage flooding of residential and commercial property, pollution of land and watercourses, as well as water shortages associated with low pressure water supply problems.

18.5 Likely Future Conditions

⁶³ In accordance with Regulation 4 of the Water Industry (Prescribed Conditions) (Amendment) Regulations 2007.

⁶⁴ State of the environment, Environment Agency, 2010.

⁶⁵ The Water Resource Planning Guideline, the Technical Methods and Instructions, 2012, Environment Agency, OFWAT, DEFRA and the Welsh Government.

⁶⁶ Loddon Catchment Abstraction Licensing Strategy, 2012, Environment Agency.

18.5.1 It appears unlikely that overall river quality in the borough will improve significantly in the short term given the predictions from the Environment Agency outlined above. Achieving 'good' status in all water bodies by 2027 is acknowledged by the EA to be a significant challenge. The RBMP provides the means by which the medium to long-term improvements may happen without the influence of the Local Plan.

18.5.2 Groundwater quality is currently predicted to remain 'good'.

18.5.3 It seems probable that fluvial and surface water flood risks may increase with climate change as extreme weather events increase in frequency/severity. Measures identified in the SFRA and SWMP aim to reduce the flood risk and reduce the impact of flooding.

18.5.4 The availability of water is limited across the south east region as a whole. This is likely to be exacerbated by climate change and an increasing population.

18.6 Environmental and Sustainability Problems

18.6.1 The following environmental and sustainability issues were identified:

- Watercourses in the borough are of 'moderate' ecological quality and 'good' chemical quality. They are unlikely to achieve 'good' ecological quality in the short term;
- Groundwater is 'good' quality and designated as a Drinking Water Protected Area.
- Across the Thames River Basin as a whole, the river and groundwater are key sources of drinking water.
- Fluvial flood risk is relatively limited in the borough with only about 3% of the borough in Flood Zone 3 (high probability of flooding). Areas at risk of flooding exist along the Blackwater Valley, including Cove Brook and from the Basingstoke Canal;
- Large areas of the borough are susceptible to surface water flooding due to the geology and density of urban development. Flash flooding from surcharged surface water sewers and drains has caused concern.
- Water consumption across the region is high and unsustainable; the region is water stressed.
- Improvements to the water and sewerage infrastructure are likely to be required to service development, they may have a long lead time.

18.7 Relevant SA/SEA Objectives

18.7.1 The following SA/SEA Objectives are relevant:

- SA Objective 12: To reduce flood risk, including surface water flooding, and reduce the impact of flooding, maintain and improve ground and surface water quality, and encourage sustainable water management.

19 Biodiversity (including Flora and Fauna)

19.1 Introduction

- 19.1.1 Biodiversity is the variety of life on earth at all levels, from genes to worldwide populations of species; from communities of species sharing the same small area of habitat to worldwide ecosystems.
- 19.1.2 The main threats to both local and global biodiversity are associated with human activities causing habitat loss/damage, loss of biodiversity, loss of protected species, disturbance to and pollution of ecosystems, risk to unprotected habitats and the impact of climate change⁶⁷. Many species-populations are being reduced and fragmented below viable sizes. Conserving biodiversity is a global, long-term challenge and requires global, long-term solutions that start at the local level. The neglect of habitats can also have a detrimental impact on their ecological value.
- 19.1.3 Biodiversity depends fundamentally on a variety of ecological functions and processes. Many of the processes that reduce biodiversity – e.g. loss or isolation of habitats - operate at the ecosystem and landscape level. The Convention on Biological Diversity advocates an 'ecosystem approach' to assessment of impacts on biodiversity, helping to ensure the ecosystem processes that drive or support biodiversity are understood and that ecosystem health and viability can be maintained. For example maintenance of river water quality in riverine ecosystems. Despite this the landscape-scale biodiversity should also be considered, e.g. migratory habitats, due to the larger environmental changes, e.g. climate change.
- 19.1.4 RBC considers that the Local Plan will require an assessment as to its effect on European Designated sites of biodiversity importance such as the Thames Basin Heaths Special Protection Area (SPA). This is outlined in a separate Habitats Regulation Assessment (HRA)⁶⁸

19.2 Environmental Protection Objectives

- 19.2.1 The main international conventions, EU Directives and national level objectives covering biodiversity, flora and fauna relevant to SEA include:
- **Bern Convention on the Conservation of European Wildlife and Natural Habitats, 1979:**
 - Protect endangered species and their habitats
 - **(Wild) Birds Directive 79/409/EEC, 1979:**
 - Protect of all naturally occurring wild bird species and their habitats, with particular protection of rare species
 - **Bonn Convention on the Conservation of Migratory Species of the Wild Animals, 1979:**

⁶⁷ Further details of the effect of climate change on biodiversity can be found in The England Biodiversity Strategy (2008) published by Defra. Further detail of the effect of air pollution and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (www.apis.ac.uk). Further information on air pollution modelling and assessment can be found on the Environment Agency website.

⁶⁸ Rushmoor Local Plan Preferred Approach Habitats Regulation Assessment Draft Report May 2015

- Protect threatened animals that migrate across national boundaries and/or the high seas
- **Habitats and Species Directive 92/43/EEC, 1992:**
 - Protect important natural habitat (listed in Annex I, amended in Directive 97/62/EC) and species (listed in Annex II), using measures to maintain or restore their "favourable conservation status", principally by Special Areas of Conservation, but also (through land-use and development policies) by management of the landscape features of importance to wildlife outside SACs; and
 - Safeguard species leading strict protection (Annex IV). This Directive is transposed into UK law through the Conservation (Natural Habitats &c.) Regulations, 1994
- **The EU Seventh Environmental Action Plan adopted November 2013:**
 - Nine priority objectives and what EU needs to do to achieve by 2020 are set out. Focuses attention on three priority areas for action: (1) protect nature and strengthen ecological resilience, (2) boost resource-efficient , low carbon growth, and (3) reduce threats to human health and wellbeing linked to pollution, chemical substances, and the impacts of climate change.
- **The Wildlife and Countryside Act 1981** (as amended by the Countryside Rights of Way Act 2000):
 - Part I is concerned with the protection of wildlife
 - Part II relates to the countryside and national parks (and designation of protected areas)
 - Part III covers public rights of way
 - Part IV deals with miscellaneous provisions of the Act
- **Water Framework Directive 2000/60/EC** provides an opportunity to plan and deliver a better water environment, focussing on ecology, through river basin management planning.
- **The Natural Environment and Rural Communities Act 2006** establishes a Duty to Local Authorities to have regard to the conservation of biodiversity in exercising their functions.
- **The Natural Environment White Paper (2010)** set out plans to protect and improve England's natural environment. The paper recommends the creation of new Nature Improvement Areas (NIAs), piloting biodiversity offsetting for developments, the creation of Local Nature Partnerships, the creation of a "Green Area Designation" to protect important areas for nature, recreation or landscape value, better urban greenspaces and more outdoor learning experiences for children.
- **The National Ecosystem Assessment (2011)** provides a comprehensive analysis of the value provided to society by the UK's natural environment. The value of "ecosystem services" are highlighted, such as pollination of crops by insects, climate regulation by the sea, the capture and storage of carbon by our bogs and the alleviation of flood risk by woodland. The report strengthens the arguments for protecting and enhancing the environment and should direct future government policy.

19.3 Context Review

Table 19.1 Context Review for Biodiversity Topic

Evidence Source	Key Messages from the Context Review
<p><i>Our life insurance, our natural capital: an EU biodiversity strategy to 2020 (May 2011), European Commission</i></p>	<p>Target 1 To halt the deterioration in the status of all species and habitats covered by EU nature legislation and achieve a significant and measurable improvement in their status so that, by 2020, compared to current assessments: (i) 100% more habitat assessments and 50% more species assessments under the Habitats Directive show an improved conservation status; and (ii) 50% more species assessments under the Birds Directive show a secure or improved status.</p>
<p><i>The Natural Choice: Securing the value of nature (June 2011), DEFRA</i></p>	<p>Our 2020 mission is to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people.</p>
<p><i>Biodiversity 2020: A strategy for England's wildlife and ecosystem services (August 2011), DEFRA</i></p>	<p>Overarching objective: - <i>'to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people'</i></p> <p>Outcomes delivered through action in four areas: -</p> <ul style="list-style-type: none"> • a more integrated large-scale approach to conservation on land and at sea Including - <i>increasing the proportion of Sites of Special Scientific Interest (SSSIs) in favourable condition.</i> • putting people at the heart of biodiversity policy • reducing environmental pressures Including - <i>Planning and Development – Through reforms of the planning system, we will take a strategic approach to planning for nature. We will retain the protection and improvement of the natural environment as core objectives of the planning system. We will pilot biodiversity offsetting, to assess its potential to deliver planning policy more effectively.</i> • improving our knowledge <p>Outcome 1 – Habitats and ecosystems on land (including freshwater environments)</p> <p>1A. Better wildlife habitats with 90% of priority habitats in favourable or recovering condition and at least 50% of SSSIs in favourable condition, while maintaining at least 95% in favourable or recovering condition;</p>
<p><i>Guidance for Local Authorities on Implementing the Biodiversity Duty (2011) DEFRA</i></p>	<p>Section 4.5.2 Enhancement opportunities for biodiversity should be reflected in the Local Development</p> <ul style="list-style-type: none"> • Framework and Local Development Plans: Core Strategies and Local Development Plan Strategies set out the overarching policy framework for the plan area. Strategic objectives and policies should be developed for biodiversity, including objectives for enhancement. Consideration should also be given to how biodiversity enhancement can be used to bring about more sustainable development, through integration with other policy objectives and other land uses, for example housing and economic development, health, education and social inclusion. • Site Specific Allocation Development Plan Documents (DPDs), Area Action Plans and Local Development Plan policies and allocations should be used to

	<p>identify where enhancement opportunities lie, and what actions need to be taken to enhance biodiversity. Land can be identified for biodiversity creation, restoration or improvements, linked to strategic objectives of the Core Strategy.</p> <ul style="list-style-type: none"> • Supplementary Planning Documents and Guidance have a role in delivering biodiversity enhancement opportunities as part of a development brief or providing supplementary guidance on biodiversity conservation in relation to biodiversity policies elsewhere in the Local Development Framework, for example Core Strategy policies on the protection and management of designated and other nature conservation sites.
<p><i>Natural Environment & Rural Communities Act 2006</i></p>	<p>Section 40(1) Every public authority must in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity.</p> <p>Section 40(3) Conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat.</p>
<p><i>National Planning Policy Framework (2012) and Planning for Biodiversity and Geological Conservation: A guide to good practice (2006) ODPM</i></p>	<p>Para 7 & 9 of NPPF stresses the need for the planning system to perform a number of roles including to contributing to protecting and enhancing the natural, built and historic environment and as part of this helping to improve biodiversity and move from net loss to net gain.</p> <p>Para 17 of NPPF bullet 7 states that one of the 12 core planning principles is to contribute to the conservation and enhancement of the natural environment...Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework.</p> <p>Para 109 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by recognising the wider benefits of ecosystem services; minimising impacts on biodiversity and providing net gains in biodiversity where possible contributing towards commitment to halt overall decline in biodiversity by establishing coherent ecological networks that are more resilient to current and future pressures.</p> <p>Para 113 of the NPPF states that local planning authorities should set criteria based policies against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged. Distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks.</p> <p>Para 114 of the NPPF states that local planning authorities should set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure</p> <p>Para 117 of the NPPF states that to minimise impacts on biodiversity planning policies should identify and map components of the local ecological network; promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority</p>

	<p>species populations.</p> <p>Para 118 of the NPPF states that planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.</p> <p>Para 4.35 of the Good Practice Guide states that a site specific allocations document may need to indicate areas of land designated for their biodiversity value. In addition a site allocations document could be used to identify specific areas for restoration and enhancement.</p>
<p>Circular 06/05: Biodiversity & Geological Conservation</p>	<p>Potential effects of a development on habitats or species listed as priorities in the UK BAP...are capable of being a material consideration in the preparation of regional spatial strategies and local development documents.</p>
<p>Thames Basin Heaths Delivery Framework (February 2009), Thames Basin Heaths Joint Strategic Partnership Board</p>	<p>Objectives of the Framework are to recommend: -</p> <ul style="list-style-type: none"> • A consistent approach to the protection of the SPA from the significant effects of residential; • The type and extent of residential development that may have a significant effect either alone or in combination on the SPA; • Key criteria for the delivery of avoidance measures
<p>Rushmoor Plan Core Strategy (2011) RBC</p>	<p>Key Challenge 7 Protection and enhancement of important natural assets</p> <p>Objective I – To maintain and improve the built and natural environment, including areas of ecological and historical value</p> <p>Policy CP1 – Sustainable Development Principles</p> <p>Development will be permitted subject to:</p> <p>e. Not causing significant harm to biodiversity, and including measures for biodiversity conservation and enhancement</p> <p>h. Protecting, and where opportunities arise, enhancing the quality of natural resources including water, air and soil, particularly water quality at the River Blackwater and Cove Brook, and air quality on European designated sites</p> <p>Policy CP2 – Design and Heritage</p> <p>Development proposals will be permitted provided that they:</p> <p>h. Respect the amenity and biodiversity value of urban greenspace;</p> <p>k. Provide opportunities for greening the environment</p> <p>Policy CP11 – Green Infrastructure Network</p> <p>A diverse network of accessible, multi functional green infrastructure across the Borough will be protected and enhanced for its biodiversity, economic, recreational, accessibility, health and landscape value</p> <p>Policy CP13 – Thames Basin Heaths Special Protection Area</p> <p>New development which is likely to have a significant effect on the ecological integrity of the Thames Basin Heaths Special</p>

	<p>Protection Area (SPA), including all net new dwellings, will be required to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. The mechanism for delivering this policy is set out in the Council's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy and in the Thames Basin Heaths Delivery Framework prepared by the Thames Basin Heaths Joint Strategic Partnership</p> <p>Policy CP15 – Biodiversity</p> <p>The Council will seek to protect, maintain and enhance the Borough's biodiversity and geological resources</p>
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19.4 Biodiversity, Flora and Fauna Baseline in Rushmoor

19.4.1 There are two 'European' Sites in or adjacent to Rushmoor, considered to be of international importance for biodiversity. These are:

- Thames Basin Heaths Special Protection Area (SPA) (see Figure 19.1)
- Thursley, Ash, Pirbright & Chobham Common Special Area of Conservation (SAC)

19.4.2 The Thames Basin Heaths support important breeding populations of a number of birds of lowland heathland, especially Nightjar *Caprimulgus europaeus* and Woodlark *Lullula arborea*, both of which nest on the ground, often at the woodland/heathland edge, and Dartford Warbler *Sylvia undata*, which often nests in gorse *Ulex sp.* Scattered trees and scrub are used for roosting. Thames Basin Heaths are under considerable stress from visitors and urbanisation.

19.4.3 Thursley, Ash, Pirbright & Chobham Common SAC contains three key habitats: Northern Atlantic wet heath with *Erica tetralix*; European dry heath; and depressions on peat substrates of the Rhynchosporion.

19.4.4 Natural England has expressed concern that residential developments close to the heathland increase the risk of disturbance from recreation activity, such as dog-walking. To ensure that future housing development will not have an adverse impact upon the ground nesting birds in the SPA, two forms of mitigation are identified. These provide a combination of providing suitable areas for recreational use (SANG) by residents to buffer the SPA, and actions on the SPA to manage access and encourage the use of alternative sites. Refer to section 6 for further details.

Sites of Special Scientific Interest (SSSI)

19.4.5 Sites of Special Scientific Interest (SSSI) are wildlife or geological sites of national importance.

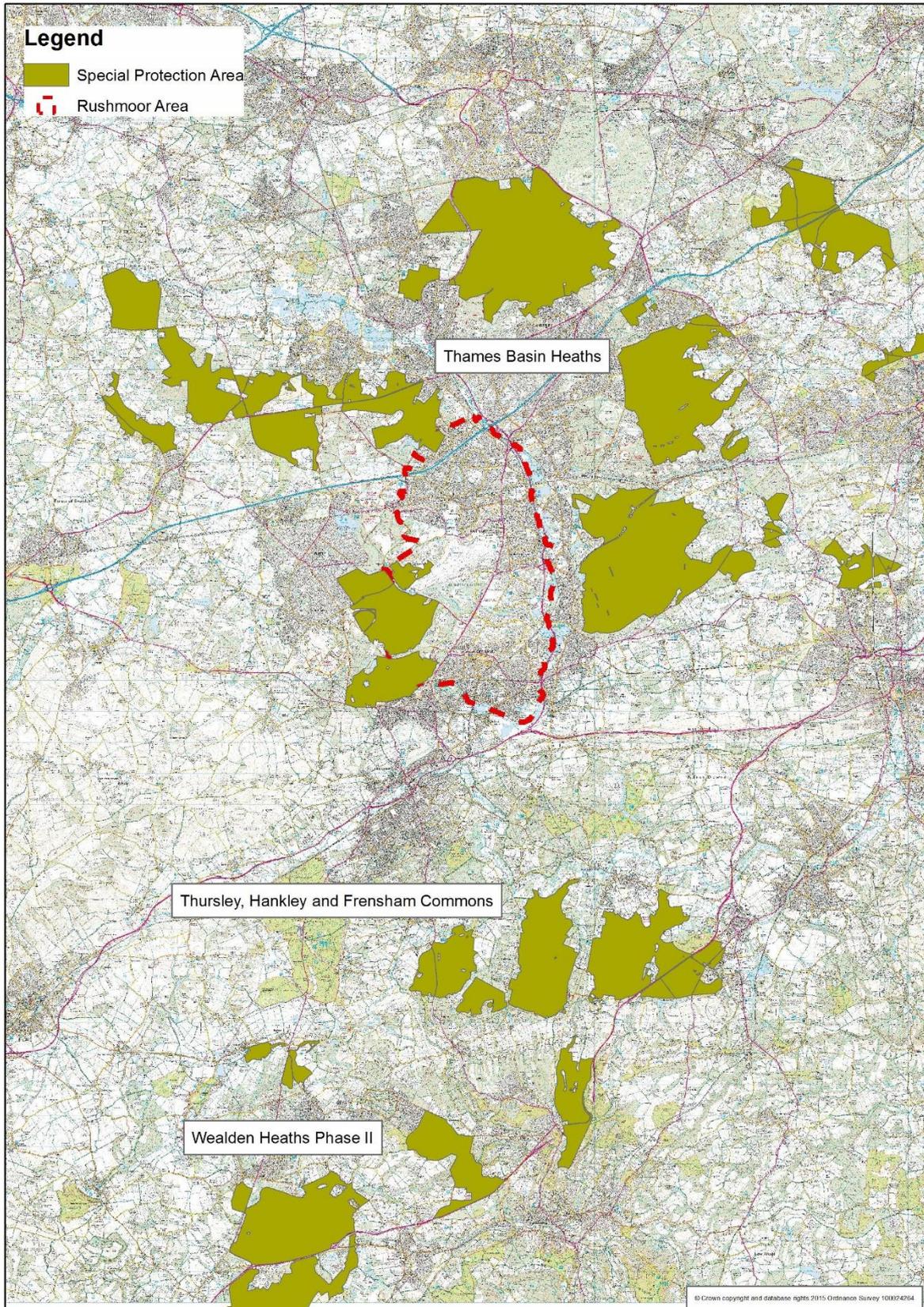


Figure 19.1 Thames Basin Heaths Special Protection Area Designations

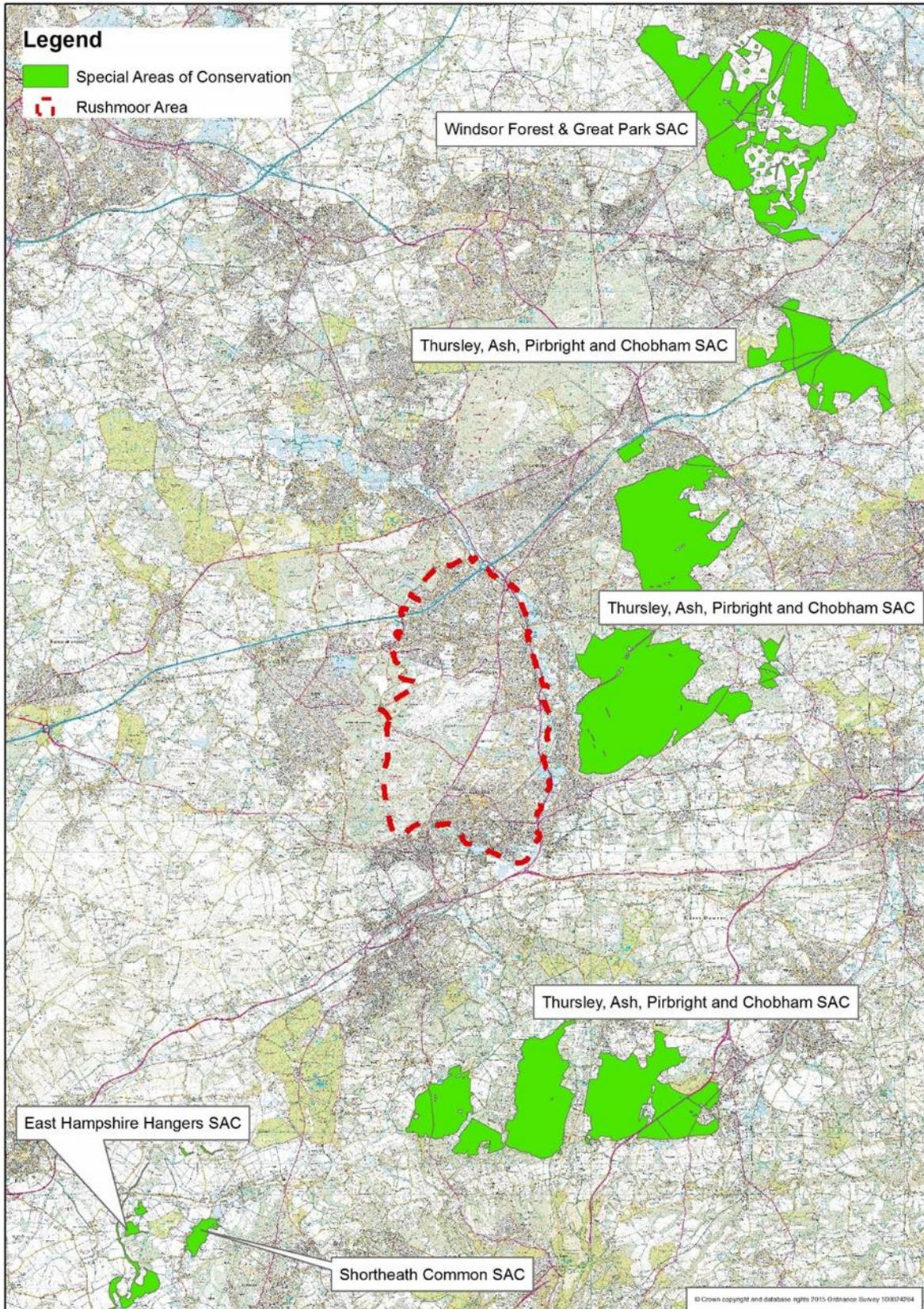


Figure 19.2 Special Area of Conservation Designation in relation to Rushmoor boundary

19.4.6 Natural England is responsible for assessing the condition of SSSI. SSSIs are divided up into units in order to undertake the assessments. The size of units varies greatly depending on the types of management and the conservation interest. There are six reportable condition categories. These are as follows⁶⁹:

- Favourable - Favourable condition means that the SSSI land is being adequately conserved and is meeting its 'conservation objectives', however, there is scope for the enhancement of these sites;
- Unfavourable recovering - SSSI units are not yet fully conserved but all the necessary management measures are in place. Provided that the recovery work is sustained, the SSSI will reach favourable condition in time;
- Unfavourable no change - This means the special interest of the SSSI unit is not being conserved and will not reach favourable condition unless there are changes to the site management or external pressures. The longer the SSSI unit remains in this poor condition, the more difficult it will be, in general, to achieve recovery;
- Unfavourable declining - This means that the special interest of the SSSI unit is not being conserved and will not reach favourable condition unless there are changes to site management or external pressures. The site condition is becoming progressively worse;
- Part destroyed - Part destroyed means that lasting damage has occurred to part of the special conservation interest of a SSSI unit such that it has been irretrievably lost and will never recover. Conservation work may be needed on the residual interest of the land; and
- Destroyed - Destroyed means that lasting damage has occurred to all the special conservation interest of the SSSI unit such that it has been irretrievably lost. This land will never recover.

19.4.7 There are five SSSIs within the Borough boundaries, these are listed below⁷⁰:

- Basingstoke Canal (one unit: unfavourable/recovering);
- Foxlease and Ancells Meadow (two units, both unfavourable/recovering);
- Eelmoor Marsh (three units: two favourable, one unfavourable/recovering);
- Bourley and Long Valley (one unit: unfavourable/recovering); and
- Castle Bottom to Yateley and Hawley Commons (one unit: unfavourable/declining).

19.4.8 The last three SSSIs are also part of the Thames Basin Heaths SPA. The location of the SSSIs is shown on in Figure 19.3.

⁶⁹ Definitions taken from Natural England (no date) SSSI Glossary
<http://www.naturalengland.org.uk/ourwork/conservation/designatedareas/ssi/glossary.aspx> (accessed 03.09.13)

⁷⁰ Natural England Condition of SSSI Units
<http://www.sssi.naturalengland.org.uk/Special/ssi/reportAction.cfm?report=sdr13&category=S&reference=1006588> (accessed 03.09.13)

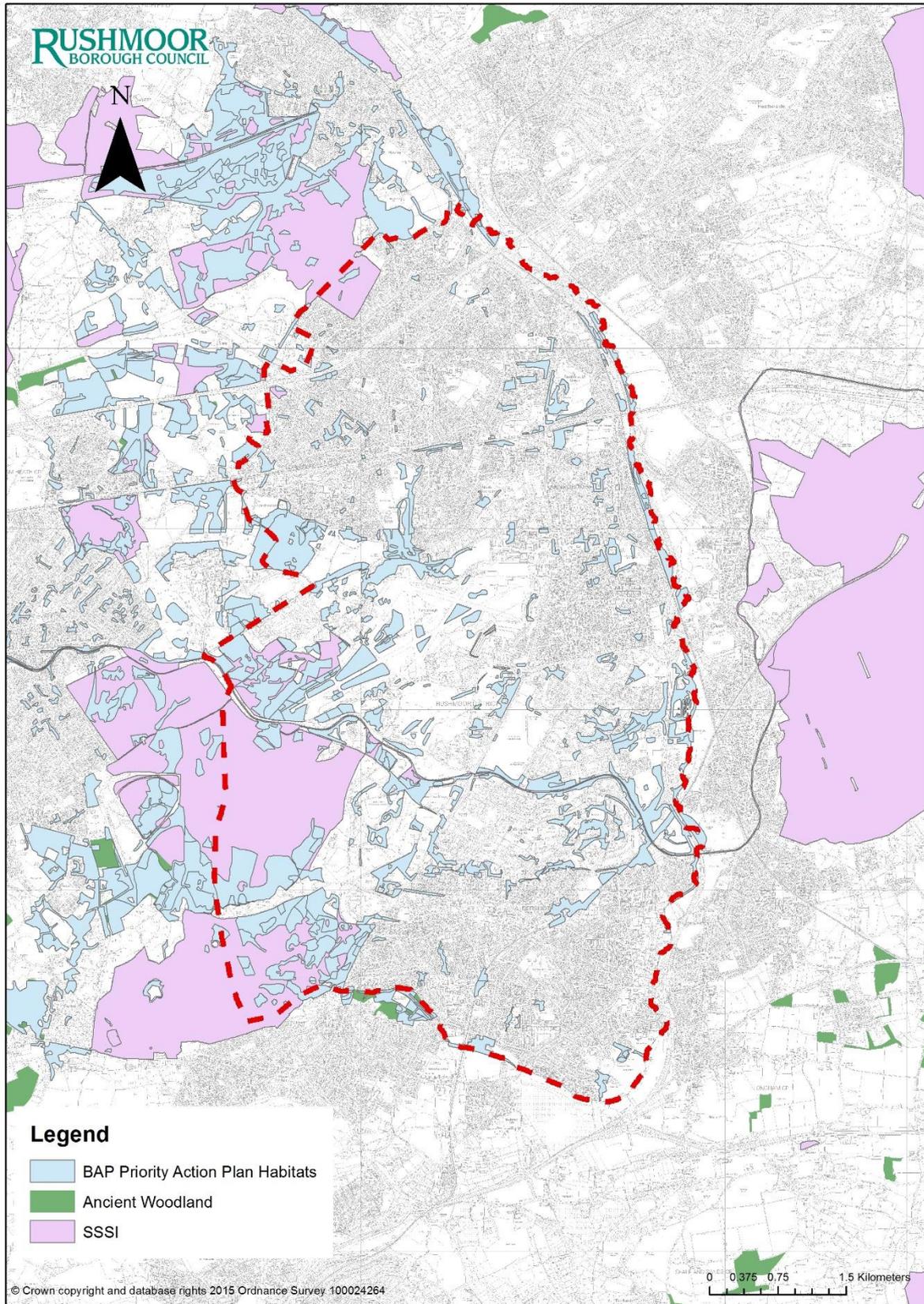


Figure 19.3 SSSI / Ancient Woodland / BAP Priority Action Plan Habitats in relation to Rushmoor boundary.

Sites of Importance for Nature Conservation (SINC)

19.4.9 In addition there are currently 36 Sites of Importance for Nature Conservation (SINC), principally covering Farnborough Aerodrome or located along the Basingstoke Canal and Blackwater Valley. Other areas within the urban environment, such as cemeteries, parks and green spaces, are also designated and provide an important refuge and habitat for fauna and flora. Each year surveys are carried out to monitor current SINC's and designate new ones. Areas designated as SINC's do not have international or national protection, like areas of SPA, SAC or SSSI, but nevertheless have high biodiversity value and are protected from inappropriate development through the planning process. The location of the SINC's is shown in Figure 19.4.

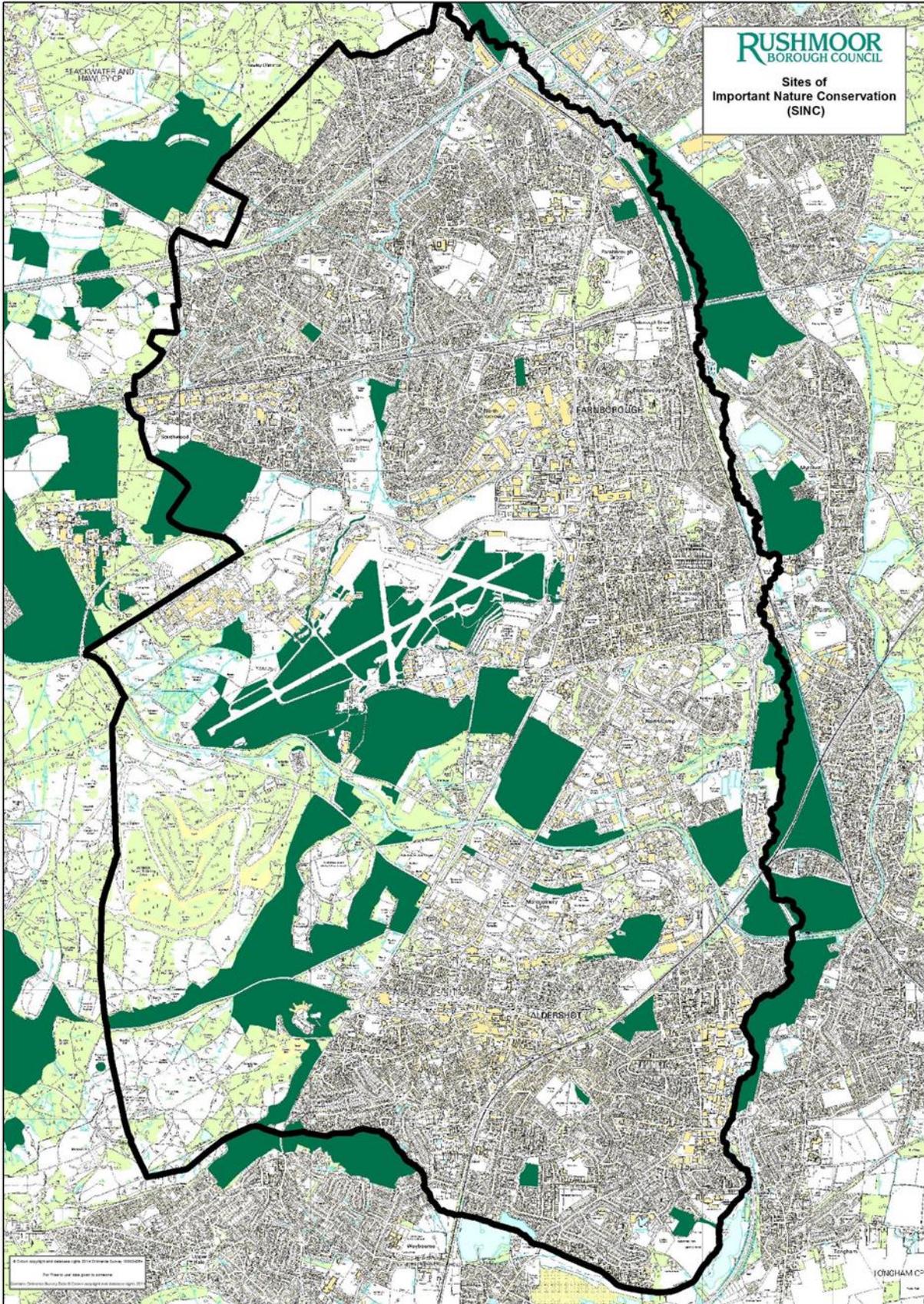


Figure 19.4 Sites of Importance for Nature Conservation in relation to Rushmoor boundary.

Local Nature Reserve (LNR)

19.4.10 Rowhill Copse Nature Reserve is the only LNR that can be accessed from within the borough and straddles the border of Hampshire and Surrey. The total area of the site is approximately 24 hectares although only 2 hectares lies within the borough boundary. The site is important as the source of the Blackwater River, and a number of priority habitats are present there. Rowhill also supports a wide range of flora and fauna and many scarce or priority species. Lakeside Park is in the Blackwater Valley and is owned by Guildford Borough Council, however, there is no vehicular access to this LNR from within Rushmoor Borough.

Biodiversity Action Plan (BAP)

19.4.11 Table 19.2 is provided from Hampshire Biodiversity Information Centre (HBIC) and shows the area within Rushmoor under each BAP priority habitat. The habitats were changed in 2007 and this will have an effect on the number of priority habitats present in Rushmoor and the area assigned to each one. Other habitats may be present but there is not any current data to show this. Figure 19.3 shows the BAP Priority Habitat areas.

Table 19.2 Coverage by BAP Priority Habitat in Rushmoor Source: HBIC 2007

BAP Priority Habitat	RBC (ha)
Lowland Heathland/Dry Acid Grassland	229
Lowland Meadows and Rush Pasture	7
Eutrophic Standing Waters	23
Fens and Reedbeds	1
Floodplain Grazing Marsh	40
Lowland Mixed Deciduous Woodland	442
Wet Woodland	6

Biodiversity of Watercourses

19.4.12 As established in Chapter 18 – Water, the quality of waterbodies is assessed using a 'classification' system derived from the Water Framework Directive. Classification is a useful way of reporting the health of a river or lake. For a particular point in time a classification will show the EA where the quality of the water environment is good, and where it may need improvement. For a water body to be in overall 'good' status both ecological and chemical status must be at least 'good'.

19.4.13 The current ecological quality of the River Blackwater (Aldershot to Cove Brook confluence at Hawley), Cove Brook, Basingstoke Canal and Fleet Brook Rushmoor is 'moderate' and is predicted to remain 'moderate' in 2015. The overall status objective for these four waterbodies is to achieve 'good' by 2027 (the WFD established an objective of 2015). From this information, one can conclude that water quality in Rushmoor is a sustainability problem given that the overall status is 'moderate' owing to the ecological quality. Enhancement and protection of these waterbodies is essential in achieving good ecological status.

19.4.14 The Environment Agency advise that new development should not be built within 8m of a main river; and 5m of an ordinary watercourse. The buffer zone helps to protect the ecological and water quality integrity of the watercourse.

Ancient Woodland

19.4.15 Woodland classed as 'ancient' is irreplaceable. It takes hundreds of years to establish and is considered important for its wildlife, soils, recreation, cultural value, history and contribution to landscapes. 'Ancient Woodland' is any woodland that has been wooded continuously since at least 1600 AD. It includes 'ancient seminatural woodland' and 'plantations on ancient

woodland sites'. Several pockets of Ancient Woodland are present within the Borough (Figure 19.3).

Ecological Networks

19.4.16 Wildlife corridors are areas of habitat which link two or more larger areas of similar wildlife habitat. Critically, they maintain ecological processes, for example allowing the movement of animals and the continuation of viable populations. Without them, fragmentation of habitats occur, which may make them more vulnerable to decline. Ideally, areas of wildlife will be linked through ecological networks consisting of

- core areas, especially existing wildlife sites (e.g. national nature reserves, sites of special scientific interest, local nature reserves)
- habitat corridors and 'stepping stones' to allow species to move around the area
- restoration areas, with the potential to create priority habitats which may become further core areas
- buffer zones to reduce pressures on core areas
- surrounding land that is managed in a wildlife friendly way e.g. for sustainable food production.

19.4.17 Linear features such as waterways and road- and rail-side verges can be important corridors for wildlife. Large areas of the Borough are covered with wildlife corridors and other ecological networks.

Agricultural Land Classification

19.4.19 The Borough is predominantly non-agricultural, with the main urban settlements of Aldershot and Farnborough surrounded by heathland. Such agricultural land as there is in Rushmoor is not of the highest quality and contains none classified as the 'best and most versatile' (DEFRA Grades 1, 2 or 3a), the conservation of which is of particular importance.

19.5 Likely Future Conditions

19.5.1 Rushmoor's most important sites are protected from development within their boundaries for a variety of reasons. The Habitat Regulations and the Wildlife and Countryside Act provide legal protection for European Sites and SSSIs respectively. Informal protection is provided through the ownership of some sites. For instance, the Ministry of Defence owns parts of the Thames Basin Heaths and public access is permitted at certain times only.

19.5.2 However, according to Natural England, many of the units that comprise the SSSIs are currently in unfavourable status, some continuing to decline. The Thames Basin Heaths are under considerable stress from visitors.

19.5.3 The ecological condition of surface waterbodies within Rushmoor are likely to remain 'moderate' in the medium term. Protection and enhancement of their ecological quality is key to improving their quality.

19.6 Environmental and Sustainability Problems

19.6.1 The following environmental and sustainability issues were identified:

- Statutory designations protect Rushmoor's most important sites from development. The Thames Basin Heaths Special Protection Area (SPA) forms part of Natura 2000, a European-wide network of sites of international importance for nature conservation. The SPA is one of the South East's most important natural assets with the lowland heath habitat supporting vulnerable ground-nesting birds;
- The loss, fragmentation or decline in quality of habitats (Thames Basin Heaths are under considerable stress from visitors and urbanisation);
- There is a need to identify Suitable Alternative Natural Green Space (SANG) against future housing development; and
- The ecological condition of surface waterbodies within Rushmoor are of 'moderate' ecological quality; this limits their overall status. Protection and enhancement of their ecological quality is key to improving their overall status.

19.7 Relevant SA/SEA Objectives

19.7.1 The following SA/SEA Objectives are relevant:

- SA Objective 8: To conserve and enhance biodiversity throughout Rushmoor and work to improve and protect the condition of the Thames Basin Heaths Special Protection Area.

20 Landscape and Townscape

20.1 Introduction

20.1.1 Landscape character is defined as 'a distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse'⁷¹. Landscape gives a locality its sense of place, making it different from neighbouring localities. Landscapes can be areas designated for their natural beauty or ambience but can also be 'ordinary' places that are not given statutory protection.

20.1.2 Townscape is the urban equivalent of landscape, and is the “art of giving visual coherence and organisation to the jumble of buildings, streets and spaces that make up the urban environment”⁷². Urban landscapes also have an important role to play in affecting the quality of people's lives and therefore enhancing 'townscapes' is also important.

20.2 Environmental Protection Objectives

20.2.1 The following are among the principal legislative instruments concerning landscape protection:

- **National Parks and Access to the Countryside Act (1949)** - provided for the creation of Areas of Outstanding Natural Beauty (AONB)
- **European Landscape Convention (2000)**
 - Commits the UK to "recognise landscapes in law as an essential component of people's surroundings, an expression of the diversity of their shared cultural and natural heritage, and a foundation of their identity"
- **Planning (Listed Buildings and Conservation Areas) Act (1990):**
 - Provides specific protection for buildings and areas of special architectural or historic interest.
- **Countryside and Rights of Way Act (2000):**
 - Create a framework for public access to the countryside
 - Provides greater protection to Sites of Special Scientific Interest (SSSIs) and new arrangements for the management of Areas of Outstanding Natural Beauty (AONBs)
 - Provides for the possibility of Conservation Area Boards for AONBs
 - Management Plans receive a statutory status
 - Section 85 requires public bodies to have regard to the purposes of designations of AONBs.

20.3 Context Review

Table 20.1 Context Review for Landscape and Townscape Topic

Evidence Source	Key Messages from the Context Review
<i>National Planning Policy Framework (2012) CLG</i>	Para 17 core planning principles – Take account of the different roles and character of different areas, promoting the vitality of main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside... Para 57 – It is important to plan positively for the achievement

⁷¹ Landscape Character Network <http://www.naturalengland.org.uk/ourwork/landscape/englands/character/lcn/default.aspx> (accessed 03.09.13)

⁷² Cullen, G. (1961) *The Concise Townscape*. Routledge

	<p>of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.</p> <p>Para 109 – The planning system should contribute to and enhance the natural and local environment by: -</p> <ul style="list-style-type: none"> -protecting and enhancing valued landscapes, geological conservation interest and soils <p>Para 110 – Plans should allocate land with the least environmental or amenity value.</p>
<p><i>Rushmoor Plan Core Strategy (2011) RBC</i></p>	<p>Policy CP12 – Open Space, Sport and Recreation</p> <p>Development will not be permitted on areas of open space used for recreation or outdoor sport or having visual amenity unless:</p> <ul style="list-style-type: none"> a. The open space or facilities in the built up area are not required to meet need in the long term; and/or b. Replacement provision is made elsewhere of equivalent community benefit; and/or c. Recreation facilities in the built up area can best be retained and enhanced through the development of ancillary facilities on a small part of the site. <p>The strategy is to ensure good provision of high quality and accessible open space to meet a wide range of recreation, outdoor sport and open space needs in Rushmoor, including publicly accessible natural green space</p>
<p><i>Landscape Assessment of Rushmoor (2009) RBC</i></p>	<p>It is recommended that:</p> <ul style="list-style-type: none"> • The importance of prominent landscape features is recognised in the Local Development Framework and strong policies are set out to protect and enhance these features. • Important views across the borough are recognised and protected from inappropriate developments that will impair and reduce their value and character. • A landscape management strategy is produced to improve landscaping within industrial areas, to enhance their appearance and improve their attractiveness to workers. • Opportunities to improve the landscape character of the area should be considered further in the context of the emerging Green Infrastructure Strategy. • Policies should be developed and guidance produced to ensure new developments, especially infilling of existing urban areas, combine the need for higher densities with an increase in green infrastructure. • Consultation should be undertaken with local residents to highlight locally important issues that affect the landscape character of the borough to inform future regeneration plans and developments.

20.4 Landscape and Townscape Baseline

20.4.1 The Hampshire Integrated Character Assessment (HCC)⁷³ identifies Rushmoor as lying within the *North East Hampshire Plantations and Heath Landscape* Character Area. This character area lies in the northeast corner of the County bounded to the north and east by the Blackwater River Valley and to the west by the White Water Valley. It is fringed to the south by more elevated land of the Hart Downs. The extent of this character area is determined primarily by the presence of sandy soils on locally elevated, gravelly geology.

Key Characteristics

- Gently undulating landscape of plateau areas dissected by river valleys.
- Predominantly well drained sandy soils over clays and sands giving rise to acidic conditions and some areas of local waterlogging.
- Distinctive 'heathy' character throughout reflected in acidic loving vegetation and giving rise to a colourful landscape through the seasons.
- Contains internationally important habitats including dry and wet heaths, bogs, scrub and woodland
- Land use comprises a mosaic of woodland, including conifer plantations, blocks of remnant open heathland and medium scaled pasture fields.
- Varied public access network of commons and open land on the heath and rights of way in the river valleys.
- Strong connections to military training from the 18th century and aviation.
- Concentration of large parkland landscapes and extensive areas of mineral extraction.
- Broad shallow valley of the Blackwater and narrower valleys of the River Hart and Whitewater with flat and low-lying riverside meadows.
- Large urban areas of Aldershot, Farnborough and Fleet and numerous transport corridors (M3, A30, and Basingstoke Canal) and high density of dispersed settlement of common edge origin, and smallholdings.
- Enclosed often intimate character with limited outward views and a sense of remoteness and seclusion despite proximity to populated areas.

20.4.2 There are no Areas of Outstanding Natural Beauty (AONB) in the Borough, although the Surrey Hills AONB lies immediately to the south of Aldershot within the Borough of Guildford.

Townscape Assessments

20.4.3 The Hampshire County Integrated Character Assessment (HCICA) 2010 for Farnborough and Aldershot identifies that the arrival of the army had a massive impact on the two settlements, particularly Aldershot which was the closest to the camp. The population increased and new commercial centres were built to serve the military camps. From 1860-1870 the population also included rail commuters to London. New streets were laid out to the north of North Camp including Alexandra Road and Canterbury Road, with a series of streets connecting the two. Building plots in this area were developed in a piecemeal fashion over the next two decades, with a mix of short terraces, detached houses and some villas. Further streets were laid out by the end of the 19th century, with part of Farnborough Park being taken into the residential area. There was also piecemeal development as many of the streets had undeveloped plots between properties. The two towns expanded rapidly in the later 20th century with infilling of empty plots and the replacement of many villas with flats and tighter-grain housing. Large, new housing estates were built, particularly to the north of Farnborough. The military connection has shaped the relationship with North Farnborough

⁷³

<http://maps.hants.gov.uk/LandscapeCharacterAreas/> (accessed 23.08.13)

and Aldershot, and the dismantling of Aldershot as a military town has eroded the character of the unique morphology.

20.4.4 Hampshire County Council's *Aldershot and Farnborough Townscape Assessment (2010)* identify the two towns as a mosaic of coniferous and broadleaved woodland, blocks of remnant open heathland, and occasional pasture fields, dominated by the urban areas. The distinctive 'heathy' landscape character is reflected in some places in the urban area through acid-loving shrubs and trees, such as rhododendrons and pines. To the north, east and west of Farnborough and Aldershot, the remnant heathland habitats are internationally designated for biodiversity; these are part of the Thames Basin Heaths SPA. The Landscape Assessment of Rushmoor (RBC, 2009) identified that some areas had deteriorated since the previous character assessment was undertaken in 1994. The conclusions and recommendations included:

- Opportunities to improve the landscape character of the area should be considered;
- New developments (particularly those infilling existing urban areas) should combine the need to increase housing densities with increasing green infrastructure;
- Consultation with local residents should highlight the locally importance issues that affect the landscape character of the Borough;
- Important views across the Borough should be protected from inappropriate development that will impair and reduce their value and character; and,
- The landscaping in industrial areas should be improved to enhance its appearance and improve its attractiveness to workers.

20.4.3 Within the built-up areas of the Borough, the Council has designated eight Conservation Areas, which are "*area[s] of special architectural or historic interest the character of which it is desirable to preserve or enhance*". These are identified below and covered in more detail in Chapter 13: Cultural Heritage and Archaeology:

- Farnborough Hill
- St Michael's Abbey
- North Camp
- Basingstoke Canal
- Aldershot Military Town
- Aldershot West
- Cargate Avenue
- Manor Park

20.5 Likely Future Conditions

20.5.1 The Hampshire Integrated Character Assessment 2010 identifies the following 'Forces for Change' which could have a detrimental impact on the valued landscape character:

1. Urban growth associated with major conurbations and establishment of suburban landscapes.
2. Continued mineral extraction and coniferous forestry operations.
3. Changes in agricultural practices relating to agricultural intensification and or land management grant schemes.
4. Release of MOD land freeing up land for development.
5. Climate change resulting in loss of important heathland habitat.

6. Demand for access and recreation from increasing population in the area.

20.5.2 Due to its context there is continued pressure on Rushmoor for further residential and commercial development, which has brought, and will continue to bring, opportunities for change. This pressure needs to be considered to ensure that new development adds to local character and brings positive change on a landscape level.

20.5.3 As Wellesley is constructed the landscape character of this 150 hectare site will change from its current characteristics to a modern housing development. The site is largely comprised of vacant military barracks, some administrative buildings of the MoD, parcels of unused brownfield land, open spaces and substantial tree cover. Trees will be retained where possible and new trees will be planted to mitigate the felling of trees undertaken to enable the site to be developed.

20.6 Environmental and Sustainability Problems

20.6.1 The Countryside Character Counts Initiative has identified the following issues as part of the Thames Basin Heaths character area assessment (these issues apply to the Heaths as a whole and are not all necessarily relevant to Rushmoor):

- Poor management of existing woodland and tree belts is diminishing the character of the landscape and making development more intrusive;
- Planting of extensive conifer plantations since 1945 has dramatically altered the traditional appearance of the heathlands;
- Loss of characteristic features such as hedgerows in small pockets of farmland;
- There has been a decline in commons grazing, which seems unlikely to be reversed;
- Ensuring sufficient high quality open space associated with new developments; and
- Development pressures from the continuing rapid growth of towns in the area and from pressures relating to transport infrastructure and road improvements are likely to continue.

20.6.2 The pressure for additional housing in an area which is already heavily constrained both environmentally and geographically will put pressure on the ability to increase the amount of green infrastructure. Continued infilling of land has the potential to affect townscape quality.

20.7 Relevant SA/SEA Objectives

20.7.1 The following SA/SEA Objectives are relevant:

- SA Objective 10: To secure the protection and management of listed buildings, conservation areas and other features of historic, landscape and archaeological importance, maintaining and strengthening local distinctiveness and sense of place; and
- SA Objective 11: To protect, enhance and manage the character and appearance of landscapes/townscapes, and promote and encourage high quality design of new development and landscaping.

21 Waste

21.1 Introduction

- 21.1.1 The Environmental Protection Act 1990 identified waste as any substance that constitutes a scrap material, an effluent or other unwanted surplus. This definition was amended by the Waste Management Licensing Regulations 1994 to define waste as 'any substance or object which the producer or the person in possession of it, discards or intends or is required to discard'.
- 21.1.2 Controlled wastes are subject to regulation since the 1990 Act and include industrial, commercial or household wastes. Some of these wastes are defined as hazardous and are those that have irritant, toxic, harmful, carcinogenic or corrosive properties. These must be handled and treated in specific ways. Non-controlled wastes, from agriculture, mines and quarries, are subject to their own regulations. All waste has the potential to adversely affect the environment by contaminating the air, soil or water. Waste management facilities can be major generators of heavy goods traffic and this can raise road capacity and amenity issues.
- 21.1.3 Rushmoor Borough Council has responsibility for waste collection, however waste planning and waste disposal is the responsibility of Hampshire County Council. There is a need to move towards waste management and achieve as much value from resources as possible. This is driven by factors such as increasing volumes of waste, a decreasing landfill capacity, and higher targets for reuse and recycling of waste.

Environmental Protection Objectives

- 21.1.4 The main international conventions, EU Directives and national objectives on waste relevant to SEA include:

Revised Waste Framework Directive (2008/98/EC) - Preventing waste is a fundamental element of sustainable waste management, and legislation, in the form of the European Union revised Waste Framework Directive (rWFD), is a requirement on member states. The rWFD requires the production of waste prevention programmes and also have targets of 50% recycling of household (and similar non-hazardous) wastes and 70% recovery of inert wastes by 2020. The rWFD also establishes the Waste Hierarchy which is a material consideration in decisions on planning applications.

The Waste (England and Wales) Regulations 2011 (as amended) - This statutory instrument transposes Directive 2008/98/EC on waste (the rWFD) in England and Wales.

European Commission (1999) The Landfill Directive- This directive is aimed at controlling the environmental impacts of waste disposal associated with landfills. The objective of note relates to the imposing of reduced limits on municipal waste allowed to be sent to landfill. Includes targets: By 2010 the amount of biodegradable waste going to landfill must be 75% of the total produced in 1995; by 2013 the amount must be reduced to 50% and by 2020 to 35%;

Living Well, within the limits of our planet - General Union Environment Action Programme to 2020 (Seventh Environment Action Programme, 2014) – sets out a common strategy that should guide future action by the EU institutions and the Member States. It includes objectives to protect, conserve and enhance the Union's natural capital; to turn the Union into a resource-efficient, green and competitive low-carbon economy; and to better integrate environmental concerns into other policy areas and ensure coherence when creating new policy. There is a special focus on turning waste into a resource, with more

prevention, re-use and recycling, and phasing out wasteful and damaging practices like landfilling.

Government Review of Waste Policy in England (June 2011) - The Government Review of Waste Policy in England (and its Action Plan) has a number of initiatives including the development of a comprehensive National Waste Prevention Programme by the end of 2013 and 15 other actions to prevent waste.

Waste Management Plan for England, Department for Environment Food & Rural Affairs (December 2013) - The core aim of this document is to bring current waste management policies under the umbrella of one national plan and provides an overview of waste management in England. Targets include: To take measures to ensure that by 2020 (a) at least 50% by weight of waste from households is prepared for re-use or recycling; and (b) at least 70% by weight of construction and demolition waste is subject to material recovery. The waste hierarchy is both a guide to sustainable waste management and a legal requirement. It gives top priority to waste prevention, followed by preparing for re-use, then recycling, other types of recovery (including energy recovery), and last of all disposal (e.g. landfill) (see Figure 21.1 Waste Hierarchy⁷⁴).

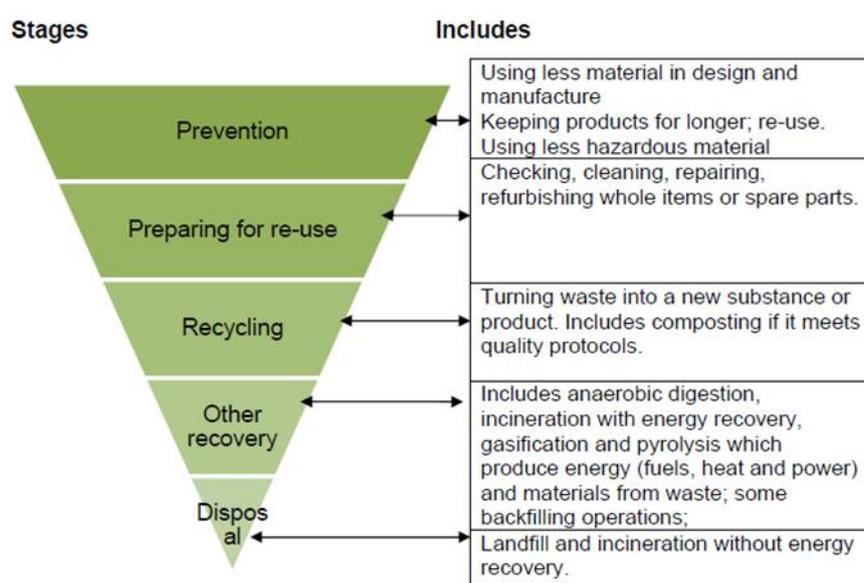


Figure 21.1 Waste Hierarchy⁷⁵

National Planning Policy for Waste (October 2014) – This document sets out detailed waste planning policies. Whilst many of the policies apply to the waste planning authority (Hampshire County Council), all local planning authorities should have regards to its policies when discharging their responsibilities to the extent that they are appropriate. Policies include the use of a proportionate evidence base with preparing waste plans, identifying the need for waste management facilities, identifying suitable sites and areas, the determination of waste planning applications and monitoring and reporting. In support of waste planning authorities’

⁷⁴ This image has been reproduced from the Waste Management Plan for England. DEFRA 2013

⁷⁵ This image has been reproduced from the Waste Management Plan for England, Defra, 2013

activities, local planning authorities should, to the extent appropriate to their responsibilities, monitor and report:

- take-up in allocated sites and areas;
- existing stock and changes in the stock of waste management facilities, and their capacity (including changes to capacity); waste arisings; and
- the amounts of waste recycled, recovered or going for disposal.

21.2 Context Review

Table 21.1 Context Review for Waste Topic

Evidence Source	Key Messages from the Context Review
<i>Waste Management Plan for England (2013) Defra</i>	Help deliver sustainable development through driving waste management up the waste hierarchy, promoting waste reduction (e.g. through reuse of existing infrastructure), addressing waste as a resource and looking to disposal as the last option, but one which must be adequately catered for.
<i>Hampshire County Council Minerals and Waste Plan (Adopted - 2013)</i>	<p>The long-term aim is to enable self sufficiency in waste movements and divert 100% of waste from landfill. All waste development should:</p> <ol style="list-style-type: none"> encourage waste to be managed at the highest achievable level within the waste hierarchy; and reduce the amount of residual waste currently sent to landfill; and be located near to the sources of waste, or markets for its use; and/or maximise opportunities to share infrastructure at appropriate existing mineral or waste sites. <p>The co-location of activities with existing operations will be supported, where appropriate, if commensurate with the operational life of the site, and where it would not result in intensification of uses that would cause unacceptable harm to the environment or communities in a local area (including access routes), or prolong any unacceptable impacts associated with the existing development.</p> <p>Provision will be made for the management of non-hazardous waste arisings with an expectation of achieving by 2020 at least:</p> <ul style="list-style-type: none"> • 60% recycling; and • 95% diversion from landfill.
<i>Rushmoor Plan Core Strategy (2011) RBC</i>	<p>Policy SP1 - Aldershot Urban Extension</p> <p>The Council will work with partners to grant planning permission for development which meets the following criteria:</p> <ol style="list-style-type: none"> Phased delivery of social, physical and community infrastructure to include two new primary schools, pre-school facilities, community centre, health facilities, open space and recreational facilities, allotments and waste facilities; <p>Policy CP1 - Sustainable Development Principles</p>

Development will be permitted subject to:

- i. Including proposals for waste minimisation including use of sustainable construction methods and space for recycling;

21.3 Waste Baseline in Rushmoor

21.3.1 In the municipal waste sector, Hampshire's recycling and composting rates are amongst the best in the country, but the rate of improvement has plateaued in recent years and there is a need to optimise waste management systems. Increasing amounts of Hampshire's commercial, industrial and hazardous wastes, are exported out of Hampshire for disposal elsewhere owing to capacity limitations. Tables 21.2 and 21.3 show the amount of waste generated and recycled in the domestic sector in RBC.

Table 21.2 Refuse data for Rushmoor Borough 2014/15 Source: Environmental Health RBC

Domestic waste	Tonnes (unless stated otherwise)
Household refuse collected	20,138
Rubbish sent to landfill sites (%)	7.3%

Table 21.3 Recycling data for Rushmoor Borough 2014/15 Source: Environmental Health RBC

Domestic waste (recycling)	Tonnes (unless stated otherwise)
Household dry recycling/reuse	4,718
Household green recycling/reuse	1,897
Recycling rate (no data on composting rates)	26% (approx.)

21.3.2 Table 21.4 shows the recycling rates of the Hampshire local authorities. It can be seen that RBC has one of the lowest recycling rates in the county.

Table 21.4 % household waste arisings sent for recycling (Apr-June) Source: www.wastedataflow.org/reports/default.aspx

Authority	% (2009)	% (2010)	% (2011)	% (2012)	%(2013)
Rushmoor	21.9	22.17	21.09	20.87	19.7
Test Valley	25.12	27.90	25.76	25.93	23.83
Hart	29.75	30.31	30.32	30.35	27.92
Havant	27.01	27.80	26.91	26.33	24.58
New Forest	26.66	27.19	26.42	25.22	23.62
Winchester	25.80	26.95	26.78	24.41	22.43
Fareham	25.48	26.46	25.80	25.02	23.05
Gosport	21.64	22.20	22.95	22.35	21.60
East Hampshire	30.66	31.37	30.59	28.76	27.16
Basingstoke	19.77	19.95	19.50	21.51	21.25
Eastleigh	29.34	28.97	28.75	28.29	26.83
Hampshire Average	25.74	26.48	25.90	25.37	23.76

21.3.3 The Hampshire Waste and Minerals Plan recognises the need to provide appropriate waste resource infrastructure, to deliver the following aims:

- to encourage waste to be managed at the highest achievable level within the waste hierarchy;
- to achieve an overall recycling rate for all non-hazardous wastes of at least 60% by 2020;
- to divert 95% from landfill of all non-hazardous waste arisings by 2020; and

- to achieve net self-sufficiency in dealing with all waste arisings.

21.4 Likely Future Conditions

21.4.1 One of the most significant issues facing the South East region is the growing amount of waste produced and how to manage it now and in the future, especially in light of the volume of new housing proposed in the South East. This applies to the construction and demolition waste generated during development of housing (and associated infrastructure), as well as household waste arising once the additional houses are occupied.

21.4.2 The Local Plan should reflect the objectives of the plans and guidance listed above which emphasise the importance of minimising waste and seeking alternatives to landfill. Rushmoor Borough Council regularly reviews its arrangements for the collection of waste in response to external pressures to increase local recycling rates. Improvements to existing structures and infrastructure, in preference to providing new, offers significant potential to reduce waste generation.

21.4.3 Population growth will place further pressure on land around existing areas of development, particularly in the planned growth area of North East Hampshire. This is likely to result in increasing competition for sites that waste management uses might need.

21.5 Environmental and Sustainability Problems

21.5.1 The following environmental and sustainability issues were identified:

- the waste recycling rate in Rushmoor is one of the lowest in Hampshire. Recycling needs to be increased to meet targets;
- waste generation is likely to increase in line with further development

21.6 Relevant SA/SEA Objectives

21.6.1 The following SA/SEA Objectives are relevant:

SA Objective 7: To improve energy efficiency, continue reducing waste, reduce greenhouse gas emissions and air pollution, and ensure air quality continues to improve.

Appendix III: SA of site options

Introduction

As explained within Chapter 4 above, site options - i.e. the pool of sites that are available, deliverable and potentially suitable for allocation through the plan - have been appraised for completeness.

The aim of this appendix is to:

1. explain how the list of site options was arrived at;
2. explain the site options appraisal methodology; and then
3. present the outcomes of site options appraisal.

Identifying site options

In total, the SHELAA and further assessment of delivery needs identified that the Borough had the potential to accommodate around 8,700 new dwellings between 2014 and 2032. The estimated capacity for housing which could be delivered up to 2032 of about 8,700 dwellings is sufficient to meet the objectively assessed need for 7,848 dwellings identified in the SHMA.

The emerging findings of the SHMA, SHELAA and wider assessments were discussed at a meeting between Council Officers and AECOM in early November 2016. This, along with the wider evidence and consultation responses received on the Preferred Approach, informed the identification of three spatial strategy options ('reasonable alternatives') to be explored through the SA process for the Rushmoor Local Plan.

The majority of development proposed under each of the options is comprised of committed development, which includes completions (472) and sites with existing planning permission (5,059), including development at Wellesley (Aldershot Urban Extension). Therefore, the variation between options reflects the availability of sites for potential allocation in the Local Plan, the density of development to be delivered on them and potential development of deallocated employment sites and undeveloped land within existing employment designations.

The ability of the Borough to accommodate additional growth is constrained by a number of factors and this has therefore restricted the scope of reasonable alternatives available. The following policy constraints automatically resulted in a site being treated as an Excluded Site for the purposes of residential development in the SHELAA. For the reasons set out below it is not considered reasonable to include these as potential options.

Table A: Policy constraints

Constraint	Justification
Site lying wholly within, or adversely constrained by, a European Nature Conservation Site (SAC and SPA including the Thames Basin Heaths Special Protection Area).	Protected by European Law.
Site lying wholly within, or adversely constrained by, a Site of Special Scientific Interest (SSSI). Sites lying wholly within, or adversely constrained by Ancient Woodland.	National nature designation.
Sites which lay wholly within, or adversely constrained by, the 400m buffer zone of the Thames Basin Heath Special Protection Area (SPA). Suggested uses other than C3 residential will be considered on an individual basis, dependent on the nature of the use proposed and impacts upon the SPA.	Natural England have advised that it is not possible to prevent harm arising from residential development within 400m of the SPA.
Site lying wholly within, or adversely constrained by, Flood Zone 3b – functional flood plain.	National policy ⁴¹ directs that functional floodplain is not developable.
Sites lying wholly within, or adversely constrained by, the Public	Development in this area would be contrary

⁴¹ Technical Guidance to the National Planning Policy Framework (March 2012) CLG.

Constraint

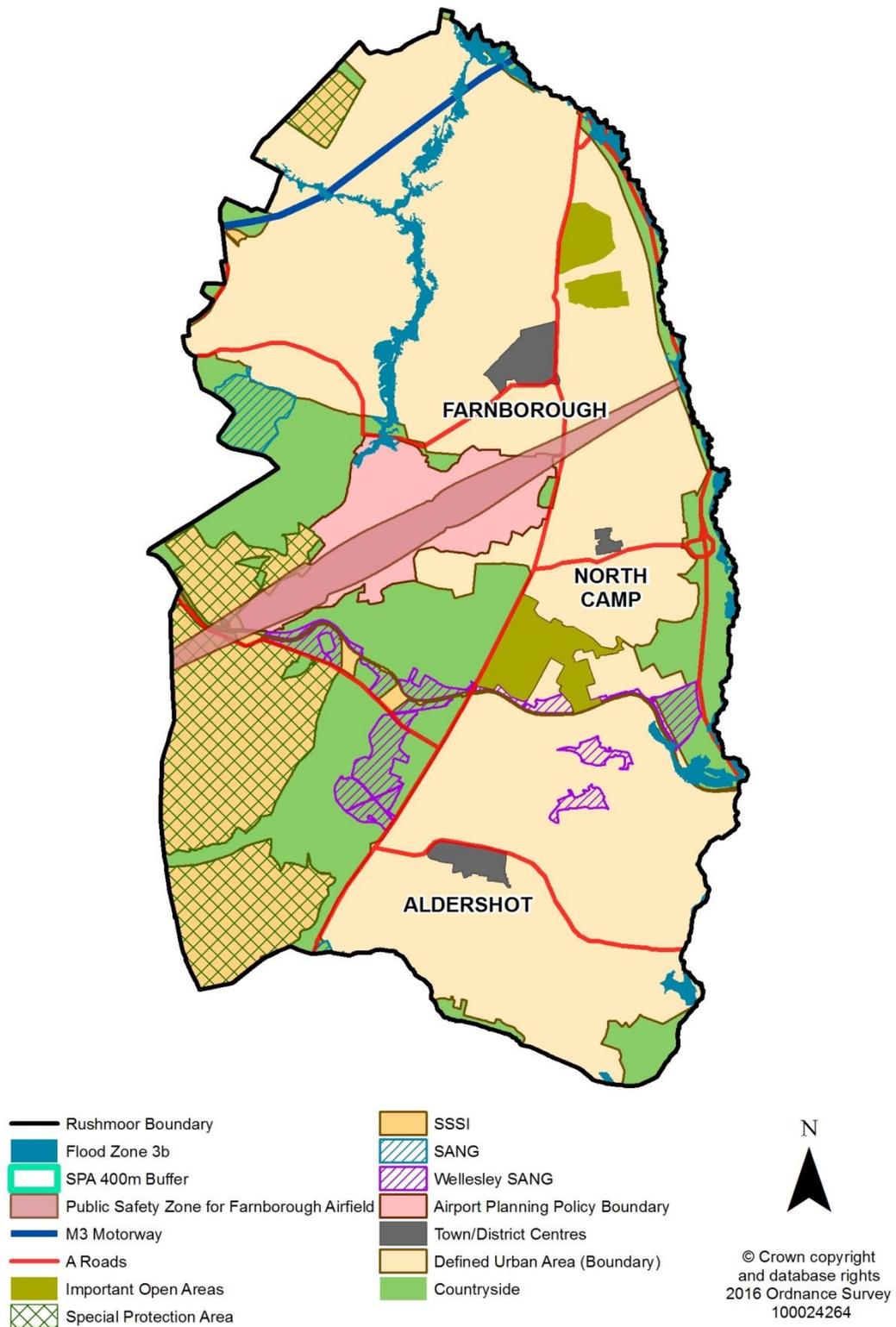
Justification

Safety Zone for Farnborough Airfield.

to Department of Transport Circular 01/10
which seeks to prevent new development in
the PSZ and to reduce it over time as
circumstances allow.

The extent to which the Borough is affected by these constraints is shown in the figure below:

Figure A: Borough constraints



As is shown in the map above, Rushmoor is a small urban Borough. Outside the defined urban area, there are limited opportunities to identify suitable sites for development given existing constraints. Therefore, the identification of the reasonable alternatives focused on the potential for two key areas of variation:

- The scale of development on sites already identified as suitable for residential development (i.e. how 'dense' the development could be); and
- The development of deallocated employment sites and undeveloped land within existing employment designations.

It is important to note that the Council has already sought to maximise the delivery of homes on existing brownfield sites and also appropriate densities of development. However, it was considered that there might be further opportunities to increase the scale of development on town centre sites.

The reasonable spatial strategy options identified were as follows:

Option 1 - Roll forward the Preferred Approach

This option sets the expected yields on sites as previously set out in the Preferred Approach. This option would deliver a total of 7,609 homes over the plan period, which would result in a shortfall of 239 homes against OAHN.

Option 2 - Revised Preferred Option

This option identifies an increased scale of development on the following sites:

- The Galleries from 206 to 500 homes (SHELAA 554);
- Meudon House/115-117 Pinehurst from 100 to 300 homes (SHELAA 518); and
- the Civic Quarter from 250 to 700 homes (SHELAA 15).
- Union Street East from 80 to 130 homes (SHELAA 591)

It also identifies capacity for housing on Blandford House and Malta Barracks (SHELAA 572), which is outside the Defined Urban Area.

This option would deliver a range between 8,762 - 8,792 homes over the plan period, resulting in 914 to 944 new homes above the OAHN.

Option 3 - Option 2 + deallocated employment sites and undeveloped land within existing employment designations

This option also identifies an increased scale of development on the following sites:

- The Galleries from 206 to 500 homes (SHELAA 554);
- Meudon House/115-117 Pinehurst from 100 to 300 homes (SHELAA 518); and
- the Civic Quarter from 250 to 700 homes (SHELAA 15).
- Union Street East from 80 to 130 homes (SHELAA 591)

It also identifies capacity for housing on Blandford House and Malta Barracks (SHELAA 572), which is outside the Defined Urban Area.

In addition, this option includes the delivery of homes on deallocated employment sites (in the emerging Local Plan), which are currently occupied by non-residential uses (Rushmoor Borough Council offices and Esterline). It also includes the delivery of homes on undeveloped land within sites protected for employment uses (Civic Enclave and Farnborough Business Park).

This option would deliver a range between 9,362 - 9,392 homes over the plan period. This would deliver 1,514 to 1,544 above the OAHN.

Developing the appraisal methodology

Given the number of site options and limited site-specific data availability it was not possible to simply discuss ('qualitative analysis') the merits of each site option under the SA framework (i.e. take an approach to analysis as per that taken to the appraisal of spatial strategy options - see **Appendix IV**).⁴²

As such, work was undertaken to develop a methodology suited to site options appraisal, whilst also reflecting the SA framework as best as possible. The methodology essentially involved employing GIS data-sets, and measuring ('quantitative analysis') how each site option related to various constraint and opportunity features.

Two GIS tools were used to undertake the appraisal of site options depending on the feature and measurements required. These provided either a:

- Straight line distance from a feature to a site option and percentage overlap of any features within a site option. Measurements were taken from the closest boundary of the site option and the feature.
- or
- Distances calculated from a site option to a feature along a real world network of roads and urban footpaths using Ordnance Survey Integrated Transport Network. The network analyst tool helps to provide approximate real world walking distances. Measurements are taken from the boundary of the site where it is within 20m of the road/ footpath network and is therefore assumed to have access.

The site options appraisal methodology is presented in **Table B** below. It sets out the criteria and thresholds as well as the GIS tool used and provides further commentary as necessary. The table recognises data limitations. It is important to be clear that the aim of categorising the performance of site options is to aid differentiation, i.e. to highlight instances of site options performing relatively well/ poorly. The intention is not to indicate a 'significant effect'.⁴³

⁴² Qualitative analysis of site options would only have been possible were time / resources available to generate data/understanding for all site options through site visits and discussion with promoters. Without this data/understanding, any attempt at qualitative analysis would have led to a risk of bias (e.g. sites that are being proactively promoted may have been found to perform favourably).

⁴³ Whilst Regulations require that the SA process identifies and evaluates significant effects of the draft plan and reasonable alternatives, there is no assumption that significant effects must be identified and evaluated for all site options considered. See Part 1 of this report for a discussion of how reasonable alternatives have been considered through the Rushmoor Local Plan / SA process, and in particular see Chapter 6 for an appraisal of the reasonable alternatives at the current time.

Table B: Site options appraisal methodology

Criteria	'RAG' rules	Data and measurement	Commentary
Intersects with a flood zone?	<p>R = > 50% intersects with Flood risk zone 2 or 3</p> <p>A = < 50% intersects with Flood risk zone 2 or 3</p> <p>G = Flood risk zone 1</p>	Data provided by the Environment Agency. Straight line distance/ overlap measurement.	This criterion will help to identify sites that fall within high flood risk areas. N.B. While it is important to avoid development in flood zones, there is the potential to address flood risk at the development management stage, when a 'sequential approach' can be taken to ensure that uses are compatible with flood risk. There is also the potential to design-in Sustainable Drainage Systems (SuDS).
Intersects with a surface water flood zone?	<p>R = > 50% intersects with 1 in 30 or 1 in 100 year risk</p> <p>A = < 50% intersects with 1 in 30 or 1 in 100 year risk; or > 50% intersects with 1 in 1000 year risk</p> <p>G = No surface water flood risk</p>	Data provided by Rushmoor Borough Council. Straight line distance/ overlap measurement.	This criterion will help to identify sites that fall within areas at risk of surface water flooding. N.B. While it is important to avoid development in areas of high flood risk, there is the potential to address risk of surface water flooding at the development management stage through the use of appropriate mitigation, such as SuDS.
Proximity to a Special Protection Area, Special Area of Conservation or Ramsar site?	<p>R = <400m</p> <p>A = 400m - 1km</p> <p>G = >2km</p>	Data provided by Natural England and includes sites lying outside of the Borough. Straight line distance/ overlap measurement.	The Thames Basin Heaths Special Protection Area (SPA) Delivery Framework states that there should be a presumption against new development within 400m of the SPA and that new development between 400m and 5km from the SPA will need to develop or contribute towards SANG capacity. ⁴⁴ The RAG distances reflect this evidence and the fact that the whole of Rushmoor Borough lies within 5km of the SPA. It is recognised that distance in itself is not a definitive guide to the likelihood or significance of effects on a European site. This will be dependent on a variety of information, some of which is not available at this stage, such as the precise scale, type, design and layout of development as well as level of mitigation to be provided. It is also important to note that the Local Plan will be subject to Habitats Regulations Assessment and this will consider the likelihood of proposed development having a significant effect on European sites.
Proximity to a Site of Special Scientific Interest (SSSI)?	<p>R = <200m</p> <p>A = 200 - 800m</p> <p>G = >800m</p>	Data provided by Natural England and includes sites lying outside of the borough. Straight line distance/ overlap measurement.	The data for SSSIs is provided by NE and includes sites lying outside of the Borough. NE has defined SSSI Impact Risk Zones for SSSIs. They define zones around each site which reflect the particular sensitivities of the features for which it is notified and indicate the types of development proposal which could potentially have adverse impacts. Given the presence of SSSIs within and surrounding the Borough impact risk zones cover the entire plan area. The RAG distances have been selected to take account of this and help differentiate between the sites options. It is recognised that distance in itself is not a definitive guide to the likelihood or significance of effects on a SSSI. This will be dependent on a variety of information, some of which is not available at this stage, such as the precise scale, type, design and layout of development as well as level of mitigation to be provided.
Proximity to SINC?	R = Includes or is adjacent	Data provided by Rushmoor Borough Council and includes	The data for SINCs has been provided by Rushmoor Borough Council and includes sites lying outside of the Borough. There are a number of SINCs situated within the borough and

⁴⁴ Thames Basin Heaths Joint Strategic Partnership Board (2009) Thames Basin Heaths Special Protection Area Delivery Framework.

Criteria	'RAG' rules	Data and measurement	Commentary
	A = <50m G = >50m	sites lying outside of the Borough. Straight line distance/ overlap measurement.	the RAG distances reflect this along with the assumption that these are of less significance and therefore less sensitive than internationally and nationally designated biodiversity.
Intersects with a Mineral Consultation Area?	A = Intersects G = Does not intersect	Data provided by Rushmoor Borough Council and does not include any areas outside of Borough. Straight line distance/ overlap measurement.	It is assumed that any development outside of a mineral consultation area could not result in the sterilisation of that resource and the RAG distances reflect this.
Proximity to a Conservation Area?	R = Intersects or is adjacent A = <50m G = >50m	Data provided by Rushmoor Borough Council and does not include conservation outside the Borough. Straight line distance/ overlap measurement.	<p>It is appropriate to 'flag' a red where a site is within, intersects or is adjacent to a Conservation Area. It is also appropriate to flag sites that might more widely impact on the setting of a Conservation Area and a 50m threshold has been assumed. It is recognised that distance in itself is not a definitive guide to the likelihood or significance of effects on a heritage asset. It is also recognised that the historic environment encompasses more than just designated heritage assets.</p> <p>Whilst there is good potential to highlight where development in proximity to a heritage asset might impact negatively on that asset, or its setting, a limitation relates to the fact that it has not been possible to gather views from heritage specialists on sensitivity of assets / capacity to develop each of the sites. This is a notable limitation as potential for development to conflict with the setting of historic assets / local historic character can only really be considered on a case-by-case basis rather than through a distance based criteria. It will also sometimes be the case that development can enhance heritage assets. The likely effects of the draft plan, including reasonable alternatives, on the historic environment has been considered in Parts 1 and 2 of the main SA Report.</p>
Proximity to a Historic Park or Garden?	R = Intersects or is adjacent A = <50m G = >50m	Data provided by Historic England and includes assets lying outside of the Borough. Straight line distance/ overlap measurement.	As above.
Proximity to a Scheduled Monument?	R = Intersects or is adjacent A = <50m G = >50m	Data provided by Historic England and includes assets lying outside of the Borough. Straight line distance/ overlap measurement.	As above.
Proximity to a listed building?	R = Intersects or is adjacent A = <50m	Data provided by Historic England and includes assets lying outside of the Borough. Straight line	As above.

Criteria	'RAG' rules	Data and measurement	Commentary
	G = >50m	distance/ overlap measurement.	
Proximity to an area of archaeological importance?	A = Intersects or is adjacent G = Distant	Data provided by Rushmoor Borough Council and does not include features outside the Borough. Straight line distance/ overlap measurement.	It is assumed that any development within an area of archaeological importance is more likely to contain archaeology. This does not mean that sites outside these areas cannot contain archaeology and this would be investigated further through any planning applications.
Proximity to important open areas?	R = >400m A = <400m G = Adjacent	Data provided by Rushmoor Borough Council and does not include features outside the Borough. Straight line distance measurement from site option to feature.	Highlights the walking distance of site options to important areas of open space. It is recognised that there may be other areas of open or green space that are not considered through this criterion. 400m is assumed to be a walkable distance for most.
Intersects with a Strategic Gap?	A = Intersects G = Does not intersect	Data provided by Rushmoor Borough Council and does not include features outside the Borough. Straight line distance/ overlap measurement.	Highlights those site options that would result in the loss of land within an identified strategic gap.
Intersects with a landscape character area identified as being 'high value' and 'at high risk' within the LCA (2009)?	A = Intersects G = Does not intersect	Data provided by Rushmoor Borough Council and does not include features outside the Borough. Straight line distance/ overlap measurement.	Highlights those site options that fall within a landscape character area identified as being 'high value' and 'at high risk' within the LCA (2009). It is recognised that the nature and significance of effects will be dependent on a variety of factors, including the precise scale, layout and design of development at each site. These details will be known and considered further down the line through the planning application process. It is also recognised that development at a site outside these areas could also have a significant effect on the landscape, which will also be dependent on the factors outlined above.
Proximity to a local employment area?	R = >800m A = 400-800m G = <400m	Data provided by Rushmoor Borough Council and does not include features outside the Borough. Network analyst measurement.	Highlights walking distance to local employment areas. There is no clear guidance on distance thresholds, and it is recognised that these facilities will often be reached by car or public transport. The thresholds therefore reflect the spread of the data.
Proximity to a strategic employment area?	R = >800m A = 400-800m G = <400m	Data provided by Rushmoor Borough Council and does not include features outside the Borough. Network analyst measurement.	Highlights walking distance to strategic employment areas. There is no clear guidance on distance thresholds, and it is recognised that these facilities will often be reached by car or public transport. The thresholds therefore reflect the spread of the data.
Proximity to a town centre?	R = >800m A = 400-800m	Data provided by Rushmoor Borough Council and does not	Highlights walking distance to town centres. There is no clear guidance on distance thresholds, and it is recognised that town centres will often be reached by car or public

Criteria	'RAG' rules	Data and measurement	Commentary
	G = <400m	include features outside the Borough. Network analyst measurement.	transport. The thresholds therefore reflect the spread of the data.
Proximity to a primary school?	R = >800m A = 400-800m G = <400m	Data provided by Rushmoor Borough Council and does not include features outside the Borough. Network analyst measurement.	Highlights walking distance to primary schools. Department for Transport guidance ⁴⁵ suggests 800m as a walkable distance for those accessing community facilities.
Proximity to a GPs/Health centre?	R = >800m A = 400-800m G = <400m	Data provided by Rushmoor Borough Council and does not include features outside the Borough. Network analyst measurement.	Highlights walking distance to GPs/health centres. Department for Transport guidance ⁴⁶ suggests 800m as a walkable distance for those accessing community facilities.
Proximity to a leisure centre?	R = >800m A = 400-800m G = <400m	Data provided by Rushmoor Borough Council and does not include features outside the Borough. Network analyst measurement.	Highlights walking distance to a leisure centre. Department for Transport guidance ⁴⁷ suggests 800m as a walkable distance for those accessing community facilities.
Proximity to a library?	R = >800m A = 400-800m G = <400m	Data provided by Rushmoor Borough Council and does not include features outside the Borough. Network analyst measurement.	Highlights walking distance to a library. Department for Transport guidance ⁴⁸ suggests 800m as a walkable distance for those accessing community facilities.
Proximity to a bus stop?	R = >400m G = <400m	Data provided by Rushmoor Borough Council and does not include features outside the Borough. Network analyst measurement.	Highlights walking distance to a bus stop. Department for Transport guidance ⁴⁹ suggests 400m as a walkable distance for those accessing a bus stop.
Proximity to a train station?	A = >800m G = <800m	Data provided by Rushmoor Borough Council and does not include features outside the	Highlights walking distance to a train station. Department for Transport guidance ⁵⁰ does not suggest a walkable distance for a train station so it is assumed that 800m is appropriate. This is in line with what is suggested for access to community facilities.

⁴⁵ WebTag (December 2015) Unit A4.2 paragraph 6.4.5, Department for Transport

⁴⁶ Ibid.

⁴⁷ Ibid.

⁴⁸ Ibid.

⁴⁹ Ibid.

Criteria	'RAG' rules	Data and measurement	Commentary
		Borough. Network analyst measurement.	
Proximity to a public right of way (PRoW)?	A = >50m G = <50m	Data provided by Rushmoor Borough Council and does not include features outside the Borough. Straight line distance/ overlap measurement.	Highlights the proximity of site options to PRoW. Where a PRoW falls within a site it is assumed that this can be retained or an alternative route provided to ensure that links are not severed. It is also assumed that the closer a development is to a PRoW the more likely there is for an opportunity to enhance.
Proximity to a cycle route?	A = >50m G = <50m	Data provided by Rushmoor Borough Council and does not include features outside the Borough. Straight line distance/ overlap measurement.	Highlights the proximity of site options to a cycle route. Where a cycle route falls within a site it is assumed that this can be retained or an alternative route provided to ensure that links are not severed. It is also assumed that the closer a development is to a cycle route the more likely there is for an opportunity to enhance.
Intersects with airport noise contours?	R = Intersects 60 A = Intersects 55 G = Outside of noise contours	Data provided by Rushmoor Borough Council and does not include features outside the Borough. Straight line distance/ overlap measurement.	Highlights those site options that fall within Farnborough Airport's noise contours. The noise contours selected reflect the spread of the data.
Is the site within an area that suffers from problems of overall deprivation?	R = Site does not intersect with an 'output area' that is relatively deprived A = Any of the site intersects with an 'output area' that is relatively deprived i.e. in the 20-40% (2nd quintile) most deprived in the district. G = Any of the site intersects with an 'output area' that is relatively deprived (i.e. in the 0-20% (1st quintile) most deprived in the district	Data provided by Department for Communities and Local Government and includes features outside the Borough. Straight line distance/ overlap measurement.	Highlights site options that fall within an area of deprivation. Development in an area of relative deprivation (as measured by the Index of Multiple Deprivation) may support regeneration. However, it is recognised that this will be dependent on a variety of factors, including the level of improvements delivered in terms of community facilities.

⁵⁰ Ibid.

Appraisal findings

Table B presents appraisal findings in relation to the site options that have been a focus of plan-making. Specifically, the table presents an appraisal of the site options in terms of the 27 appraisal criteria (Table A), with performance categorised on a simple 'RAG' scale.

Sites are listed by SHLAA ID and the table also highlights (in yellow) if they form part of the identified reasonable spatial strategy alternatives that have been subject to appraisal in **Appendix IV**.

Certain limitations have already been discussed, but furthermore there is a need to explain that:

It is recognised that only limited understanding can be gained from strict GIS analysis; and equally it is recognised that presenting appraisal findings for all site options in tabular format is in practice of limited assistance to those interested in the spatial strategy. As such, the spreadsheet containing the underlying data is available upon request. The spreadsheet allows for more effective interrogation of the data as it is possible to compare and contrast particular sites (that might be alternatives) and examine sub-sets (e.g. sites around a particular settlement).

Table C: Site options appraisal findings

SHLAA ID	Site Name/ Address	Option 1	Option 2	Option 3	Flood zone	Surface water	SAC/SPA/Ramsar	SSSI	SINC	Mineral area	Conservation area	Historic P or G	Scheduled M	Listed building	Archaeology	Open area	Strategic gap	Landscape	L. Employment	S. Employment	Town centre	Primary school	GP/health centre	Leisure centre	Library	Bus stop	Train station	PRoW	Cycle route	Airport noise	Deprivation					
6	Christmas Lodge, Evelyn Avenue, Aldershot	No	No	No																																
8	Farnborough Station Car Park, Farnborough	No	No	No																																
9	Union Street East Car Park, Farnborough	Yes	Yes	Yes																																
10	27 and land adjacent, Victoria Road, Farnborough	No	No	No																																
11	2 Victoria Road, Farnborough	No	No	No																																
12	Westmead Car Park, Farnborough Town Centre	No	No	No																																
13	Car Park north of Princesmead, Farnborough Town Centre	No	No	No																																
14	Rushmoor Borough Council Offices, Farnborough	No	No	No																																
15	Civic Quarter Area (comprising Elles Hall, Westmead House	Yes	Yes	Yes																																
19	Western side of Pinehurst South car park, Farnborough	No	No	No																																
35	Kingsmead, Farnborough	No	No	No																																
40	TA Centre, Redan Rd, Aldershot	No	No	No																																
45	Land adjacent BT Telephone Exchange, Aldershot	No	No	No																																
47	200 Sycamore Rd, Farnborough	No	No	No																																
50	Enterprise House, 88-90 Victoria Rd Aldershot	No	No	No																																
56	198-206 Farnborough Rd, Farnborough	No	No	No																																

SHLAA ID	Site Name/ Address	Option 1	Option 2	Option 3	Flood zone	Surface water	SAC/SPA/Ramsar	SSSI	SINC	Mineral area	Conservation area	Historic P or G	Scheduled M	Listed building	Archaeology	Open area	Strategic gap	Landscape	L. Employment	S. Employment	Town centre	Primary school	GP/health centre	Leisure centre	Library	Bus stop	Train station	PRoW	Cycle route	Airport noise	Deprivation
60	11321 Fleet Road, Farnborough	No	No	No	Green	Yellow	Green	Yellow	Green						Green	Red			Green	Yellow	Red	Red	Red	Red	Green	Yellow	Yellow	Yellow	Green	Yellow	
62	36-40 Fernhill Rd Farnborough	No	No	No	Green	Yellow									Green	Red			Red	Red	Red	Green	Yellow	Red	Green	Yellow	Yellow	Yellow	Green	Red	
65	91 Elmsleigh Rd, Farnborough	No	No	No	Green	Yellow									Green	Red			Yellow	Yellow	Yellow	Yellow	Yellow	Red	Green	Yellow	Yellow	Yellow	Green	Red	
68	Rainbow Bodyshop, Farnborough Road, Farnborough	No	No	No	Green	Yellow			Yellow						Green	Red			Yellow	Red	Red	Red	Red	Red	Green	Yellow	Green	Green	Green	Red	
70	274/274a High Street, Aldershot	No	No	No	Green	Yellow					Yellow				Green	Red			Green	Red			Red	Red	Green	Yellow	Yellow	Yellow	Green	Yellow	
75	20-22 Elmsleigh Rd, Farnborough	No	No	No	Green	Green									Green	Red			Red	Yellow	Yellow	Yellow	Yellow	Red	Green	Yellow	Yellow	Green	Green	Red	
76	32 The Crescent, Farnborough	No	No	No	Green	Yellow									Green	Red		Yellow	Red	Red	Yellow	Green	Yellow	Red	Red	Green	Yellow	Yellow	Green	Red	
77	Abattoir, 113a Peabody Road Farnborough	No	No	No	Green	Yellow									Green	Red			Green	Red	Green	Green	Yellow	Red	Green	Yellow	Yellow	Green	Green	Red	
78	Land adjacent to Interpower House Car Park, Aldershot	No	No	No	Green	Red									Green	Red			Green	Red	Green	Yellow	Yellow	Red	Green	Yellow	Yellow	Green	Green	Green	
82	Queens Gate (Phases 1-7), Government House Road, Farnborough	No	No	No	Green	Yellow			Yellow		Yellow				Green	Red			Red	Green	Yellow		Yellow	Red	Green	Yellow	Yellow	Yellow	Red	Red	
85	74-76 Victoria Rd (National Caravan Council), Aldershot	No	No	No	Green	Yellow									Green	Red			Green	Red	Green	Yellow	Yellow	Red	Green	Yellow	Yellow	Yellow	Green	Green	
88	Tower Hill Garage, 53 Cove Rd, Farnborough	No	No	No	Green	Yellow									Green	Red			Yellow	Green	Green	Yellow	Yellow	Red	Green	Yellow	Yellow	Green	Green	Red	
90	Parsons Barracks Car Park and land to the west of Football Club	No	No	No	Green	Yellow									Green	Red			Green	Red	Green	Yellow	Yellow	Red	Green	Yellow	Yellow	Yellow	Green	Red	
92	10 - 12 Camp Road, North Camp, Farnborough	No	No	No	Green	Yellow									Green	Red			Red	Red	Green	Green	Yellow	Red	Green	Yellow	Yellow	Green	Green	Yellow	
96	2/4 Clockhouse Road and 269 Farnborough Road, Farnborough	Yes	Yes	Yes	Green	Yellow									Green	Red			Red	Red	Green	Yellow	Yellow	Red	Green	Yellow	Yellow	Yellow	Green	Red	
97	Open space at Salamanca Park, Aldershot Town Centre	Yes	Yes	Yes	Green	Yellow									Green	Red			Red	Red	Green	Yellow	Yellow	Red	Green	Yellow	Yellow	Green	Green	Yellow	

SHLAA ID	Site Name/ Address	Option 1	Option 2	Option 3	Flood zone	Surface water	SAC/SPA/Ramsar	SSSI	SINC	Mineral area	Conservation area	Historic P or G	Scheduled M	Listed building	Archaeology	Open area	Strategic gap	Landscape	L. Employment	S. Employment	Town centre	Primary school	GP/health centre	Leisure centre	Library	Bus stop	Train station	PRoW	Cycle route	Airport noise	Deprivation	
98	Salerno Close, Aldershot Town Centre	No	No	No																												
100	124 Union Street, Aldershot Town Centre	No	No	No																												
101	30-32 Union Street, Aldershot Town Centre	No	No	No																												
102	Willow House, Junc of Grosvenor Rd and Victoria Rd, Aldershot	Yes	Yes	Yes																												
104	East side of Heathland Street, Aldershot Town Centre	No	No	No																												
105	42-46 Birchett Road	No	No	No																												
106	Birchett Road Car Park, Aldershot Town Centre	No	No	No																												
108	Co-op supermarket car park, Aldershot Town Centre	No	No	No																												
109	Car parking between Windsor Way and Alice Road, Aldershot	No	No	No																												
110	Progress House, Windsor Way, Aldershot	Yes	Yes	Yes																												
111	Car park on east side of Windsor Way, Aldershot	No	No	No																												
113	Land to NW of Victoria Rd and Windsor Way junction, Aldershot	No	No	No																												
116	Land to SE of Ordnance Roundabout	No	No	No																												
117	Anzio Close / Gun Hill, Aldershot	No	No	No																												
119	Aldershot Urban Extension	No	No	No																												
123	61 Southampton St and 37-41 Cross St, Farnborough	No	No	No																												

SHLAA ID	Site Name/ Address	Option 1	Option 2	Option 3	Flood zone	Surface water	SAC/SPA/Ramsar	SSSI	SINC	Mineral area	Conservation area	Historic P or G	Scheduled M	Listed building	Archaeology	Open area	Strategic gap	Landscape	L. Employment	S. Employment	Town centre	Primary school	GP/health centre	Leisure centre	Library	Bus stop	Train station	PRoW	Cycle route	Airport noise	Deprivation			
124	141 to 145 Alexandra Road, Farnborough	No	No	No																														
126	Gala, Kings Centre, Aldershot High Street	No	No	No																														
128	Land at rear 26 to 68 Cove Rd, Farnborough	No	No	No																														
201	Former Grounds Maintenance Depot, York Road, Aldershot	No	No	No																														
202	Informal open space at Manor Park, Aldershot	No	No	No																														
203	North Town (Stage 2), Aldershot	No	No	No																														
207	Open space at Blenheim Park and Chartwell Gardens	No	No	No																														
208	Land off Wellington Avenue / Hospital Hill, Aldershot	No	No	No																														
209	Land off Camp Farm Road, Aldershot	No	No	No																														
210	Union Building, Hospital Hill, Aldershot	No	No	No																														
211	Site of (the former) Ramilies Park, Aldershot	Yes	Yes	Yes																														
212	Open space adjacent to Marlborough Park, Aldershot	No	No	No																														
213	Open space between High Street and Cassino Close, Aldershot	No	No	No																														
215	77 Alexandra Road, Farnborough	No	No	No																														
216	Land to the rear of the Church, Sand Hill, Farnborough	No	No	No																														
223	Farnborough Aerospace Park, Farnborough	No	No	No																														
225	Southwood Business Park,	No	No	No																														

SHLAA ID	Site Name/ Address	Option 1	Option 2	Option 3	Flood zone	Surface water	SAC/SPA/Ramsar	SSSI	SINC	Mineral area	Conservation area	Historic P or G	Scheduled M	Listed building	Archaeology	Open area	Strategic gap	Landscape	L. Employment	S. Employment	Town centre	Primary school	GP/health centre	Leisure centre	Library	Bus stop	Train station	PRoW	Cycle route	Airport noise	Deprivation
	Farnborough (excluding the Crescent and Nokia Campus)																														
234	Eelmoor Road Industrial Estate, Farnborough	No	No	No																											
235	Invincible Road Industrial Estate, Farnborough (excluding Esterline)	No	No	No																											
238	Springlakes, Aldershot	No	No	No																											
239	Redan Road, Aldershot	No	No	No																											
241	124 Peabody Road, North Camp	No	No	No																											
242	36-40 Grosvenor Road, Aldershot	No	No	No																											
245	West Farnborough Social Club, St Christophers Road, Farnborough	No	No	No																											
246	42 St Johns Road, Farnborough	No	No	No																											
252	16, 18 and 22A Canning Road, Aldershot	No	No	No																											
253	27 Church Avenue, Farnborough	No	No	No																											
256	Land to rear of 14349 Sycamore Road, Farnborough	No	No	No																											
259	126 Farnborough Road, Farnborough	No	No	No																											
261	17777a Ash Road, Aldershot	No	No	No																											
264	48-52 Chingford Avenue, Farnborough	No	No	No																											
271	15 Osborne Road, Farnborough	No	No	No																											
277	Hawley House, Hawley Road,	No	No	No																											

SHLAA ID	Site Name/ Address	Option 1	Option 2	Option 3	Flood zone	Surface water	SAC/SPA/Ramsar	SSSI	SINC	Mineral area	Conservation area	Historic P or G	Scheduled M	Listed building	Archaeology	Open area	Strategic gap	Landscape	L. Employment	S. Employment	Town centre	Primary school	GP/health centre	Leisure centre	Library	Bus stop	Train station	PRoW	Cycle route	Airport noise	Deprivation	
	Farnborough																															
281	Employment Areas to the East of North Lane, Aldershot	No	No	No																												
282	North America Motor Co, 107 Park Road, Farnborough	No	No	No																												
284	Adept Laundry, 53 Rectory Road, Farnborough	No	No	No																												
285	Employment uses adjacent to Farnborough North Station	No	No	No																												
286	Council Depot adjacent to King George V Play Field, Farnborough	No	No	No																												
287	Devereux House, 69 Albert Road, Farnborough	No	No	No																												
288	Telephone exchange, 1 Reading Road, Farnborough	No	No	No																												
289	35 Cross Street (junct of Osborne Road) Farnborough	No	No	No																												
290	Land at and to the rear of 209 Lynchford Road, North Camp	No	No	No																												
292	2-8 Cambridge Road, Aldershot	No	No	No																												
293	Garage court adj 86 Alexandra Road, Aldershot	No	No	No																												
294	Land at junction of Hillside Road and Eggars Road, Aldershot	No	No	No																												
297	Civil Enclave Employment Area, Farnborough	No	No	No																												
298	The Old Court House Public House, 80 Cove Road, Farnb	No	No	No																												
300	West Heath Garage, Minley Road, Farnborough	No	No	No																												
301	Falcon House, 16 Fernhill Road, Farnborough	No	No	No																												

SHLAA ID	Site Name/ Address	Option 1	Option 2	Option 3	Flood zone	Surface water	SAC/SPA/Ramsar	SSSI	SINC	Mineral area	Conservation area	Historic P or G	Scheduled M	Listed building	Archaeology	Open area	Strategic gap	Landscape	L. Employment	S. Employment	Town centre	Primary school	GP/health centre	Leisure centre	Library	Bus stop	Train station	PRoW	Cycle route	Airport noise	Deprivation		
302	Organ Works, Green School Lane, Farnborough	No	No	No																													
304	69 Gordon Road, Aldershot	Yes	Yes	Yes																													
305	Woodcot Gardens, Farnborough	No	No	No																													
310	26-28 Grosvenor Road, Aldershot	No	No	No																													
314	Land at rear of 11 Kingsway, Aldershot	No	No	No																													
320	Car park next to Scout Hall, Fleet Road, Farnborough	Yes	Yes	Yes																													
409	16 Union Street, Aldershot	No	No	No																													
412	45 Cambridge Road, Aldershot	No	No	No																													
417	2-4 Netley Street, Farnborough	Yes	Yes	Yes																													
422	55-61 Fleet Road, Farnborough	No	No	No																													
423	25 Farnborough Street, Farnborough	No	No	No																													
504	Guillemont Park (Sun Park), Minley Road, Farnborough	No	No	No																													
505	Alexandra House, 1 and 1a Queens Road, North Camp	No	No	No																													
506	Land to rear of 69-73 Cove Road, Farnborough	No	No	No																													
507	Land at Holly Road / Prospect Road, Farnborough	No	No	No																													
509	Land to rear of 83-85 Victoria Road, Farnborough	No	No	No																													
511	18 Union Street, Aldershot	No	No	No																													

SHLAA ID	Site Name/ Address	Option 1	Option 2	Option 3	Flood zone	Surface water	SAC/SPA/Ramsar	SSSI	SINC	Mineral area	Conservation area	Historic P or G	Scheduled M	Listed building	Archaeology	Open area	Strategic gap	Landscape	L. Employment	S. Employment	Town centre	Primary school	GP/health centre	Leisure centre	Library	Bus stop	Train station	PRoW	Cycle route	Airport noise	Deprivation			
515	BT building, Ordnance Rd, Aldershot	No	No	No																														
516	The Crescent, Southwood Business Park	Yes	Yes	Yes																														
517	BMW, Southwood Business Park	No	No	No																														
518	IBM Offices, Meudon House Meudon Avenue	Yes	Yes	Yes																														
519	286 - 304 High Street, Aldershot	Yes	Yes	Yes																														
521	9705 Lynchford Road	No	No	No																														
522	Rear of 10818 Victoria Road	No	No	No																														
524	207-211 High Street	No	No	No																														
526	43 Queens Road, Aldershot	No	No	No																														
527	57 Alexandra Road	Yes	Yes	Yes																														
529	Albion Works Church Lane East	No	No	No																														
533	Hockliffe House, 14 The Grove, Aldershot	Yes	Yes	Yes																														
536	The Queens Head, 97 North Lane, Aldershot	No	No	No																														
537	82-82A Alexandra Road, Farnborough	Yes	Yes	Yes																														
541	Abercorn House, Hamilton Court, Fernhill Road, Farnborough	No	No	No																														
542	1-5 Firgrove Parade, Farnborough	No	No	No																														
543	The Lord Campbell, 40 Alexandra	No	No	No																														

SHLAA ID	Site Name/ Address	Option 1	Option 2	Option 3	Flood zone	Surface water	SAC/SPA/Ramsar	SSSI	SINC	Mineral area	Conservation area	Historic P or G	Scheduled M	Listed building	Archaeology	Open area	Strategic gap	Landscape	L. Employment	S. Employment	Town centre	Primary school	GP/health centre	Leisure centre	Library	Bus stop	Train station	PRoW	Cycle route	Airport noise	Deprivation	
	Road, Aldershot																															
544	Europa House, 2E Arthur Street, Aldershot	No	No	No																												
545	3 - 17 Somerses Road, Farnborough	No	No	No																												
546	161 North Lane, Aldershot	Yes	Yes	Yes																												
547	31-33 Queens Road, North Camp, Farnborough	No	No	No																												
548	Ayling Hill/York Road, Aldershot	Yes	Yes	Yes																												
549	Heathlands close (Birchett road garage site) Farnborough GU14 8FB	No	No	No																												
550	455-466 & 467-496 Carmarthen Close, Farnborough	Yes	Yes	Yes																												
551	Ham and Blackbird Public House, Farnborough Road, Farnborough,	No	No	No																												
552	Aldershot police station, Wellington Avenue, Aldershot	No	No	No																												
553	Hollybush Lakes, Hollybush Lane, Aldershot	No	No	No																												
554	The Galleries Shopping Centre, Aldershot (incorporating High Street MSCP, The Arcade and Conservative Club)	Yes	Yes	Yes																												
555	The Arcade, Victoria Road, Aldershot,	No	No	No																												
556	Farnborough Town Centre - St Modwen	Yes	Yes	Yes																												
557	Briarwood, Sorrel Close, Broadhurst, Farnborough	Yes	Yes	Yes																												
558	Thomson House, 296	No	No	No																												

SHLAA ID	Site Name/ Address	Option 1	Option 2	Option 3	Flood zone	Surface water	SAC/SPA/Ramsar	SSSI	SINC	Mineral area	Conservation area	Historic P or G	Scheduled M	Listed building	Archaeology	Open area	Strategic gap	Landscape	L. Employment	S. Employment	Town centre	Primary school	GP/health centre	Leisure centre	Library	Bus stop	Train station	PRoW	Cycle route	Airport noise	Deprivation	
	Farnborough Road, Hampshire,																															
559	Abbey House, Farnborough Road, Farnborough	No	No	No																												
560	Hartshead House, Victoria Road, Farnborough	No	No	No																												
561	13 - 15 Queens Road, Farnborough	No	No	No																												
563	30 Grosvenor Road, Aldershot	No	No	No																												
564	Queens Gate (Phase 8), Farnborough Road, Farnborough	No	No	No																												
565	4 Netley Street, Farnborough	No	No	No																												
569	Wavell Court, Raglan Close, Aldershot	No	No	No																												
570	Pickford House, 4 Pickford Street, Aldershot	No	No	No																												
572	Blandford House, Shoe Lane, Aldershot	No	Yes	Yes																												
574	Former Aldershot Day Services, Church Lane East, Aldershot,	Yes	Yes	Yes																												
575	Meadowcroft, Whitchurch Close (off Selborne Avenue), Aldershot,	Yes	Yes	Yes																												
576	Land at Queens Gate, Farnborough	No	No	No																												
577	The Wellington Centre, Victoria Road, Aldershot	Yes	Yes	Yes																												
578	Land at Foulkes Terrace, Aldershot	Yes	Yes	Yes																												
579	104 Elms Road	No	No	No																												
580	Aldershot Bus Station, Station Road	Yes	Yes	Yes																												

SHLAA ID	Site Name/ Address	Option 1	Option 2	Option 3	Flood zone	Surface water	SAC/SPA/Ramsar	SSSI	SINC	Mineral area	Conservation area	Historic P or G	Scheduled M	Listed building	Archaeology	Open area	Strategic gap	Landscape	L. Employment	S. Employment	Town centre	Primary school	GP/health centre	Leisure centre	Library	Bus stop	Train station	PRoW	Cycle route	Airport noise	Deprivation	
581	10309 Victoria Road (Co-Op)	Yes	Yes	Yes																												
582	Hippodrome House	Yes	Yes	Yes																												
583	208 Farnborough Road	Yes	Yes	Yes																												
584	2 Salisbury Road	Yes	Yes	Yes																												
585	The Beehive, 264 High Street	Yes	Yes	Yes																												
586	137 Alexandra Road	No	No	No																												
588	The Old Warehouse, Star Yard	Yes	Yes	Yes																												
589	Potters Arms, 182 Cove Road	No	No	No																												
590	Esterline/Western Aerospace	Yes	Yes	Yes																												
591	Union Street East	Yes	Yes	Yes																												
592	Dawn House, 2 Rectory Road and land at 4 Rectory Road, Farnborough	No	No	No																												
N/A	Undeveloped land within existing employment designations at Civil Enclave	No	No	Yes																												
N/A	Undeveloped land within existing employment designations at Farnborough Business Park	No	No	Yes																												

Appendix IV: SA of spatial strategy options

Introduction

As explained within 'Part 1' above, a focus of work has been on the development and appraisal of spatial strategy alternatives, with a view to informing determination of the preferred strategy. In summary, the reasonable alternatives are set out in **Table A** on the following page:

Table A: The reasonable spatial strategy alternatives

		Spatial Strategy Preferred Approach Plan Period 2011-2032	Reasonable Spatial Strategy Alternatives Plan Period 2014-2032		
			Option 1 Roll forward Preferred Approach	Option 2 Revised Preferred Option	Option 3 Option 2 + deallocated employment sites and undeveloped land within existing employment designations
Completions		620	472	472	472
Sites with planning permission		4,593	5,059	5,059	5,059
Other Potential Sites identified in SHELAA (not including sites identified below)*		1,711	812	812	637
Windfall		540	450	450	450
Aldershot	The Galleries (SHELAA 554)	206	206	500	500
	Union Street East (SHELAA 591)	0	80	130	130
	Aldershot Railway Station and surrounds (SHELAA 580)	0	30	30	30
Farnborough (within Defined Urban Area)	Meudon House/115-117 Pinehurst (SHELAA 518)	100	100	300	300
	The Crescent (SHELAA 516)	140	150	159	159
	Civic Quarter (SHELAA 15)	250	250	700	700
	Deallocated employment sites** and undeveloped employment land within existing employment designations***	0	0	0	775
Farnborough (outside Defined Urban Area)	Blandford House and Malta Barracks (SHELAA 572)	0	0	150 - 180 ⁵¹	150 - 180 ⁵²
Total potential supply		8,160	7,609	8,762 - 8,792	9,362 - 9,392
Rushmoor OAHN		9,822	7,848	7,848	7,848
+/-		-1,662	-239	+914 to 944	+1,514 to 1,544

⁵¹ Site capacity is shown as a range pending further capacity analysis. The lower figure reflects the Council's capacity estimate and policy approach and the higher figure the developer's capacity estimate

⁵² Ibid.

* Note that Esterline forms part of the 812 capacity in Options 1 and 2 as there is understood to be capacity yet Option 3 considers that it could be a site allocation. As such, it moves out of the 812 capacity in that option.

** Deallocated employment sites consist of Rushmoor Borough Council offices (150 units) and Esterline (175 units).

*** Undeveloped land within existing employment designations relates to Farnborough Business Park (Plot C - 300 units) and the Civil Enclave (150 units)

Appraisal methodology

For each of the options identified above, the assessment examines likely significant effects on the baseline, drawing on the sustainability objectives identified through scoping (see **Table 2**) as a methodological framework. **Green** is used to indicate significant positive effects, whilst **red** is used to indicate significant negative effects. Every effort is made to predict effects accurately; however, this is inherently challenging given the high level nature of the policy approaches under consideration. The ability to predict effects accurately is also limited by understanding of the baseline (now and in the future under a 'no plan' scenario). In light of this, there is a need to make considerable assumptions regarding how scenarios will be implemented 'on the ground' and what the effect on particular receptors would be. Where there is a need to rely on assumptions in order to reach a conclusion on a 'significant effect' this is made explicit in the appraisal text.⁵³

Where it is not possible to predict likely significant effects on the basis of reasonable assumptions, efforts are made to comment on the relative merits of the alternatives in more general terms and to indicate a rank of preference. This is helpful, as it enables a distinction to be made between the alternatives even where it is not possible to distinguish between them in terms of 'significant effects'. A star is used to highlight the option or options that are preferred from an SA perspective.

Finally, it is important to note that effects are predicted taking into account the criteria presented within Regulations.⁵⁴ So, for example, account is taken of the duration, frequency and reversibility of effects. Cumulative effects are also considered (i.e. where the effects of the plan in combination with the effects of other planned or on-going activity that is outside the control of the Rushmoor Local Plan).

Appraisal findings

Appraisal findings are presented below within nine separate tables (each table dealing with a specific sustainability topic) with a final table drawing conclusions.

The appraisal methodology is explained above, but to reiterate: For each sustainability topic the performance of each scenario is categorised in terms of 'significant effects (using red / green) and also ranked in order of preference. Also, '=' is used to denote instances of all alternatives performing on a par.

⁵³ Conclusions reached on significant effects in relation to Option 2 - the Council's preferred option - are supplemented within Chapter 8 of this report, which presents an appraisal of the draft plan - i.e. the preferred spatial strategy plus supporting policies.

⁵⁴ Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004.

Sustainability Topic: Biodiversity

	Option 1 Rolled forward Preferred Approach	Option 2 Revised Preferred Option	Option 3 As Option 2 + deallocated employment sites and undeveloped land within existing employment designations
Rank		2	3
Significant effects?	No		

Discussion:

The assessment of site options demonstrates that none of the sites proposed to deliver the 1,628 dwellings under Option 1 and that are common to all of the options would directly result in the loss of any designated sites for biodiversity. Given the distance from internationally, nationally and locally designated sites it is unlikely that there would be any significant negative effects as a result of development at the individual sites alone. It should be noted that Site 557 (Briarwood, Sorrel Close) is approximately 97m from Thursley and Ockley Bogs SSSI. However, given the small scale of development proposed (10 dwellings) and that it is situated within existing residential development it is unlikely that there would be any negative effects of significance.

It is also predicted that the additional development proposed under Options 2 and 3 are unlikely to result in any significant negative effects on biodiversity. Increasing the scale of development at sites 15 (Civic Quarter), 518 (Meudon House/115-117 Pinehurst), 554 (The Galleries) and 591 (Union Street East) would not increase the significance or result in any additional effects beyond the level of growth proposed under Option 1. The additional development proposed at site 572 (Blandford House and Malta Barracks) under Options 2 and 3 does not contain any designated biodiversity; however, it is adjacent to a Site of Importance for Nature Conservation (SINC). It is predicted that there is suitable mitigation available, including a buffer between development and the SINC, to ensure that residual effects will be neutral.

Under Option 3, the additional development proposed at deallocated employment sites and undeveloped land within existing employment designations is also considered unlikely to result in a significant difference in terms of the nature and significance effects on biodiversity compared to the other options. The sites are either previously developed land or situated within existing employment development. They do not contain or are in close proximity to any designated biodiversity site and it is therefore predicted that there will be no significant negative effects on biodiversity as a result of development at these sites alone.

Cumulatively the delivery of the 1,628 dwellings under Option 1 could have negative effects on biodiversity through increased recreational activity and increased atmospheric pollution as a result of increased traffic. It is considered unlikely that there would be any significant effects on the loss of important supporting habitats as the majority of development is proposed on previously developed land and within existing settlements. It is recognised that brownfield land can have biodiversity value but this is unknown at this stage and project level surveys and assessments will be able to determine the value of these sites and propose appropriate mitigation if necessary.

The Habitats Regulations Assessment (HRA) has considered the likelihood for development proposed under Option 2 to have adverse effects on the integrity of European sites within the influence of the plan. This includes consideration of the likelihood for in combination effects with development proposed in other plans. The HRA found that there is the potential for significant effects at a number of European sites as a result of development proposed through draft plan policies. It concludes that the draft plan nevertheless provides a policy framework to deliver measures to avoid or mitigate potential increased levels of urbanisation, recreational activity, atmospheric pollution, water abstraction and impacts on water quality.

It is predicted that there will be no significant negative effect as a result of development proposed under the options at individual sites or acting cumulatively. However, ultimately as the level of growth increases so does the likelihood for negative effects on biodiversity. Taking this into account, it is considered that Option 3 performs more poorly in relation to biodiversity than the other options given the increased level of overall growth.

Sustainability Topic: Climate Change (mitigation and adaptation)

	Option 1 Rolled forward Preferred Approach	Option 2 Revised Preferred Option	Option 3 As Option 2 + deallocated employment sites and undeveloped land within existing employment designations
Rank	=	=	=
Significant effects?	No		

Discussion:

A key climate change mitigation consideration relates to the potential for each option to affect average per capita transport-related CO₂ emissions. However, this is considered under the ‘Transport and traffic’ heading below. Instead, the discussion here focuses on the potential for scenarios to support renewable or low carbon energy infrastructure, and hence minimise per capita CO₂ emissions from the built environment. In practice, this means supporting larger scale developments of several hundred homes (or clusters of smaller developments that can be developed in a coordinated way), as development at scale enables delivery of the necessary infrastructure.

The sites proposed to deliver the 1,628 dwellings under Option 1 and which are common to all of the options are not at a scale that would be likely to result in any significant opportunities to support renewable or low carbon energy infrastructure. Option 2 proposes increasing the number of dwellings to be delivered at four sites (Civic Quarter (15), Meudon House/115-117 Pinehurst (518), The Galleries (554) and Union Street East (591)). The increased level of residential development at these sites, could offer a greater opportunity for the incorporation of renewable or low carbon energy schemes. However, this is uncertain at this stage. Option 2 also includes development at site 572 (Blandford House and Malta Barracks); however, given the scale of development (150 to 180 dwellings) it is considered unlikely to offer significant potential to support renewable and low energy infrastructure.

Option 3 proposes the same development as Option 2 but includes the redevelopment of deallocated employment sites and undeveloped employment land within existing employment designations. It is important to note that development would spread across four separate sites and Farnborough Business Park would deliver the most residential development at 300 dwellings. Taking the separation of sites and scale of development into account it is unlikely that this additional development would offer significant potential to support renewable and low energy infrastructure.

With regards to climate change adaptation, a key issue is flood risk. The assessment of site options demonstrates that all of the proposed sites under the options, apart from one (site 550 - Carmarthen Close, Farnborough), are within Flood Zone 1. Site 550 is situated within Flood Zone 2; however, it is important to note that the site is previously developed land and surrounded by existing residential development. It is therefore considered that suitable mitigation is available to ensure that there are no significant residual negative effects.

The assessment of site options also demonstrates that the majority of sites proposed under the options are affected to some degree by surface water flooding, which is not surprising. Of note is site 556 (Farnborough Town Centre - St Modwen), as over 50% of the site intersects with an area of 1 in 30 or 1 in 100 year risk of surface water flooding. It should be noted that significant works were undertaken as part of the refurbishment to Queensmead shopping centre in Farnborough and this has helped to improve drainage in the area. It is again important to state that the majority of the sites, including site 556, are brownfield land situated within existing development. It is therefore considered likely that suitable mitigation is available to address any significant surface water flooding issues and ensure that any residual effects are neutral.

Taking the above into account it is not possible to differentiate between the options with any certainty. It is unlikely that there would be any major differences between the options in terms of the nature and significance of effects on climate change mitigation and adaptation. It is predicted that there would be no significant effects at this time and that there is good potential to incorporate suitable mitigation measures at the project level to reduce flood risk.

Sustainability Topic: Community and wellbeing

	Option 1 Rolled forward Preferred Approach	Option 2 Revised Preferred Option	Option 3 As Option 2 + deallocated employment sites and undeveloped land within existing employment designations
Rank	3	1 	1 
Significant effects?	Yes		

Discussion:

This topic covers a range of issues including delivery of community infrastructure, safety/ crime as well as health and deprivation.

All of the options have the potential to support improvements to existing or delivery of new community infrastructure. At this stage there is a great deal of uncertainty when it comes to predicting the level of improvements or new infrastructure that could be delivered. It is generally assumed for the purposes of the SA that as the level of growth increases so too does the potential for improvements to community infrastructure. However, the scale of development at sites also plays an important role. A single large scale residential development is more likely to deliver significant improvements to community infrastructure compared to a number of smaller scale development sites that equal the same overall level of growth.

Taking the above into account, it is considered that all of the options have the potential for a long-term positive effect through the provision of housing and associated improvements to infrastructure, including community facilities/services. It is predicted that Options 2 and 3 are likely to have an enhanced positive effect compared to Option 1 in terms of improvements to community infrastructure as they propose a greater scale of housing growth at sites 15 (Civic Quarter)⁵⁵, 518 (Meudon House/115-117 Pinehurst), 554 (The Galleries) and 591 (Union Street East) and this could deliver greater improvements to community infrastructure. Furthermore, Options 2 and 3 propose the delivery of an additional 150 to 180 dwellings at site 572 (Blandford House and Malta Barracks). Option 3 also proposes the delivery of housing on deallocated employment sites and undeveloped land within existing employment designations. This will help to further enhance the positive effects of this option when compared to Options 1 and 2.

Given the similarities between options in terms of the location of development, it is difficult to accurately predict any significant differences between them in terms of encouraging healthy lifestyles. The majority of the sites are located within the existing urban area within reasonable pedestrian access to services and facilities. The majority of sites also have relatively good access to the cycle routes within the Borough. The main differences between the options in terms of the location of growth are the delivery of housing at site 572 (Blandford House and Malta Barracks) under Options 2 and 3 as well as the development of deallocated employment sites and undeveloped land within existing employment designations under Option 3. These sites are generally further away from health facilities and pedestrian routes compared to others; however, this does not result in a significant difference between the options under this theme. A key challenge for any proposal for development at site 572 (Blandford House and Malta Barracks) will be to improve pedestrian access across Farnborough Road and connections to Aldershot and Farnborough, including the proposed neighbourhood centre to be delivered as part of the Wellesley development (Aldershot Urban Extension).

An open space, sport and recreation study for the Borough identified key differences between Aldershot and Farnborough in terms of open space provision.⁵⁶ Farnborough falls below the quantity standard for parks and gardens, and natural green spaces, while Aldershot exceeds the quantity standards for open space in these typologies. It also noted that due to the constraints of the Borough, it is unlikely that it will be possible to create any large open spaces within the centre of Farnborough or Aldershot. Therefore the existing network of local parks and gardens should be protected and where possible enhanced to acknowledge the importance of these sites to the local community. The majority of development proposed is being located on previously developed land and the options are therefore unlikely to result in a significant loss of any existing open or recreational space. It will be important for the Local Plan to seek to enhance the existing network of open/ green spaces and improve access to them.

The assessment of site options identified that five sites fall within the noise contours for Farnborough airport. Three of the sites are common to all the options and include sites 518 (Meudon House/115-117 Pinehurst) and 576 (Land at Queens Gate) that intersect with the 55 decibel (dB) noise contour and site 586 (137 Alexandra Road) which intersects with the 60dB noise contour for the airport. The remaining two sites are proposed under

⁵⁵ It should be noted that the redevelopment of this site will require the re-provision of existing community/leisure facilities.

⁵⁶ Rushmoor open space, sport and recreation study (2014) Volume 1: main Report Available [online]: <http://www.rushmoor.gov.uk/CHttpHandler.ashx?id=14792&p=0>

Option 3 as deallocated employment sites and undeveloped land within existing employment designations. The site within the Civil Enclave intersects with the 55dB and the other site within the Farnborough Business Park intersects with the 60dB noise contour for the airport. Any development proposed within the noise contours will require a noise impact assessment. This assessment will inform what mitigation is required to ensure a suitable internal noise environment.

In terms of deprivation, all of the options are delivering housing and associated improvements to community infrastructure within areas of the Borough that are identified as being deprived according to the Index of Multiple Deprivation (IMDB). Options 2 and 3 are predicted to have an enhanced positive effect compared to Option 1 as they are proposing a higher level of growth at sites 5 (Civic Quarter), 518 (Meudon House/115-117 Pinehurst), 554 (The Galleries) and 591 (Union Street East) which fall within areas identified as being some of the most deprived in the District. This includes Aldershot Town Centre which falls within the 0 - 20% most deprived areas in the Borough and Farnborough Town Centre and Meudon Avenue which fall into the 20 to 40% most deprived areas. There are no differences between Options 2 and 3 in terms of deprivation as the additional development proposed under Option 3 is within some of the least deprived areas in the Borough.

On balance, it is considered that all of the options have the potential for a long-term significant positive effect on community and well-being. Options 2 and 3 have the potential for an enhanced positive effect as they will result in a higher level of housing growth which is predicted to result in greater improvements to community infrastructure. It is not possible to predict any significant differences between Options 2 and 3 at this stage.

Sustainability Topic: **Economy and Employment**

	Option 1 Rolled forward Preferred Approach	Option 2 Revised Preferred Option	Option 3 As Option 2 + deallocated employment sites and undeveloped land within existing employment designations
Rank	2	 1	3
Significant effects?		?	

Discussion:

Economic factors are an important element in the SA process. Development can open up new employment opportunities through stimulating the creation of new employment sites and through boosting local labour markets.

All of the options are directing development towards areas of existing employment and have the potential for a long-term positive effect on the economy. The majority of proposed sites under the options are within 800m of either a local employment area, strategic employment area or a town centre. The assessment of site options demonstrates that five sites (211 (Ramilies Park, Aldershot), 320 (Car park next to Scout Hall, Fleet Road, Farnborough), 549 (Heathlands close (Birchett road garage site, Farnborough), 575 (Meadowcroft, Whitchurch Close, Aldershot), and 589 (Potters Arms, 182 Cove Road)) common to all the options are over 800m from an identified area of employment; however, it should be noted that the site assessment does not take account of employment areas or town centres outside of the Borough boundary. It is also important to note that the site assessment does not take account of potential employment opportunities that may be provided through committed development, such as the Wellesley development (Aldershot Urban Extension).

Option 2 and 3 propose increasing the number of residential dwellings to be delivered on sites 15 (Civic Quarter)⁵⁷, 518 (Meudon House/115-117 Pinehurst), 554 (The Galleries) and 591 (Union Street East). These sites have good access to existing employment areas and an increased level of growth could help to support the town centres in Farnborough and Aldershot. Compared to Option 1, this has the potential for an enhanced positive effect on the economy.

Option 3 proposes the delivery of housing on deallocated employment sites and undeveloped land within existing employment designations. The Joint Employment Land Review (ELR) (2016) was published in January 2017 and identifies that there is a need for between 47 and 49 ha of employment land to meet needs in the Functional Economic Area (FEA) from 2014 to 2032.⁵⁸ It also identifies that the maximum amount of land that is potentially available within the FEA is estimated at 54.4 ha. Therefore, the requirements can be met from existing supply of land allocations and extant permissions without there being a significant surplus of employment land. The ELR highlights that it is important to monitor the amount of new employment floorspace being delivered, but also the amount of employment floorspace being lost to alternative uses as this information is crucial particularly in the light of the extension of Permitted Development rights for the conversion of employment premises to residential dwellings.

The supply of employment land across the FEA is identified as being in tight supply within the ELR and it is considered that Option 3 has the potential to result in a long-term negative effect on the economy through the loss of existing and potential employment land. It is also important to note that a number of Key Employment Sites have already been proposed for deallocation and therefore form part of any future anticipated supply of B-class employment land in the emerging Local Plan.

It is difficult to accurately predict any significant differences between the options in terms of the economy and employment. All are likely to support existing as well as new employment opportunities across the Borough with the potential for positive effects at the District scale. Option 2 is considered to perform the best as it supports an increased level of residential growth at sites within or in close proximity to Farnborough and Aldershot Town Centres. Option 3 would result in the loss of existing or potential employment land and is therefore likely to have a reduced positive effect compared to the other options.

⁵⁷ It should be noted that this site contains Westmead House, a lower grade office space that isn't identified as a local/ strategic employment site. This is unlikely to be re-provided as part of any proposal; however, this is uncertain at this stage.

⁵⁸ Hart District Council, Rushmoor Borough Council and Surrey Heath Borough Council (2016) Joint Employment Land Review. Available [online]: <http://www.rushmoor.gov.uk/CHttpHandler.ashx?id=17273&p=0>

Sustainability Topic: Historic Environment

	Option 1 Rolled forward Preferred Approach	Option 2 Revised Preferred Option	Option 3 As Option 2 + deallocated employment sites and undeveloped land within existing employment designations
Rank	=	=	=
Significant effects?	No		

Discussion:

Built and natural heritage features are an important part of the character of the Borough. There are a large number of designated heritage assets (Listed Buildings, Scheduled Monuments, Conservation Areas) spread across the Borough.

The assessment of site options demonstrates that none of the sites that are common to all of the options contain or are adjacent to a Listed Building. All of the sites are over 850m from Registered Parks and Gardens and over 200m from Scheduled Monuments. Seven sites are within a Conservation Area (Sites 102 (Willow House, Aldershot), 505 (Alexandra House, North Camp), 537 (82-82A Alexandra Road, Farnborough), 574 (Former Aldershot Day Services, Church Lane East, Aldershot), 578 (Land at Foulkes Terrace, Aldershot), 584 (2 Salisbury Road) & 588 (The Old Warehouse, Star Yard)) and a number more are within 50m of a Conservation Area (Sites 519 (286 - 304 High Street, Aldershot), 577 (The Wellington Centre, Victoria Road, Aldershot), 591 (Union Street East) & 572 (Blandford House and Malta Barracks)). It is also important to note that five sites are within an area of archaeological importance (Sites 519, 574, 584, 585 & 592 (The Beehive, 264 High Street)). While it is recognised that distance to designated heritage assets in itself is not a definitive guide to the potential nature and significance of effects on the historic environment, it helps to identify the proximity of sensitive receptors and therefore inform appraisal.

All of the options have the potential for a negative effect on the historic environment. The majority of development is being proposed on previously developed land and while there is still the potential for negative effects on the historic environment, sensitive design should ensure that these are not significant. The redevelopment of previously developed land can also provide an opportunity to remove existing development that is detracting from the significance of the historic environment. This coupled with improvements to accessibility and signage has the potential to enhance the historic environment with a long-term positive effect. The potential for positive effects are uncertain at this stage and dependent on the design of development.

The seven sites proposed within Conservation Areas and common to all options are all small scale. The largest amount of growth proposed within a Conservation Area is 20 dwellings at site 578. Sensitive design, including use of appropriate materials, should provide adequate mitigation to ensure that there are no significant negative residual effects. Taking the above into account, it is predicted that development proposed under Option 1 and common to all of the options will not have a significant negative effect once mitigation has been taken into account. It is recommended that an archaeological survey is carried out and submitted alongside any proposal for development at the sites within the Conservation Areas as well as those sites within an area of archaeological importance 519, 574, 584 and 585 (site names identified above).

Options 2 and 3 propose an increased scale of development at sites 15 (Civic Quarter), 518 (Meudon House/115-117 Pinehurst), 554 (The Galleries) and 591 (Union Street East). The higher level of growth will increase the density of development at these sites. While this will be a change from existing development on the sites it is considered unlikely to have a significant negative effect given the town centre location. There are no designated heritage assets within or adjacent to these sites and they are not situated within any locally important views as identified within the Landscape Character Assessment (2009)⁵⁹. With appropriate mitigation, it is predicted that the level of development proposed at these sites will not have a significant negative effect on the historic environment.

The additional development proposed at site 572 (Blandford House and Malta Barracks) under Options 2 and 3 does not contain any designated heritage assets. It is situated opposite the Queen's Parade Recreation Ground that falls within the Aldershot Military Town Conservation Area. The development site and Conservation Area are separated by Farnborough Road. Part of the site is previously developed land and with sensitive design and given existing vegetation surrounding the site it is unlikely that development would have a significant negative effect on the landscape character or historic environment. Any proposal for development at this site should minimise the loss of existing trees, particularly along Farnborough Road, and seek enhancements where possible. The development at Site 572 (Blandford House and Malta Barracks) also needs to be considered in

⁵⁹ It should be noted that the Council produced a Landscape and Townscape Character Update Note in May 2017. It proposes some minor changes to the character areas identified in the 2009 study but concludes that the 2009 assessment is still valid.

the context of the Wellesley development (Aldershot Urban Extension), which will significantly alter the character and historic environment of the Aldershot Military Town Conservation Area and designated heritage assets within and around it.

Under Option 3, the additional development proposed at deallocated employment sites and undeveloped land within existing employment designations is also considered unlikely to result in a significant difference in terms of the nature and significance of effects on the historic environment compared to the other options. The sites are either previously developed land or situated within existing employment development. There are no designated heritage assets within or in close proximity to the sites and it is therefore predicted that there will be no significant negative effects once mitigation is taken into account.

All of the options have the potential for a negative effect on the historic environment; however, it is predicted that appropriate mitigation, including sensitive design, will ensure that any negative effects are not significant. At this stage it is not possible to predict a significant difference between the options once mitigation has been taken into account. Any proposal for development should seek to enhance the historic environment where possible. It is important to remember that there will be significant changes to the historic environment and character in the south of the Borough, in particular within and around the Aldershot Military Town as a result of the Wellesley development (Aldershot Urban Extension).

Sustainability Topic: Housing

	Option 1 Rolled forward Preferred Approach	Option 2 Revised Preferred Option	Option 3 As Option 2 + deallocated employment sites and undeveloped land within existing employment designations
Rank	3	2	
Significant effects?	Yes		

Discussion:

The most recent Strategic Housing Market Assessment (SHMA) found that Rushmoor Borough has an identified objectively assessed housing need (OAHN) of 7,848 dwellings between 2014 to 2032.⁶⁰ The SHMA notes that, “Rushmoor appears to exhibit higher levels of need for affordable housing this is driven, in part, by the larger stock of affordable housing in the authority area and the larger existing rented sector. Both of these factors give rise to larger numbers of people assessed to be in need, but that need could be met anywhere in the HMA”.

All of the options will help to meet the OAHN identified through the SHMA and therefore have the potential for a long-term significant positive effect on this theme. While it is acknowledged that Option 1 falls slightly short of the OAHN it is not considered to be a significant shortfall. The significance of the positive effect increases as the level of housing growth increases. As a result, Option 3 is likely to have a long-term positive effect of greater significance compared to Options 1 and 2.

All of the options have the potential for a significant long-term positive effect against this topic by significantly contributing to or exceeding the OAHN for the District. Option 3 performs the best and has the potential for enhanced positive effects as it proposes the highest level of housing growth across the Borough.

⁶⁰ Hart District Council, Rushmoor Borough Council & Surrey Heath Borough Council (2016) Hart, Rushmoor and Surrey Heath Strategic Housing Market Assessment 2014-2032. Final Report. Available [online]: <http://www.rushmoor.gov.uk/CHttpHandler.ashx?id=17271&p=0>

Sustainability Topic: Landscape

	Option 1 Rolled forward Preferred Approach	Option 2 Revised Preferred Option	Option 3 As Option 2 + deallocated employment sites and undeveloped land within existing employment designations
Rank	=	=	=
Significant effects?	No		

Discussion:

A landscape character assessment for the Borough was carried out in 2009.⁶¹ The assessment identifies landscape character areas that are of 'high value' and 'at high risk' from inappropriate development and changes in land use. These areas include:

- Heathland and Forest in the south west;
- Aldershot Military Town in the south east;
- Wooded ridge close to the Aldershot Military Town in the south east;
- Basingstoke Canal; and
- Type A Urban Residential Areas which covers Fernhill Lane, Empress Estate, Farnborough Park, Cranmore Lane/ Rowhill. These are areas of low density, well-spaced detached housing set in mature vegetation

The assessment of site options demonstrates that seven of the sites which are common to all of the options fall within some of the areas identified above. Site 211 (Site of (the former) Ramilies Park, Aldershot) and 578 (Land at Foulkes Terrace, Aldershot) predominantly fall within the Aldershot Military Town Landscape Character Area (LCA). A small proportion of site 578 also falls within the Military Town Wooded Ridge LCA. The remaining sites (505 (Alexandra House, North Camp), 537 (82-82A Alexandra Road, Farnborough), 548 (Ayling Hill/York Road, Aldershot), 583 (208 Farnborough Road) and 586 (137 Alexandra Road)) all fall within Type A - Urban Residential Areas. The landscape character assessment (2009) states that there is the potential for sympathetic developments within the Type A Urban Residential Areas, which can increase densities whilst maintaining the character and original features.

It is important to note that there will be significant changes to the landscape in the south of the Borough, in particular within and around the Aldershot Military Town as a result of the Wellesley development (Aldershot Urban Extension). There is planning consent for up to 3,850 new homes, together with road improvements, schools, public open space and other facilities on the site to the north of Aldershot Town Centre. In the context of this urban extension, the small scale developments proposed at the sites identified above are likely to have little effect on the local and wider landscape. However, it will still be important to ensure that the design and layout of development takes account of the existing as well as changing character of the area.

Options 2 and 3 propose an increased scale of development at sites 15 (Civic Quarter), 518 (Meudon House/115-117 Pinehurst), 554 (The Galleries) and 591 (Union Street East). The higher level of growth will increase the density of development at these sites. While this will be a change from the existing development on site it is considered unlikely to have a significant negative effect given the town centre location. None of the sites are situated within any locally important views identified within the Landscape Character Assessment (2009)⁶².

The additional development proposed at site 572 (Blandford House and Malta Barracks) under Options 2 and 3 falls within the Heathland and Forest LCA. It is situated on the edge of the LCA, which is described in the Landscape Character Assessment (2009) as a complex mosaic of open exposed heathland with extensive woodland and scrub. Part of the site is previously developed land and given existing vegetation surrounding the site it is unlikely that development would have a significant negative effect on the landscape character of the area. Any proposal for development at this site should minimise the loss of existing trees, particularly along Farnborough Road, and seek enhancements to the surrounding woodland where possible.

Under Option 3, the additional development proposed at deallocated employment sites and undeveloped land within existing employment designations is also considered unlikely to result in a significant difference in terms of the nature and significance of effects on landscape compared to the other options. The sites are either previously developed land or situated within existing development so it is therefore predicted that good design

⁶¹ Rushmoor Borough Council (2009) Landscape Character Assessment. Available [online]: <http://www.rushmoor.gov.uk/article/2932/Background-evidence-on-landscape-character>

⁶² It should be noted that the Council produced a Landscape and Townscape Character Update Note in May 2017. It proposes some minor changes to the character areas identified in the 2009 study but concludes that the 2009 assessment is still valid.

will reduce the significance of any residual effects.

All of the options have the potential for a negative effect on the landscape/ townscape; however, it is considered that appropriate mitigation, including high quality design, will reduce the significance of residual effects. At this stage it is not possible to accurately predict any significant differences between the options once mitigation has been taken into account. It is important to remember that there will be significant changes to the landscape/ townscape in the south of the Borough, in particular within and around the Aldershot Military Town as a result of the Wellesley development (Aldershot Urban Extension).

Sustainability Topic: Transport and Traffic

	Option 1 Rolled forward Preferred Approach	Option 2 Revised Preferred Option	Option 3 As Option 2 + deallocated employment sites and undeveloped land within existing employment designations
Rank		2	3
Significant effects?	No		

Discussion:

The key issues to be discussed under this topic include traffic, accessibility to public transport/ facilities and the potential for the options to help reduce the need to travel.

All of the options have the potential to increase traffic on the road network. The majority of development to be delivered under the options is proposed in the same location. The exceptions to this are the proposed development at site 572 (Blandford House and Malta Barracks) under both Options 2 and 3 and the proposed development of deallocated employment sites and undeveloped land within existing employment designations under Option 3. Options 2 and 3 also propose an increased scale of development at sites 15 (Civic Quarter), 518 (Meudon House/115-117 Pinehurst) and 554 (The Galleries) and 591 (Union Street East). In terms of the overall level of growth, Option 1 proposes 2,278 dwellings, Option 2 proposes 3,231 dwellings and Option 3 proposes 3,831 dwellings.

The East of Aldershot study carried out a high-level assessment of a number of potential and identified transport interventions to provide improved access to the east of Aldershot as a result of the Wellesley development (Aldershot Urban Extension).⁶³ It predicted that around 4,500 dwellings would be delivered at the Wellesley development (Aldershot Urban Extension). It concluded that in principle, there are a number of possible options that would help mitigate against the localised impacts of traffic arising from future development in the area, particularly that related to the proposed development at the urban extension. The study suggested that there are three options that could create the additional network capacity required to accommodate future development: A new access to the A331; improvements to Lynchford Road; or a combination of the two. It should also be noted that various transport assessments and plans were carried out and submitted alongside the application for 3,850 dwellings at Wellesley (Aldershot Urban Extension).⁶⁴

To help inform the development of the draft plan, Hampshire County Council's North Hampshire Transport Model (NHTM) was used to assess the transport implications of the proposed allocations. The modelling considered two scenarios:

- **2031 Do Minimum (hard commitments):** included residential and employment growth based on hard committed sites within Rushmoor Borough and any committed highway infrastructure schemes up to a forecast year of 2031. The scenario highlighted the impact of the known committed developments prior to the addition of the proposed Local Plan allocation sites. The Do Minimum growth represented approximately 5,600 residential units and approximately 130,000 sqm of employment land use.
- **2031 Rushmoor Local Plan and Additional Developments (Do Minimum + Soft Commitments):** This built on the Do Minimum scenario and included all proposed housing and employment allocations as identified in the Local Plan. By comparing this to the Do Minimum, the transport impact resulting from the new development were isolated. These development allocations accounted for an additional 2,800 dwellings over the Do Minimum values and that, in total, equated to an increase of approximately 8,400 units by 2031.

The modelling found that the forecast growth in demand associated with increased development through the Do Minimum scenario has impacts on the highway network with the locations influenced most including the following roads:

- Alison's Road, Aldershot eastbound
- Government Road, Aldershot eastbound
- A323 Fleet Road
- A325 Farnborough Road

Additionally, flows along the M3 in both directions increase by more than 1,500 Passenger Car Units (PCUs) in both the AM and PM peaks by 2031. However, it should be noted that these increases on the M3 are also driven by wider growth between 2013-31 outside of Rushmoor. Forecast capacity issues on the highway

⁶³ Hampshire County Council and Rushmoor Borough Council (2011) East of Aldershot Study.

⁶⁴ <http://www.rushmoor.gov.uk/article/5857/Aldershot-Urban-Extension-AUE---environmental-and-transport-documents>

network occur mostly in and surrounding the main urban areas within the Borough or on the perimeter of the Borough. Locations include M3 junction 4A westbound/ A327 (both peaks), in the Frimley Business Park / A331 / M3 junction 4 area, Frimley High Street and the A325, Frimley.

For the Do Minimum plus additional Local Plan developments the main location, in both the AM and PM peaks, where flows increase is central Farnborough at the Sulzers roundabout / Pinehurst roundabout and Victoria Road. In addition to this, there are also notable increases in flows at M3 junction 4 in both peaks, on the A323 in Aldershot and through the area of Aldershot Camp which will be part of the AUE, A327 Elles Road westbound and Ively Road.

Forecast capacity issues on the highway network are generally similar to those forecast for the Do Minimum scenario. The locations where there is a notable increase in capacity utilisation for the Local Plan scenario in the AM peak are westbound on Elles Road to the Ively Road roundabout and westbound on the A327 Summit Avenue at the BMW roundabout. During the PM peak all arms of the A325 Farnborough Road / Hawley Road roundabout show increase, particularly Farnborough Road northbound. Ively Road eastbound to Elles road also has a notable increase in capacity utilisation.

The locations where further, more detailed, investigation may be required to identify mitigation to address significant changes to link/junction performance over-and-above Do Minimum conditions include the A327 Summit Avenue / Fleet Road roundabouts, Coleford Bridge (A331 junction), the A325 Farnborough Road / Hawley Road roundabout and the Ively Road / Elles Road roundabout.

A position statement has been agreed between Hampshire County Council and Rushmoor Borough Council⁶⁵. This states that the Borough Council with the support of HCC will develop a series of proposals to mitigate the impact of growth in the borough, in particular through the development of the Farnborough Growth Transport Package which is focusing on the A325 Farnborough Road, A327 corridor (Ively Road, Elles Road and Summit Avenue) and A3011 Lynchford Road. Further transport impact studies will be undertaken as part of the Farnborough Growth Transport Package for Farnborough which will refine the TA findings in this part of the Borough.

It is important to note that no allowance has been made in the modelling for sustainable travel measures. In this respect, the modelling is considered to represent a robust worst-case scenario. The Borough Council and HCC have agreed that there are no 'show stoppers' that could not be mitigated and hence, it is expected that the transport impacts of the Rushmoor Local Plan development can be appropriately mitigated.

While the additional development proposed under Option 3 was not considered through the modelling, it is assumed that it would either increase the significance of impacts identified in relation to Option 2, or result in additional impacts in other areas. Based on the evidence, it is considered that there are suitable mitigation measures available to ensure that any residual negative effects are not significant.

Taking the above into account, it is predicted that Option 1 is likely to have a reduced negative effect on the existing local highway network compared to Options 2 and 3. The likelihood for significant negative effects increases along with the level of proposed development. It is therefore considered that Option 3 performs less well compared to the other options in terms of impacts on the local highway network.

As identified above, the options propose the majority of development in the same locations so there is unlikely to be any significant differences between them in terms of accessibility to existing public transport and services/facilities. Development is primarily being directed within and around Farnborough and Aldershot Town Centres. The assessment of site options demonstrates the following for the sites that are common to all the options:

- Majority of sites are within a reasonable walking distance to an existing area of employment (local, strategic or town centre);
- Majority of sites are within a reasonable walking distance to a Town Centre;
- Majority of sites are within a reasonable walking distance to a bus stop and around half of the sites are within a reasonable walking distance to a railway station;
- Majority of sites are within 800m of a primary school;
- Majority of sites have reasonable access to existing pedestrian and cycle routes; and
- Majority of sites are within a reasonable walking distance to a GP/ Health Centre.

It should be noted that some of the sites identified to deliver additional growth under Options 2 and 3 (Site 572 and the deallocated employment sites and undeveloped land within existing employment designations) have relatively poor access to certain facilities/ services, including primary schools, Town Centres and GPs/ Health Centres. However, this does not result in any significant differences between the options in terms of the nature and significance of effects.

The increased scale of development proposed under Options 2 and 3 has the potential to enhance improvements to services/ facilities and public transport compared to Option 1. However, the significance of this

⁶⁵ Position Statement on the Transport Assessment to Support the Draft Rushmoor Local Plan 2014 – 2032

is uncertain as the additional growth is spread across a number of sites. Furthermore, as identified above some of the sites proposed to deliver this additional growth have relatively poor access to certain facilities/ services, including a primary school, Town Centre and GP/ health Centre. The result is that the likelihood of these options having an enhanced positive effect compared to Option 1 is uncertain at this stage. It is therefore considered that all of the options have a similar potential to reduce the need to travel.

At this stage it is difficult to accurately predict any major differences between the options in terms of the nature and significance of effects for transport and traffic. There is no evidence to suggest that the higher levels of growth proposed through Options 2 and 3 would result in significantly enhanced improvements to public transport and services/facilities. On balance, it is predicted that the higher levels of growth proposed through Options 2 and 3 are more likely to increase pressure and therefore traffic on the existing highway network.

Sustainability Topic: Natural resources

	Option 1 Rolled forward Preferred Approach	Option 2 Revised Preferred Option	Option 3 As Option 2 + deallocated employment sites and undeveloped land within existing employment designations
Rank	=	=	=
Significant effects?	No		

Discussion:

The key issues to be discussed under this topic include the efficiency of use of land, whether there are potential contamination issues, the agricultural quality of land, air quality and water resources and quality.

The majority of growth proposed through the options has already been built out or has planning permission (around 5,500 dwellings). The majority of the Borough is composed of either existing development or non-agricultural land. As a result the majority of development proposed through the options is on previously developed land with long-term positive effects in relation to the effective use of land. None of the options will result in the significant loss of any greenfield or agricultural land.

The findings of the appraisal under the transport and traffic topic are uncertain at this stage. Development proposed through the spatial strategy has the potential for both positive and negative effects on the level of traffic within the Borough and therefore atmospheric pollution being emitted by vehicles. At this stage, it is not possible to accurately predict if the development proposed through the spatial strategy will have a positive or negative effect on the baseline with regard to air quality. It should be noted that improved technological efficiency of petrol and diesel engines has resulted in a reduction in emissions from vehicles and this trend is predicted to continue.⁶⁶

South East Water's Water Resource Management Plan (WRMP) published in 2014 identifies that demand is forecast to increase by around 11% over the period 2015 to 2040 within their supply area, largely driven by the increased water needs from agricultural and horticultural sectors.⁶⁷ Their calculations show that with less water being available for use, combined with an increasing overall demand for water, there will be insufficient supplies to meet demand, and to maintain expected levels of service to customers. The WRMP proposes a range of measures that seek to ensure that the needs of a growing population and increased demands are met up to 2040.

Development within Rushmoor Borough over the plan period will increase wastewater production. Wastewater from the Borough is treated by Thames Water and discharged to the River Blackwater, which ultimately drains to the River Thames. Development within Rushmoor falls into the catchments of three Waste Water Treatment Works (WwTWs): Camp Farm, Aldershot and Camberley.

A Joint Water Cycle Study (WCS) for Rushmoor, Hart and Surrey Heath has been prepared to support the Local Plan. The WCS identifies that in total 11 Wastewater Treatment Works (WwTW) will serve the proposed future development across the study area, including the three listed above. The sensitivity of the receiving watercourses in the study area has been discussed, and current water quality concerns highlighted. Despite these concerns, it has been shown that the WwTW within the study area can ultimately accept the increased wastewater generated by growth, using economically feasible, conventional treatment technologies to the standards required to prevent significant deterioration to the water environment.

The study does highlight capacity available at each WwTW and notes the following:

- Camberley WwTW - Limited flow capacity under all growth scenarios, therefore growth upgrades and careful development phasing will be required. Will also require treatment process upgrades using conventional and possibly non-conventional treatment technologies to meet river quality targets.
- Camp Farm WwTW - Flow capacity for growth under all growth scenarios with some flow capacity available for further growth. However, treatment process upgrades will be required using conventional treatment technologies to meet river quality targets.

The water quality modelling results in the WCS demonstrate that, subject to the revision of discharge permits and the necessary treatment process upgrades (using conventional treatment technologies) being implemented, there is environmental capacity for the proposed growth to ensure the no deterioration Water Framework

⁶⁶ Committee on Climate Change (2016) Meeting Carbon Budgets - 2016 Progress Report to Parliament available [online]: <https://www.theccc.org.uk/wp-content/uploads/2016/06/2016-CCC-Progress-Report.pdf>

⁶⁷ South East Water (2014) Water Resource Management Plan. Available [online]: <http://www.southeastwater.co.uk/about-us/our-plans/water-resources-management-plan/wrmp-library>

Directive water quality objectives can be met. The results also show that, where future WFD target status of waterbodies cannot be met, it is the limits of current technology and not the proposed growth that prevents it. Therefore, the WCS assessment has demonstrated that, subject to the permit changes and potential WwTW upgrades required, growth will not impact on WFD objectives as they have currently been set. Taking this evidence into account, it is considered that the development proposed through the spatial strategy will not have a significant negative effect on water quality either alone or cumulatively with other plans and programmes.⁶⁸

Taking the above into account it is not possible to differentiate between the options with any certainty. While water resources is a significant sustainability issue, there is no evidence to suggest that the higher levels of growth proposed through Options 2 and 3 would result in a significantly different effect to Option 1.

⁶⁸ Hart, Rushmoor and Surrey Heath Water Cycle Study (2017).

Categorisation and rank

	Option 1	Option 2	Option 3
	Rolled forward Preferred Approach	Revised Preferred Option	As Option 2 + deallocated employment sites and undeveloped land within existing employment designations
SA Topic			
Biodiversity	★ 1	2	3
Climate change	=	=	=
Community and wellbeing	3	★ 1	★ 1
Economy and employment	2	★ 1	3
Historic environment	=	=	=
Housing	3	2	★ 1
Landscape	=	=	=
Transport and traffic	★ 1	2	3
Natural resources	=	=	=

Summary findings and conclusions:

The majority of development proposed under each of the options is comprised of committed development, which includes completions (472) and sites with existing planning permission (5,059). The main differences between the options in terms of the scale and location of growth is the increased scale of development at the Civic Quarter from 250 to 700 dwellings, the Galleries from 206 to 500 dwellings and Union Street East from 80 to 130 dwellings and delivery of housing (150 to 180 dwellings) at site 572 (Blandford House and Malta Barracks) under Options 2 and 3. Option 3 also proposes the development of deallocated employment sites (Council offices (150 units) and Esterline (175 units)) and undeveloped land within existing employment designations (Farnborough Business Park (Plot C - 300 units) and the Civil Enclave (150 units)).

For a number of the SA topics, it was not possible to predict any significant differences between the options. The similarity between them in terms of the overall level and location of growth made it difficult to differentiate between them with respect to climate change, historic environment, landscape and natural resources. On balance, it was concluded that they all have the potential to result in a residual neutral effect against these topics.

The appraisal found that as the level of growth increases so does the likelihood and significance of negative effects in relation to biodiversity and transport and traffic. As a result, Option 3 was considered to perform poorly compared to the other options against these topics with Option 1 preferred. Conversely, Option 3 performed well against the housing topic as it proposes a slightly higher level of growth and would therefore deliver more new homes. However, the appraisal found that all of the options would be likely to have a significant positive effect against housing by helping to meet identified needs. Significant positive effects were also identified for all the options against the community and wellbeing topic through improvements to existing or delivery of new community infrastructure. Options 2 and 3 were both preferred as the higher level of growth would be likely to deliver greater improvements to community infrastructure; however, the extent of infrastructure delivery is uncertain.

As for a number of other topics, the appraisal found it difficult to accurately predict any significant differences between the options in terms of the economy and employment. All are likely to support existing as well as new employment opportunities across the Borough with the potential for positive effects at the Borough scale. Option 2 was considered to perform the best as it supports an increased level of residential growth at sites within or in close proximity to Farnborough and Aldershot Town Centres. Option 3 would result in the loss of existing or potential employment land and is therefore likely to have a reduced positive effect compared to the other options (on the basis that the availability of land for employment purposes could in some senses be considered finite).
