

78 Club

Art Show

Ballroom Dance Classes

Body Control Pilates

Bonfire Boys

Boogie Bounce

Bowling Club

Boxing Club

Bridge Club

Canine Partners

Card Making

Country Market

Dog Training

Earl of Southampton Trust

Eclipse

Evangelical Church

Fareham Bee Keepers Association

Folk Club

French Conversation

Friends of St Peter's Church

Gardeners' club

History Society

Jiggly Wrigglers

Karate (KOKB)

Ladies Badminton

Lady Masons

NCT Bumps and Babes

Oaklands

Oasis Youth Centre

Rainbows

Rock Project

Scouts, Beavers and Cubs

Slimming World

Solent Embroiderers Guild

Solent School of Dance/Drama

Solent Stitchers

Sugarpush

Tea Dance

Tai-Chi

Tea Pot Crafters

The Art Society

Titchfield Abbey W.I.

Titchfield Allotment Association

Titchfield Auctions Titchfield Bowling Club

Titchfield Festival Theatre Drama Group

Titchfield Football Club

Titchfield Luncheon Club

Titchfield Photographic Group

Titchfield Village Trust

Titchfield WI Craft

Titchfield Women's

Titchfield Boxing Club

U3A UFO Group

Waldis Drama Group

Whiteley Townswomen

WordWrights

Yoga

Young Quilters

CONSTITUTION OF THE TITCHFIELD NEIGHBOURHOOD FORUM

1.0 Name of the Forum and Area

- 1.1 The name of the Forum shall be the Titchfield Neighbourhood Forum ('the Forum').
- 1.2 The area covered by the Forum shall be the area shown on the attached map, known as Titchfield Neighbourhood Area ('the Area').

2.0 Aims and Objectives of the Forum

- 2.1 The aim of the Forum shall be to promote and improve the social, economic and environmental well-being of the area, residents and business in Titchfield by means of a Neighbourhood Plan.
- 2.2 The objectives of the Neighbourhood Forum shall include, but not be limited to:
 - Address issues of local concern, including (but not limited to) spatial, community infrastructure and improvement of Titchfield (including its environment, heritage, views out, appearance, safety, security and amenities) to ensure a high standards of town planning, urban design and architecture.
 - Seek to obtain and maintain designation by Fareham Borough Council (FBC), pursuant to section 61F (5) of the 1990 Act, as the Neighbourhood Forum for the area.
 - Develop a Neighbourhood Development Plan that plans positively for the future of Titchfield whilst respecting and improving the features which are of historical or of public interest in the village and the immediate surrounding area.
 - Make representations concerning any planning or licensing issue, whether or not consultation of the Forum is required pursuant to any statutory scheme.
 - Consult with FBC (by FBC's Elected Members and/or Officers), other governmental, policing or public bodies and other stakeholders interested in, affecting or affected by any actual or proposed policies within the Neighbourhood Plan.
 - Improve and support cross border neighbourhood planning and processes in the area.
 - Support and develop projects and other activities that are of benefit to the Neighbourhood.
 - Propose priorities for the Community Infrastructure Levy spend and agreeing this with FBC.
 - Encourage the periodic monitoring and review of the Neighbourhood Plan and identifying and agreeing any modifications required with FBC.
 - Contribute to the implementation of the Neighbourhood Plan after it is made.

3.0 Powers of the Forum

- 3.1 The Forum shall organise at least three Forum Meetings per year, including an Annual General Meeting (AGM) to which all Forum members will be invited.
- 3.2 The Forum may develop a Memorandum of Understanding with FBC relating to the relationship with FBC, the support that would reasonably be available and the manner in which the NDP will be prepared.
- 3.3 The Forum shall prepare the Neighbourhood Plan on behalf of, and in extensive consultation with the local community, in accordance with a Project Plan agreed by the Forum.
- 3.4 The Forum shall involve the public throughout the development of the Plan so that they understand what is going on and to contribute to the development of the Plan.

4.0 Values of the Forum

- 4.1 The Forum shall conduct its affairs ethically.
- 4.2 The Forum shall observe the Nolan Principles, the seven principles of public life, namely: Selflessness, Integrity, Objectivity, Accountability, Openness, Honesty and Leadership.
- 4.3 The Forum shall pursue equality of opportunity in terms of its membership, its conduct and its proposed Plan.
- 4.4 The Forum shall, in the course of its activities, not discriminate on any grounds unrelated to merit.
- 4.5 The Forum shall be at all times a non-political organisation which shall act so far as practicable to benefit both Residents and Businesses

5.0 Membership of the Forum

- 5.1 Membership of the Forum is open to any individuals who live in the area, work there, are appointed to represent people who live or work there and individuals who are elected members of the Council, whose ward falls within the Neighbourhood Area.
- 5.2 The Forum shall comprise at least twenty-one (21) members.
- 5.3 The majority of the members of the Forum shall be residents of the area, including representatives from local community associations.
- 5.4 The initial members of the Forum shall be those identified in the application for designation.
- 5.5 Applications by individuals for membership shall be made in writing to the Secretary. Approval will be decided by the Forum. Individual applicants should normally intend to be able to commit to membership of the Forum for the whole of its duration.
- 5.6 Subsequent applications will be considered at General Meetings or Committee Meetings of the Forum and deemed accepted if approved by a majority of voting members present.
- 5.7 When members wish to resign, feedback from the resigning member should be sought if possible. Members who fail to attend the Forum for more than 3 meetings shall be deemed to have resigned.

Notes:

Individuals who represent people who live or work in the Area are here defined as:

- individuals appointed by an organisation with an interest in the area, such as a charitable, educational, health or social body, to represent the interests of people who live or work there.

Local community association is here defined as follows:

- local: its purpose is the benefit of a geographical locality (rather than, say, a social section or a vocational interest);

- community: membership is open to all members of the community within the locality;

- association: members are associated by means of a written constitution.

6.0 Structure of the Forum

- 6.1 The Forum may appoint a Committee, to act on behalf of the Forum in the preparation of the Neighbourhood Plan.
- 6.2 The Committee shall comprise up to twelve (12) members of the Forum, who shall include the officers of the Forum, and the majority of whom shall be residents of the area.

- 6.3 The Committee may co-opt up to three (3) additional members.
- 6.4 The committee may constitute sub-groups from time to time as shall be considered necessary in order to achieve its aims and objectives. The sub-groups shall be subordinated to and may be regulated or dissolved by the committee.
- 6.5 Any sub-groups established by the Forum shall abide by the same aims and objectives, values and conduct as the Forum itself.

7.0 Conduct of the Forum

- 7.1 The Forum shall conduct its affairs in accordance with its Agreement with FBC, and shall work with the Council during the preparation of the Plan to enable the Council to carry out its duty to support and to help ensure a successful examination.

8.0 The Committee

- 8.1 The Committee shall be responsible for the day to day management of the Forum, including management of the Forum's finances.
- 8.2 Membership of the Committee will be open to all members of the Forum.
- 8.3 All members of the Committee will be elected at the Forum's AGM. Retiring members will be eligible for re-election.
- 8.4 At the AGM of the Forum, the members shall elect from the membership, a Chair, Vice Chair, Secretary, Treasurer and such other officers as the Forum in General Meeting may determine. An officer of the Forum may (subject to the agreement of a general meeting of the Forum) transfer his or her powers and duties to another member of the Committee on a temporary basis.
- 8.5 The Committee may co-opt members to the Committee at any time to fill any vacancies that arise. Such appointments must be ratified at the next Forum meeting.
- 8.6 The Committee shall meet as often as necessary for the effective transaction of the business of the Forum and the quorum for any meeting shall be at least 50% of Committee members.
- 8.7 Notification of Committee meetings and the agenda will be sent out to all Committee members at least seven days prior to the date of the meeting.

9.0 Rules at Meetings

- 9.1 The Chair shall chair meetings of the Forum, which shall be held according to a programme agreed by the Forum.
- 9.2 The Secretary shall keep a record of meetings of the Forum in the form of Minutes, which shall record reports received, resolutions made and actions agreed.
- 9.3 Fourteen (14) days notice shall be given for General Meetings (other than the Annual General meeting and Special General Meetings)
- 9.4 Meetings of the Forum shall be quorate if a third of members, or twelve (12) members, whichever is least, are present, provided that the majority of these are residents.
- 9.5 Where possible, the Forum shall make decisions by consensus. Where this is not possible, decisions shall be made by a simple majority vote. In the event of a tied vote, the proposal shall fail.
- 9.6 At each meeting of the Forum, members shall declare in advance any interests they have which may give rise to a conflict of interest with the work of the Forum.
- 9.7 Forum communications shall normally be conducted by email.

10.0 Finance

- 10.1 Any monies acquired by the Forum shall be used only to help achieve the aims and objectives of the Forum.
- 10.2 The Treasurer shall keep a proper account of the finances of the Forum.
- 10.3 The Treasurer shall set up finance handling arrangements with Titchfield Village Trust who will administer, as the accountable body, the relatively small amounts of money.
- 10.4 All transactions in any format shall be authorised by the Treasurer and one other officer of the Forum.
- 10.5 No committee member shall receive any payment or benefit in kind for services rendered to the Forum. However, reasonable out of pocket expenses, properly incurred on behalf of the Forum may be reimbursed at the discretion of the committee.
- 10.6 Committee members of the Forum shall be entitled to be indemnified out of the property of the Forum for any liability properly incurred by them on behalf of the Forum, provided that nothing in this clause shall entitle any member or members to any indemnity against liability arising through negligence or similar actions on their part.
- 10.7 The Treasurer shall keep proper accounts of the finances of the Forum.
- 10.8 The accounts shall be audited or examined by an auditor or independent examiner who possesses the necessary skills and who is appointed at the Annual General Meeting. The person so appointed shall not be a member of the Committee.

11.0 Complaints

- 11.1 Complaints about the conduct of a member of the Forum shall be made in confidence in writing to the Chair; such complaints shall be investigated by the officers of the Forum, who shall decide on action as appropriate.
- 11.2 If the complaint concerns an officer of the Committee, or if a complaint is unresolved, then mediation may be sought if required.

12.0 Alteration of Constitution

- 12.1 The Constitution may be amended by a General Meeting of the Forum (including a Special General Meeting of the Forum called in accordance with the provisions of this constitution).
- 12.2 Notice of any proposal to amend the constitution shall be given to the members of the Forum in writing not more than 28 days and not less than 14 days before the proposed amendment is debated.
- 12.3 Any motion proposing an alteration to the constitution shall require the approval of a two thirds majority of members present and voting.

13.0 The Annual General Meeting

- 13.1 Within two months of the Designation of the Forum by FBC, the Inaugural Annual General Meeting shall be held. An Annual General Meeting must be held within fifteen months of the previous Annual General Meeting. A minimum of 21 days' notice shall be given.
- 13.2 The Annual General Meeting shall:
 - a) receive a report from the Committee
 - b) receive an audited statement of accounts
 - c) elect Officers and members of the Committee in accordance with 13.3 below
 - d) appoint an auditor or independent examiner
 - e) consider any other appropriate business

13.3 Elections of Committee and Officers:

- a) In a contested election (that is where the number of candidates exceeds the number of posts to be filled) the candidates polling the greatest number of votes shall be considered to be elected. Voting shall be by a show of hands.
- b) In an uncontested election (where the number of candidates does not exceed the number of positions to be filled) a vote for each candidate shall be held by a show of hands.
- c) A candidate shall be considered to be elected only if the vote is passed by a simple majority.
- d) In elections for officer positions where a resolution that the candidate shall be elected is not passed, nominations shall be re-opened and the election conducted immediately after members of the Forum have had a reasonable opportunity to make nominations.

14 Special Meetings

14.1 A Special General Meeting of the Forum may be called by:

- a) a resolution of a General Meeting of the Forum,
 - b) a resolution of the Committee of the Forum, or
 - c) a request from at least 6 members of the Forum
- 14.2 The Secretary must convene the meeting within a period of not less than 14 and not more than 28 days of the meeting being requisitioned unless, in the judgment of the Chair of the Forum an emergency has arisen, justifying the holding of a meeting at less than 14 days notice.

15.0 Disbanding of Forum

Note: When the plan is 'made' options include: continue the forum, disband, become a Parish Council

- 15.1 The duration of the Forum shall be five years from the date of designation.
- 15.2 The Forum may be dissolved by mutual consent at an earlier date once the Neighbourhood Plan has been adopted.
- 15.3 The duration of the Forum may be extended, either to complete the preparation of the Neighbourhood Plan, or if agreed by its members, in order to deliver the Neighbourhood Plan, with other relevant organisations as appropriate, or to deliver other aspects of Localism.
- 15.4 Upon dissolution of the Forum, any assets held in the name of the Forum (after payment of all debts and liabilities) shall be disposed of to other organisations having similar objectives to those of the Forum, as agreed by a majority of remaining members.

Tuesday, 2 October 2018

Forum Terms of Reference

[Leave a reply](#)

This document sets out the way the forum will be organised and run in line with the constitution.

The NPF must consist of no less than 21 members from a broad cross section of the population and must meet officially at least 4 times a year – [see attached list](#). A record will be maintained containing contact details of forum members as well as their areas of interest. Should a member leave the forum then every effort will be made to find a replacement from someone who lives in the village and who has similar interests and skills as far as is possible. The NPF will have a chair, vice-chair, secretary, treasurer and a project manager. For ease of working, NPF will be subdivided into smaller groups, each having a team leader and each looking at specific identified areas. The team leaders will report back to the main quarterly forum meetings but will contact other group members as and when appropriate. Regular e mail contact will be made to show progress and identify areas where more work needs to be done. When major decisions are necessary, a 2/3 majority will be required within the forum with the chair having the casting vote. Should a conflict of interest arise then the secretary will obtain and record details and report to the chair and vice-chair. Every effort will be made to resolve the issue amicably.

3 October 2018

Diary of Events/meetings**2015**

15th October - first working party looking at roads, traffic and other local issues

2016

December 2015/January questionnaire circulated to 500 village residents including youth club, school, local societies and general public

13.01.16. Forum established, officers appointed, meeting 7.30 in Queen's Head
 21.01.16 meeting with Fareham Borough Council, urban designers and Gloria Hunt, Colin Wilton-Smith and Ann Wheal
 08.02.16 Forum committee meeting
 05.02.16 meeting with Andy Hoare, urban designer and resident
 03.02.16 ditto
 17.0.16 meeting with vice-chair, Colin Wilton Smith
 01.04.16 meeting with FBC planning department
 06.04.16 traffic group meeting
 09.04.16 traffic meeting
 21.04.16 forum committee plus group leaders meeting
 28.04.16 meeting Gloria Hunt
 07.05.16 course on planting etc re. Titchfield in Bloom
 14.05.16 church fete
 16.05.16 meeting Gloria Hunt
 20.05.16 Gloria Hunt/Colin Wilton Smith meet Mark Trigwell FBC Country Park manager
 06.06.16. forum committee meeting
 10.06.16 Gloria Hunt
 13.06.16 traffic group meeting
 14.06.16 Gloria Hunt
 16.06.16 committee and group leaders meeting
 21.06.16 Claire Burnett telephone conversation
 04.07.16 Forum meeting
 26.07.16 Ffion Batcup, AECOM telephone conversation
 27.07.16 Stuart Woodin, AECOM, telephone conversation
 30.07.16 Practice for Titchfield in Bloom
 02.08.16 Gloria Hunt
 15.08.16 Councillor Connie Hockley
 17.08.16 traffic group
 24.08.16 Gloria Hunt
 06.09.16 Sue Boden Earl of Southampton Trust
 Gloria Hunt
 18.08.16 Village Walk
 19.09.16 Disability audit
 20.09.16 traffic meeting
 26.09.16 HCC meeting
 03.10.16 Forum meeting
 05.10.16 Claire Burnett telephone conversation
 12.10.16 Claire Burnett telephone conversation
 14.10.16 Pam Van Reysen meeting

19.10.16 Colin Milton-Smith
24.10.16 Carol Grant/Colin meeting
25.10.16 Forum exec meeting
30.10.16 Public Open Meeting
02.11.16 Exec. Meeting
04.11.16 Pam van Reysen to sort responses from Open Meeting
08.11.16 Richard Summers, architect
16.11.16 Claire Burnett Telephone call
21.11.16 Exec meeting
24.11.16 Extraordinary General Meeting of Forum to discuss status
26.11.16 talk to women's group at church
06.12.16 Gloria Hunt
07.12.16 Colin Wilton-Smith
07.12.16 Claire Burnett telephone call
15.12.16 FBC meeting

2017

03.01.17 television interview
newspaper interview
06.01.17 Gloria Hunt
14.01.17 Patient Participation Group talk
16.01.17 plan grant application
19.01.17 exec plus group leaders
24.01.17 Forum AGM
25.01.17 FBC meeting
30.01.17 meeting to plan submission
02.02.17 Ian Windebank meeting
10.02.17 footpath meeting
13.02.17 Gloria Hunt
14.02.17 Lottery Bid meeting with John Hiatt
Mary Kucharska, AECOM telephone call
17.02.17 Footpath meeting
23.02.17 exec meeting
03.03.17 exec meeting
04.03.17 FBC full council meeting deputation
15.03.17 FBC meeting
28.03.17 visit CC with Liz Lewis
29.03.17 meet R. Summers at his office
30.03.17 housing meeting with N Girdler
Forum meeting
31.03.17 CC with Mary-Kate
Footpath meeting
11.04.17 FBC meeting
10.04.17 Councillor Connie Hockley
12.04.17 exec meeting
18.04.17 Abbey Garden centre meeting re. Abbey
19.04.17 Ian Reeves, treasurer
25.04.17 Colin Wilton Smith
02.05.17 Community Action
05.05.17 Colin Wilton Smith

13.05.17	Church Fete
17.05.17	pre FBC meeting Colin and Glorai FBC meeting
19.05.17	meeting Emsworth NF with their councillor
19.05.17	Footpath meeting with HCC
22.05.17	John Hiatt
23.05.17	Paula Weaver
24.05.17	John Hiatt Claire Burnett tel. call
25.05.17	Paula Weaver
05.6.17	FBC meeting
08.06.17	Health meeting
16.06.17	Footpath meeting
20.06.17	Forum
21.06.17	AECOM telephone interview
22.06.17	Colin and Gloria
23.06.17	newspaper interview
02.07.17	Open meeting
03.07.17	Coach Hill meeting
04.07.17	Colin Baker
10.07.17	Village in Bloom competition
11.07.17	Health Meeting

General NP promotions

Shop window displays from September 2016 - May 2017
 Bi-monthly newsletters to over 600 e mail addresses
 Questionnaires x 4 - general, Barry's meadow play equipment, housing, traffic
 Tv interview
 Newspaper interview x 3
 Open Days x 2 inc. distribution of 1000 leaflets each time
 Presentations to WI, Patients' Promotion Group at GP Surgery, Womens' group at church, Fareham
 Borough Council Executive meeting,
 Disability audit

Consultations

Holt NP chair
 Emsworth NP chair

Wednesday, 3 October 2018



Tuesday, 2 October 2018

Neighbourhood Plan Survey Results Feb 2016

The survey was carried out by a sub committee of TVT, chaired by Ann Wheal.

The sub committee was set up look into ways to improve the environment in and around Titchfield.

The information gathered will guide the sub committee (forum) - and help them to decide whether or not developing a Neighbourhood Plan is a good idea and if so what the main issues are that the plan should address. Of the 21 forum members, seven were born in Titchfield and seven are

long standing residents/business people.

How did we define Titchfield? For the purposes of the **survey** Titchfield was defined as stretching from the Abbey in the north to Posbrook Lane in the south including Bellfield, Posbrook Lane, Common Lane, Brownwich Lane, Mill Lane as far as Segensworth Road and the Garston Road area.

Who took part in the survey? Anyone who chose to could complete a questionnaire

The questionnaires were **available throughout the village.**

We asked **300 plus** people with an e-mailing list to circulate the questionnaire.

We left blank questionnaires in the **Queen's Head** in a highly visible box

We left blank questionnaires in **Hadlows the butchers, The youth club, The scouts, The school, The WIs, Every shop in the village, The country market, The community centre**

We posted questionnaires randomly through **village letterboxes**

Posters were displayed on the **TVT notice board**, in the **greengrocers**,
the **parish rooms** and in the **community centre.**

in

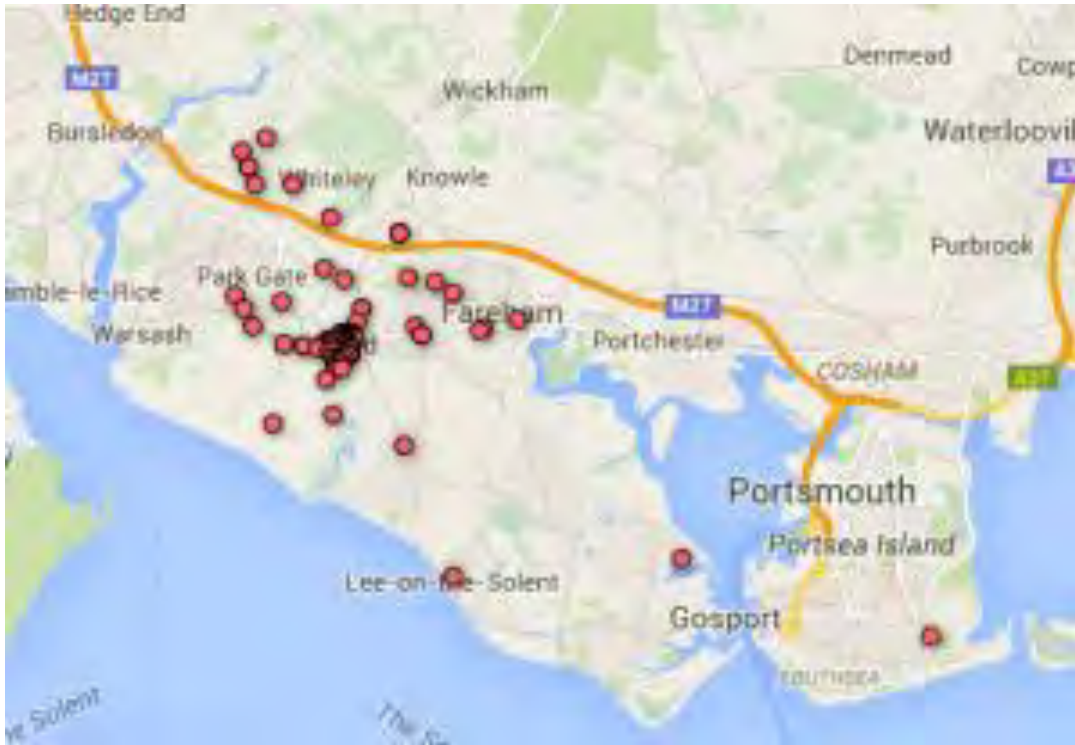
An article was published in the **parish magazine** – circulation **420**

Who completed the questionnaires?

500 questionnaires were distributed - **152** questionnaires were returned -

This is a good percentage for a response to a survey.

The map below shows the the location of those who completed a questionnaire.



The Questionnaire

1. Name (optional) 2, Postcode
2. Age (please circle) under 16 16-21 21-30 30-50 51-65 66-80 Over 80
3. Do you live in Titchfield? yes/no
4. Do you work in Titchfield? yes/no
5. How far have you travelled?

7 Do you belong to a village group yes/no 8. Which group(s)?

9. Do you feel part of the village? yes/no

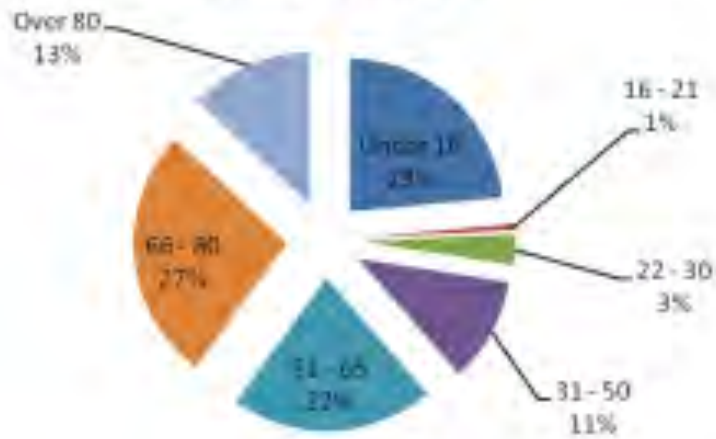
11. What are the best bits about Titchfield?

13. What does n't work so well in the village?

14. What would make Titchfield a better place to live, work and play?

The results of the survey were as follows:

Q3. Age Range



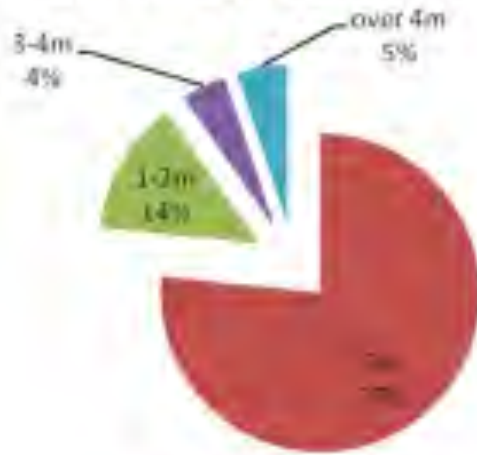
Q4. Village Residents?



Q5. Worker in the Village ?



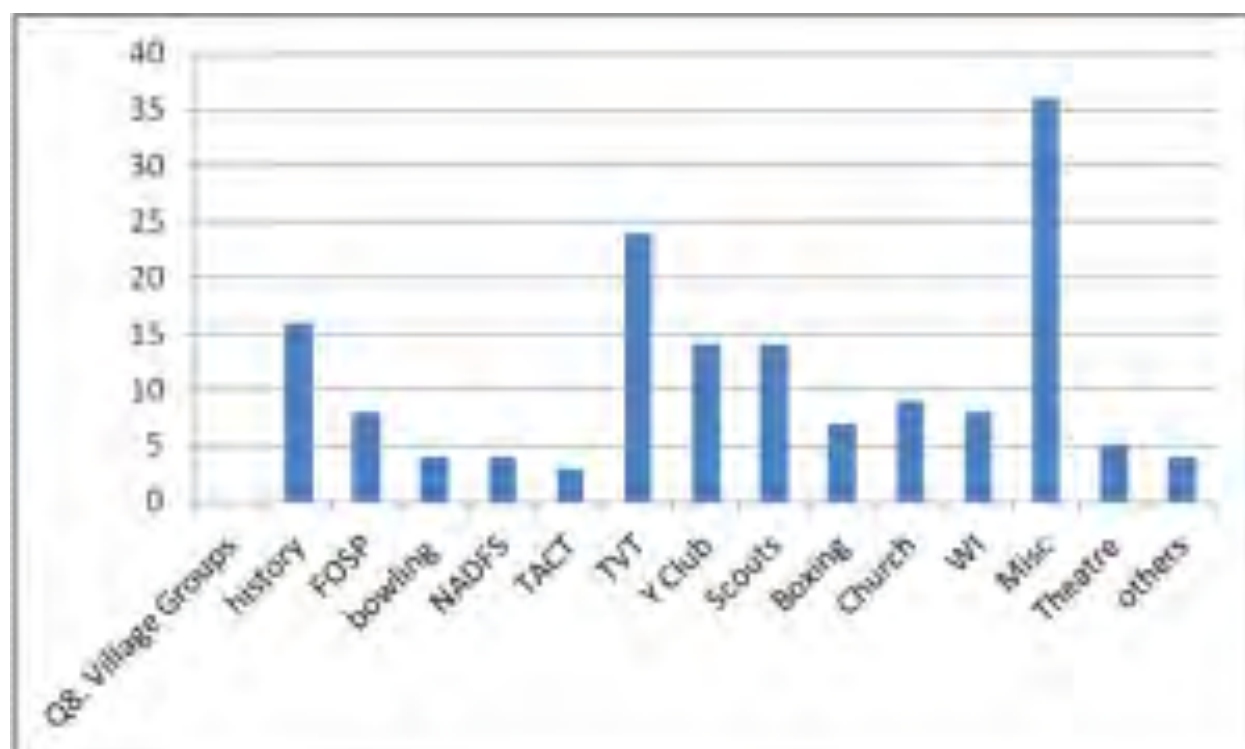
Q6. Village Commuter ?



Q7. Member of a Village Group ?



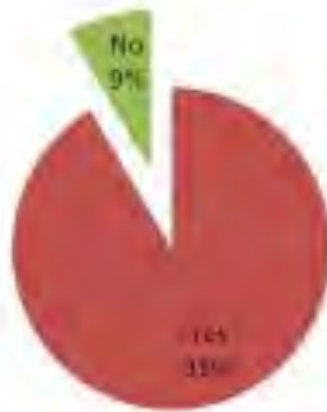
Q 8 Which Groups ?



Miscellaneous breakdown

- Gardening club x 6
- Country market x 4
- Art show x 2
- Speedwatch x 2
- Lunch club x 2
- Moviola x 2
- Community choir x 2
- Community association x 3
- School governor
- Photography
- Bridge club
- Patient participation
- Jubilee surgery
- Bonfire boys
- Quiz nights
- Wordwrights
- TLC
- SW
- BB
- FOTS
- Trustee
- Tidy churchyard

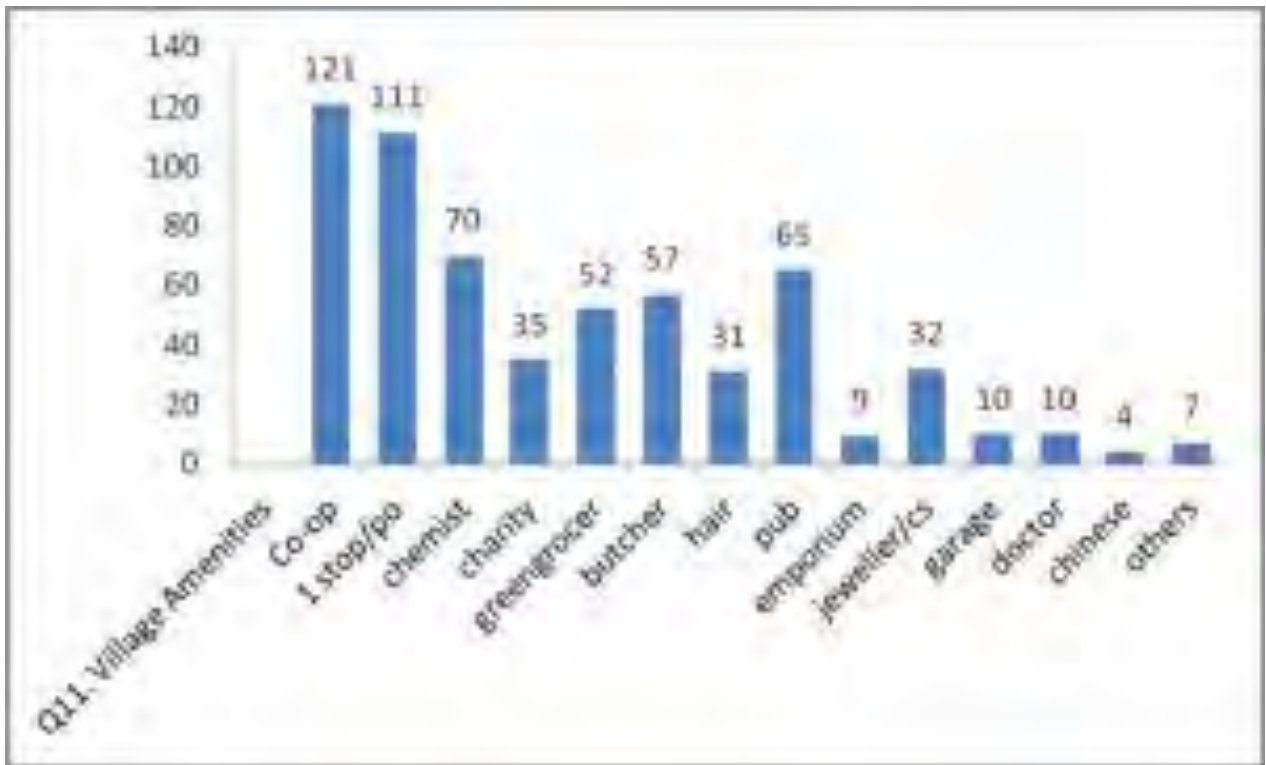
Q9. Feel part of the Village ?



Q10. Use the Village Amenities ?

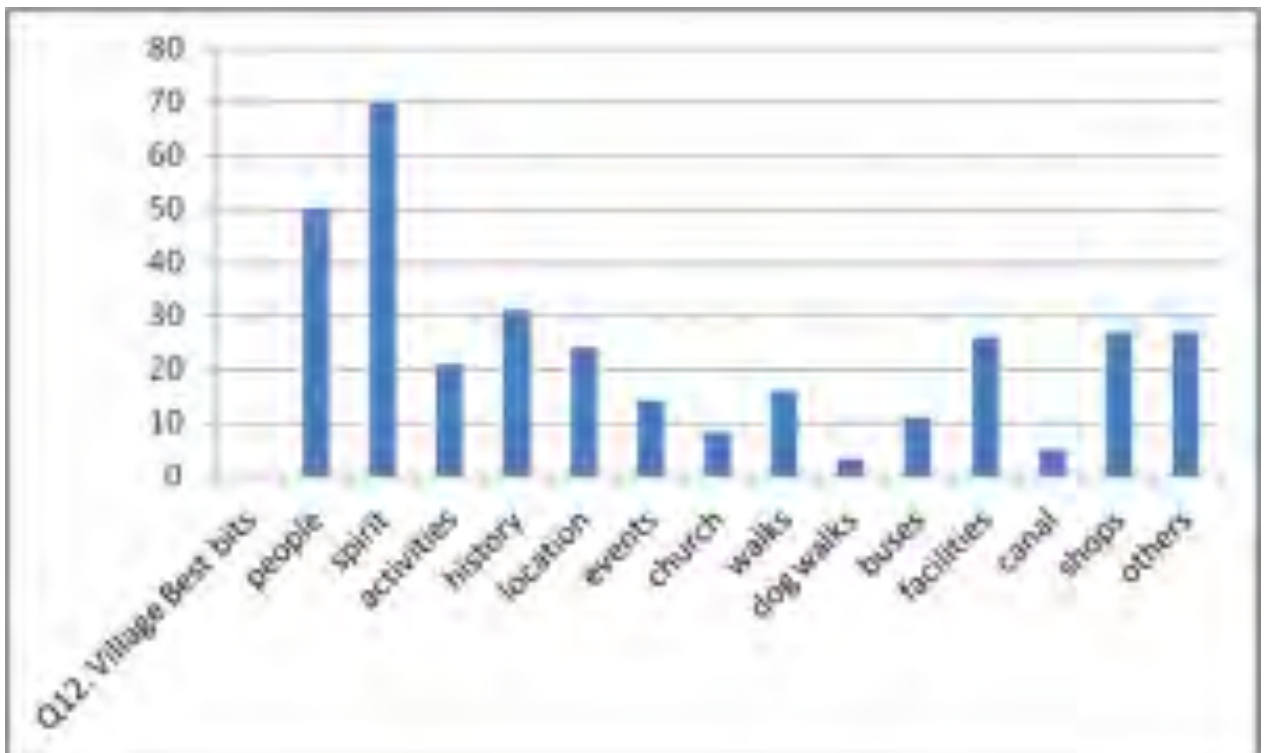


Q 11. Village Amenities Used



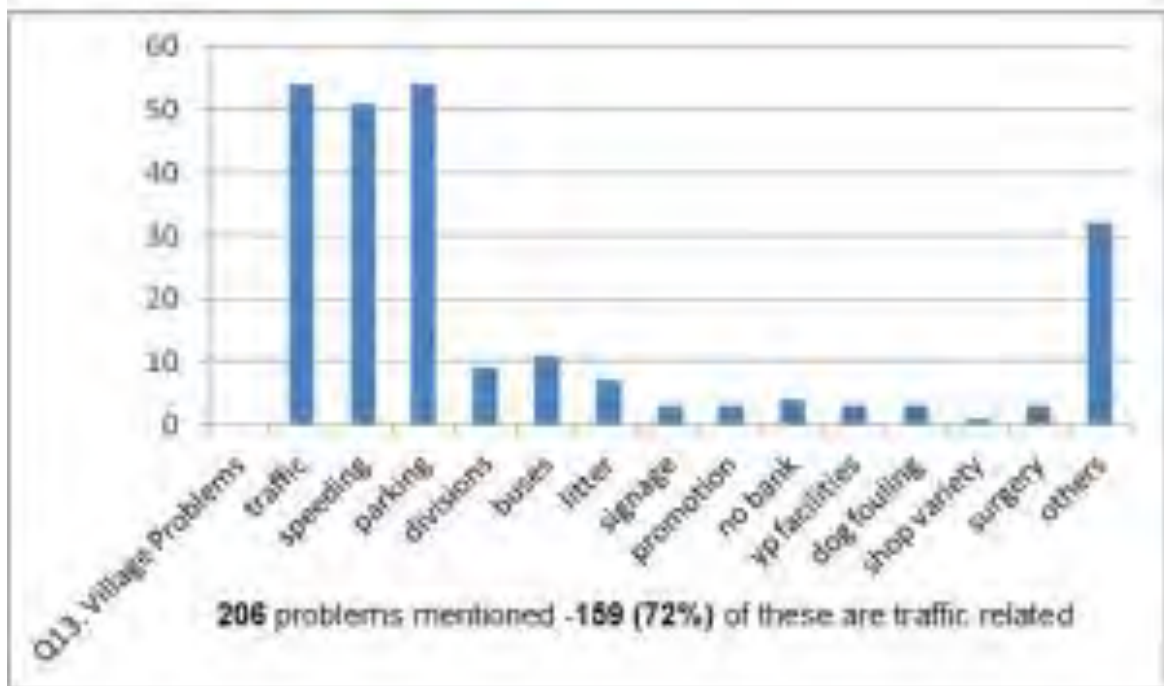
Q 12. The Village Best

Bits



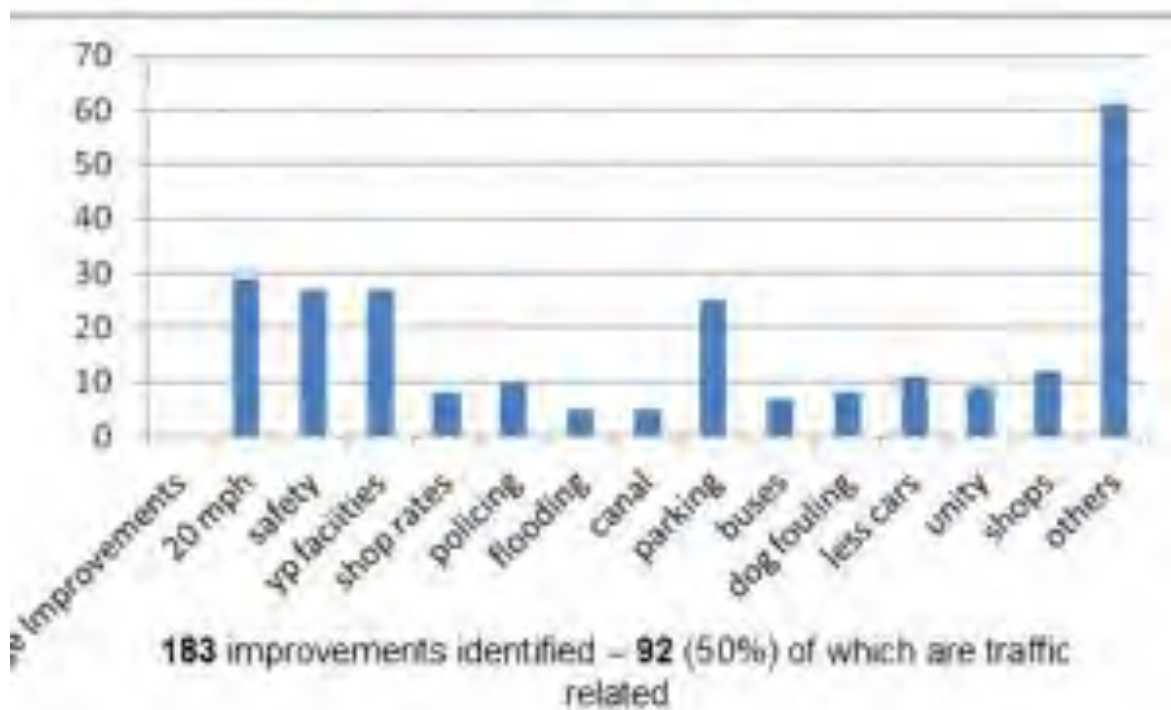
Note! The individual comments to Q.12 can be found [here](#)

Q13. Village Problems



Note! The individual comments to question 13 can be found [here](#)

Q14. Village Improvements



Overwhelmingly the major issues arising from the survey are traffic related. The full list of suggested improvements can be found [here](#).

More detailed graphs, showing how the views expressed in the survey are affected by age groups and/or geographical location, can be found [here](#)

So, are the results valid?

We have 152 responses from a 7,000 population. So, we can be 95% certain we will be within 8% of the answer we would get if we surveyed all 7,000 people

For example - 50% of the suggested improvements were traffic related. So we can say we are 95% certain that, if we asked all 7,000 inhabitants, we would find that the number of people that would cite traffic issues would be between 42% and 58% – i.e. within 8% of the survey figure.

Acknowledgements

We are indebted to all the people who took time to respond to the questionnaire.

We also wish to thank the following people for their help and assistance:

Carole Healey – de-cyphering and entering all participants comments, **Kim Laws** – help with spreadsheet and graphics, **Ann Wheal** - entering data on spreadsheet, **Andy Hoare** – technical advice, **Tony Postle** – help with analysis and graphics, **Sarah Jones** – auditing the questionnaires, and **Peter Wheal** - presentation of results.

Hadlows, The Queen's Head, The School, The Community Centre - and all who assisted in distribution and collection of questionnaires

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REPORT ON HOUSING QUESTIONNAIRE

250 Housing Questionnaires were distributed at the 2017 Village Fete, over the internet and via doorstep deliveries. A total of 32 completed questionnaires were returned.

Summary of results

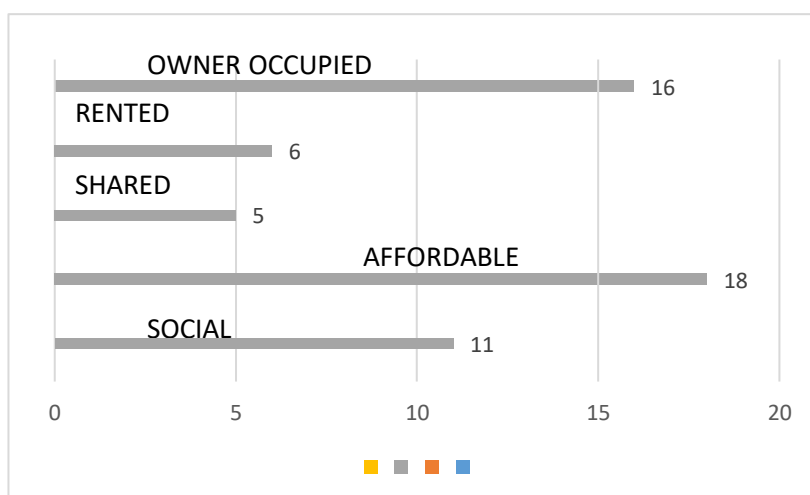
Future development in Titchfield should be terraced or semi-detached 2 bedroom houses at affordable prices and should be for existing residents who were born or work in the village or who have family in the village.

Results in detail

The respondents were asked to rank all questions in order of preference, 1-most preferred, 2 - second most preferred and so on. Not all respondents did this, however, but they did all rank their first and second choices so the results have been analysed recording the number of times a choice was ranked either first or second. The questions and responses follow.

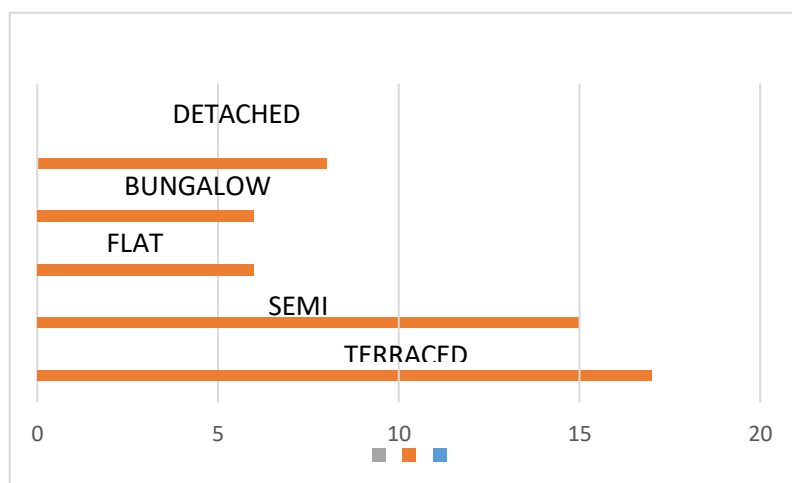
Q1. What type of homes should be included in the Plan?

- social housing*
- affordable rented*
- shared ownership*
- rented*
- owner-occupied*



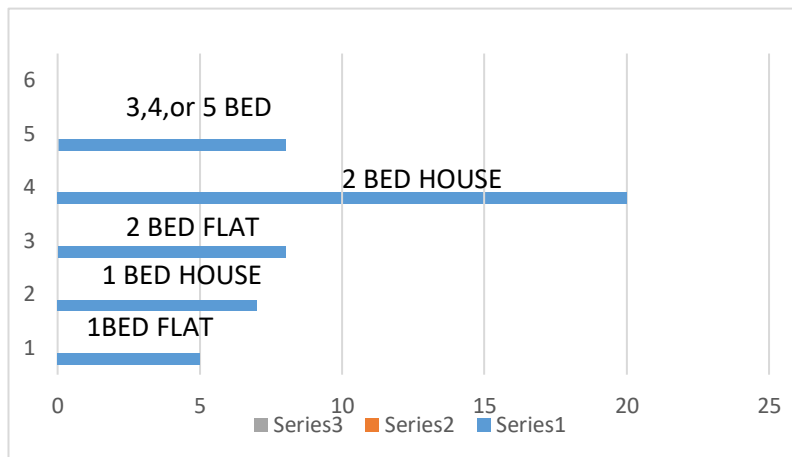
Q2. What sort of homes would you like to see included in the Plan

- terraced houses*
- semi-detached*
- bungalows*
- flats*
- detached houses*



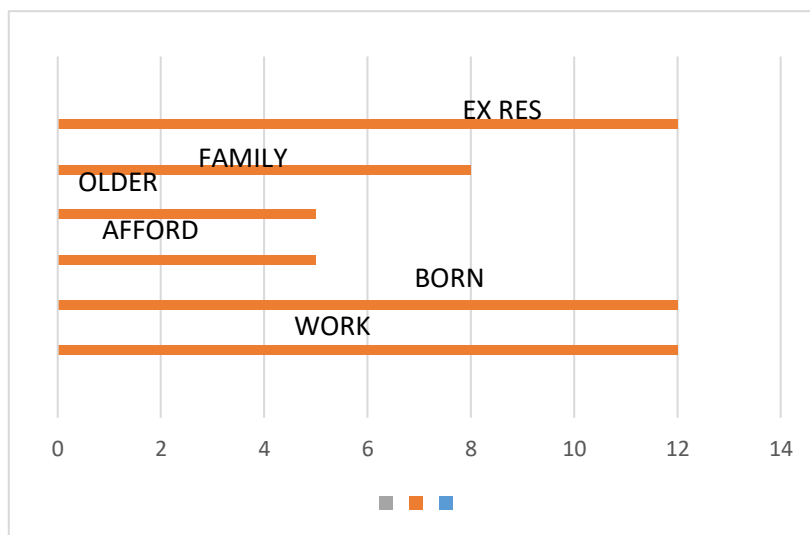
Q3. What size homes should be included?

- 1 bedroom flats*
- 1 bedroom houses*
- 2 bedroom flats*
- 2 bedroom houses*
- Larger properties – such as 3, 4 or 5 bedroom places*



Q4. Who do you think should be given the first opportunity to live in these houses?

- existing residents*
- people born in the village*
- older people*
- anyone who can afford it*
- people who have family in the village*
- people who work in the village*



Who responded to the questionnaire?

The respondents were requested, at their discretion, to give postcodes and age guides, the results are as follows:

Postcode

- None given 40.6%
- PO14 4 - 53.2%
- PO15 5 - 6.3%

Ages

- None given - 18.7%
- 20-35 - 6.3%
- 35-50 - 15.6%
- 50-65 - 34.4%
- 65+ - 25%

Titchfield Neighbourhood Forum - Housing questionnaire written responses June 2017

Question 2 - what sort of homes would you like to see included?

- More affordable
- There should be more affordable home and need less land
- Terraces houses are in keeping with the current and historic style of property in Titchfield and would provide smaller and more affordable housing. They are suitable for both younger and older age groups alike. Semi-detached and detached houses provide space for larger family groups. Flats are the least in keeping with historic feel of the village.
- Terraced in keeping with the village style

Question 4 - do you have any suggestions as to where these homes might go?

- On the borders of the village
- Along the new Stubbington to Titchfield by pass
- We have enough houses in the village and certainly do not need houses built on our green fields
- Very difficult question. From the map it looks as though the area just south of the railway line is the only open area that could have good access or on West Hill Park school.
- Titchfield/Warsash Road, same side as pylons. This would then ensure traffic does not increase through village.
- Compulsory purchase of some land from West Hill Park School; land at top of village easily connects with A27 to avoid congestion in the village and will not be prone to flooding. Occupants' children would benefit from easy access to school, avoiding necessity for car transportation to place of education.

- In the large fields at Posbrook Lane
- I do not think there should be any new housing within the village, there just isn't any available space in my opinion. I have heard talk about using the tanneries but I disagree with this as the businesses there are very important to the village. If the edges of the village are used this would encroach on green space and would change the nature of the village. The only other place is gardens or allotments which I would also disagree with - sorry but I think this questionnaire leads the completer down a route that is pre-planned. Once saturation point is reached then that is my opinion.
- Extreme care should be taken to ensure that green land and farm land available to the public is protected from development.
- The ownership of land in Titchfield is not easily and clearly available with which to make a decision. However, there is land in Posbrook Lane just after Bellfield and a development here could assist with traffic-calming in Posbrook Lane. Also the fields on which the horses are kept in Bridge

Street would have the least traffic impact on the village. • Not in Titchfield

Question 5 - who do you think should be given first priority to live in these houses?

- I don't think you could very easily restrict ownership but it is very important that suitable housing for elderly people is developed. It is also a possibility that Titchfield could look at being a trend setter for some environmental standards of home building - there may be government grants available such as passive houses?

Question 8 - do you have any other comments?

- New people who come to live here such as Southampton Hill new bungalows complaining about bottle banks etc in Barry's Meadow which they have been moved to the community centre
- Preserve green spaces as much as possible in order to preserve Titchfield as a village, not just for residents but for the many people who enjoy

the village from the surrounding area.

- Most of the village is surrounded by flood plain - unsuitable for development. A site using part of West Hill Park school is perfect location.
- I think if there were more 2 bedroom houses and 4&5 bedroom houses for people with big families and people that could use a two bed would free up a lot of 3 bedroom properties.
- Infrastructure will not cope with increased traffic, GP surgery always very busy, roads clogged.
- There is no more room IN the village for any size of housing. The plan on the back page does not reflect the parameters of the village. This is an unnecessary consultation.
- More facilities also needed - better children's playground
- Too many houses built for well off, there are a lot of single people now, or couples, who don't want large houses. Affordable rents, modern not single glazed.
- It is important not to focus just on affordable housing. Although there is a great need for this it is usually needed close to large employment centres. Affordable rental properties are often more useful in villages for family members. Care to ensure facilities match the extra population, in particular the village shops and amenities, including attracting social venues like restaurants/bakers etc.
- Affordable housing for key workers (teachers, medical staff, social carers etc) is essential to ensure the next generation of young families can afford to live in the village and Titchfield does not become an enclave for wealthy retirees.
- I would like to see the historic nature of the village respected in any style of housing developed and a very high importance placed on minimal environmental impact. Traffic movement and parking considerations need to be included as additional houses will no double increase pressure on the

already restricted parking choice.

And finally an attachment.

To Ann and team From Amanda Laws

I realised when I started filling in the form that I wanted to write more than would fit on, so just a few thoughts to add into the mix.

I feel very strongly about housing and the uneasy balance between 21st needs alongside a historic village. I haven't lived here long (25 years) but in that time I have seen some sensitive additions and some not so well designed. What will not work are small infills, building that will not fulfil our obligations and just reduce what open spaces we still have in the village (e.g. Wheatsheaf application)

The needs of those who wish to live in and around Titchfield are probably well documented, in so far that they will be a microcosm of the general needs of the county and country. There will be statistics from the ONS and more local evidence that will help to determine whose needs are not being met by the current housing stock.

I would urge caution in weighing up individual suggestions on whose requires housing and what sort of size/type is needed, but instead look at the balance of property types already existing to see where we, as a village, falls short.

My comments I would like you to take forward are these:- WHO The needs of the aging population are well catered for at Village Gate, the old fire station, small cottages on the main village street and eventually on the proposed care village alongside the Holiday Inn.

What we don't have are small to medium sized social housing (I believe many at Bellfields are now privately owned), opportunities for young adults to engage in shared ownership schemes and affordable rented accommodation. Young adults tend not to use doctors surgeries as much as pensioners and would bring a better balance to the village in use of the community centre, shops and social clubs. I have not looked at local Primary Schools' expansion plans, so cannot comment on the potential impact (ONS should have general demographics on births in the last few years to see the % trend upwards)

LOCATION Location is an extremely contentious issue and two key criteria should be high ground, so flooding is not an issue (rules out Posbrooke development) and ready access to the A27 (also rules out Posbrooke) I think the area to be explored is Common Lane and Warsash Road, which fits both criteria. There are several schools within reasonable distance and a clear wide road on which to access the motorway, without having to drive through the village. Lastly I feel very passionate about looking at alternative ways of funding and building, i.e. Community Land Trusts

<http://www.communitylandtrusts.org.uk/>

<http://www.wickhamclt.org.uk/> <http://wessexca.co.uk/>

The community would have a greater say in use of building materials and environmentally friendly energy measures.

Tuesday, 2 October 2018

Traffic questionnaire handed out to residents on 2.07.17. at NF Open Meeting

Idea 1

All parking in the village to be as at June 2017 and to be 40 mins max between 8am and 6pm, Monday to Saturday. This to apply to The Square, East St, West ST South St, High St, Bridge St, Church St, Coach Hill and Southampton Hill. Unrestricted parking for residents. This proposal should not affect shops adversely and is only marginally different from present arrangement

Result - Totally disagree 17 Not Sure 15 Very much agree 30

Comments

40 minutes is not long enough for many of the visits to the shops ie hairdressers, cafes, estate agents, travel agents etc. Barry's Meadow car park would be over-run resulting in patients unable to attend GP appointments. Would residents be able to park in South Street unrestricted at any time! So think it would greatly affect the shops and businesses in the village.

Appreciated that FBC do not support residents' parking permits - but rather than simply deny - present another option!

There is nothing wrong with the existing parking situation. I have found I can nearly always find a space now in 30 min bay to do bit of quick shopping. Ridiculous idea.

Difficult to police

Assuming that this means Sundays, visitors can park in the village for any length of time?

I live in South Street and although I do have access to parking within my property it is difficult as the driveway is narrow. As it is integral to the property I have no way of widening it. I have changed my car to a narrower one so I can accommodate my own vehicle, however, workmen and friends mostly need to park on the roadside. Your questions do not state whether all of the 'on street' parking will have 40 min restriction, or just those areas that are currently 20 mins. I think idea no. 1 implies just the current 20 min areas but in-case that is not what is being considered...

We have an area of 6-7 unrestricted bays at the south end of South Street which I would not want to see changed. Due to the narrowness of the street, including chicanes, we need this unrestricted area. This is the only area whereby workmen can access properties at this end of South Street. As it is it is difficult and stressful when I know workmen are visiting.

Why should it be that people purchase a grade II listed property in the village, being fully aware there is no off road parking and then promptly park up to 3 cars in the Square?

Leave as it is

Does this mean we are having a residents' permit and what will our visitors do?

I can't comment on precise parking arrangements but I would like residents to continue to be able to park for free in the village and for plenty of time to allow for shopping and dropping/picking up school children.

The restriction in the Square at present is too much, this should not apply to Sat/Sun at weekend and late afternoon the parking is under-used. There is no way more parking restrictions should apply.

There is sufficient short stay car parking places at present and it is useful to have some no limit spaces at Barry's Meadow and the Community Centre car parks are often full.

Why don't residents have parking permits as in Fareham. Residents living in mentioned roads are often unable to park in own street \road

This could lead to cars parking for hours in the Community Centre car park thus inconveniencing users of the centre and possibly losing the Centre bookings and money.

If we have residents' parking it has to be policed. It would deter friends coming and cost money for parking permits.

Residents' parking at any time will block available spaces

Easier to shop

Maybe also have residents' windscreen sticker

This gives residents more flexibility in where they park - most people could walk a short distance across village

I do not agree with parallel parking in the Square. At right angles, more cars can be accommodated. We cannot move clock back 40 years. Keep the Square as it is. I do not want the village to become too restricted for cars. I am concerned about workers who come in to the village to complete tasks, such as heating engineers, electricians. It must be clear where they can work in order to service homes. Also, a lot of home owners do not have parking and need to park a car on the road. They cannot be expected to move it every 40 mins. This will be very expensive to administer.

This could lead to other roads being jam packed, especially by employees of businesses.

I've been saying this for a long time

This should help the shops as it can be difficult to park at busy times

Visitors and workmen/builders should have a permit to park for longer than 40 mins.

There is sufficient parking for all day parking in the Community Centre

It could mean that all the parking spaces would be occupied by residents - those without time restrictions

40 min max would be better extended to 2hrs. this allows folk time to visit the village.

Cost/frequency of policing this arrangement unchanged from existing

This is a complete capitulation to car users in the village. What is stopping residents from parking their cars in the village square and leaving them there to block parking spaces? If there is a problem with people leaving their cars all areas should have a max stay (24 hrs) alternatively, areas of the village could be residents parking only between 1-2pm this may stop people parking all day. Who is a resident? When people bought their homes they knew the parking situation. What about doubled parking?

I wonder how anyone can know if any car parked is in fact belonging to a resident.

We are trying to get people to come to Titchfield - the shops, walk the canal, use the cafés

This is not at all workable = 1 work from home as do many others in the village and many have visitors (not all can park in the car parks) plus 40 min parking wouldn't work for them. Similarly, businesses with one or two hour appointments etc.

Suggest the max time allowed is 1 hour and the times should be between 9am and 5 pm

40 mins max parking is not enough time to shop and have a coffee. Therefore this draconian measure would affect our shops and cafés

Disabled people need to access the church any day so 40 mins might not be enough time. Barry's Meadow car park gets very busy

This arrangement seems good as so many residents in Titchfield do not have their own garage.

Idea 2

All parking in the village to be as at June 2017 - and to be 40mins max between 8am and 6pm, Monday to Saturday. This to apply to the Square, East St, West St, South St, High St, Bridge St, Church St, Coach Hill and Southampton Hill. Residents can park unrestricted at any time - but in their own street only. A resident can park in any other street but the 40min rule will apply. This proposal should not affect shops adversely but it will deter people from parking a car in the Square for a week whilst they go on holiday. Yes the parking wardens would need a list of which cars can park where, and residents would need to display a windscreen sticker.

Result - Totally disagree 23

Very much agree 27

Not sure 12

Comments

It would still greatly affect South Street

Again, ridiculous talk about creating an unwelcoming message to visitors, tourists etc. we should be encouraging people to the village, it has so much to offer.

Prefer no1 but again difficult to police

Although like the idea that residents would have a windscreen sticker (this person actually 'totally disagreed!')

Think this is the better option of the 2 but think 40 mins is not long enough for church events eg weddings, funerals and other meetings elsewhere. Suggest 1 hr. Needs careful consideration or other roads eg Garstons Road will be congested with long term parking. Need for disabled parking by churches.

Too complex. Surely a sign in the Square and other areas, warning of a 24 hour limit would be easier

Leave as it is

This would make it difficult for family and friends. Please leave well alone.

How are you going to police this? Sounds complicated

Easier to shop

Residents need flexibility in where they park as village is formed of only a few streets

These restrictions are a step too far I feel, and would require a significant cost for parking wardens. I am in favour of a resident parking scheme, so not to disadvantage people who live in the village and may not have parking attached to their house. I was in this position from 1986 until 2011, first in East Street and then in Frog Lane, and parking my car was a complete nightmare. I strongly disagree with any desire for trees in the Square. This is because of the maintenance required, sweeping the leaves, not to mention seeds from growing saplings

This is much better than the above - the bus issue is deterring outside visitors. The main car parks must be used. Zones incorporated.

I live in West Street and occasionally have family visiting. Could there be some form of 'resident guest' sticker allocated to each resident in order that guests should park near resident.

There is insufficient space in village to enable residents to park only in their own street especially if the time limited slots increase in the Square

Sounds like a difficult scheme to monitor with windscreen stickers being refused

Parking is limited in many streets so some residents may not have enough space to park in their own road - community spirit!

There are too many people coming into village to park and getting picked up by another car

How many residents have cars and are unable to park in front of own property? How many spaces are available? do they actually match up?

It will only work if parking wardens visit frequently to start with and irregularly in continuation

Too complicated to enforce

Cost of additional policing unlikely to be covered by additional revenue collected. Therefore difference would need to be covered by additional Council Tax levied on residents of above named streets

This proposal is better than the above (1) and has all the same problems. You state that the shops will not be adversely affected you don't know that. What about visitors, shoppers and people such as carers and district nurses? 40 min is not sufficient. 1 hr would be a sensible time. These proposals should have been circulated to every household in the streets to be affected.

Residents only parking in their own street? How impractical. Some streets have more space than others with off road parking; some families have multiple cars; what about visitors, guests etc. this is not based on personal need. I have off road parking. Residents' window sticker - please, please please do not go down this route. I totally oppose. An administration fee will be imposed and this cost will go up and up. Residents should simply park where they can, for info Barry's Meadow car park only have a handful of cars parked overnight. There is space but not necessarily outside the resident's own home. You would be very misguided if you think this will be free - it won't and from my own experience Fareham BC will be able to increase costs over time. A family with two cars may finish up with high costs for a permit. What about family and friends that visit -will residents have to buy a visitors' permit? Please rethink this. Parking is what it is in a village with narrow roads. We are luckier than most and have some car parks. If you buy a house in a village like this you have to accept that sometimes you can't park outside your own front door.

We are not an urbanisation. We are a village. Most people have guests and generally people don't park for any length unless they are staying with friends. This is not a practical solution. We will end up with parking permits.

Don't see how either of these ideas can be enforced without the presence of a traffic warden

Again, suggest max time allowed is 1 hour and this should apply between 9am and 5pm

Seems reasonable

This is draconian and gives out a clear message that Titchfield is NOT a friendly village. It would be a nightmare for parking wardens

This also means that if someone has a parking problem/issue they don't pass the problem on to someone else.

This is unfair to residents of Titchfield, many do not have their own garage and have problems parking near their home

Idea 3

Buses no longer pass through the Square. The X5 reverts to have stops on Southampton Hill and the X4 has stops on Coach Hill and in Bridge Street. This being the case, the number of 'incidents' occurring in the chicane is much reduced.

Result - Totally disagree 19 Very much agree 20 Not sure 21

Comments

Sounds good but Southampton Hill has cars parked by residents all the way up especially around the bend all day. I am sure the bus company would not oblige with this plan

If people are considerate, this would not be a problem

Big buses should not squeeze down South Street

Many pensioners cannot walk those distances easily

Keep bus routes as they are - remove chicane for easier access and ban parking in South Street by Chicane area

Don't understand how this could work

I would be very relieved if buses did not come down South St. I have spent most of the day at home today and have witnessed x 3 situations involving confrontation and minor knocks. Each time a bus has been involved. This repetitive distress and inconvenience to drivers is awful.

We need buses in the village

We need buses to go down Coach Hill for parents, older people off the estates, then stop in the Square.

I don't fully understand the implications and don't personally use buses at the moment, but do think it might be a good thing not to allow buses to drive through the very narrow street outside the butchers. I think cars need to be able to get through the village without too much restriction/danger

The buses should and must come into the Square

Left turn from Bridge Street into Coach Hill - pretty tight for a bus

We have a lot of older people in the village that NEED to use the buses. They will be unable to walk to the bus stop

The older residents living in/around the Square will suffer

What about residents that live to the south of the village? Some very elderly - and it is the elderly that use the bus with their bus passes

I have seen several small accidents in South Street with the buses, usually because cars have been parked too far out from the kerb. I do not know why the bus route on Southampton Hill stopped about 5 years ago. It doubled the number of buses in the Square from 2 to 4. At the same time these buses became wider and longer. I support this statement.

Buses are a MUST. This is a village for all. STOP alienating people. The Butcher is NOT necessary.

How would X4 turn left at the end of Bridge street to continue to Fareham Bus Station?

Not sure on this as how would bus stops be in 2 and 3 above

Sounds a good idea but may be a problem for elderly not having the buses stopping in the Square

Can cause a lot of congestion

Buses should NOT be allowed through South Street. Neither should HGVs. It is very difficult to access my own property at times (37 South St)

If you stop the parking in the Square of lorries etc., buses won't be a problem

Put double yellow lines through South St. no parking would solve the problem. I do not drive and I rely on the buses. I get the bus at St Margaret's Lane and wish to carry on doing so

I would be lovely not to have buses through the village but can the new wider/longer buses navigate the roundabout at the bottom of Coach Hill/Bridge Street? Plus can the bus actually turn left at Bridge Street traffic lights?

I agree with X4 route but leave X5 as at present. Southampton Hill not suitable as bus route - too narrow - no pavement at upper end. And some drivers cannot turn right into Southampton Hill without mounting kerb!

Folk with limited mobility must be catered for

Significant cost implications (£100K) in making 'buses only' left turn and right turn at the top of Bridge Street. Capital outlay would need to come from FBC budget and Council Tax

This again is just to alienate the parking problems and avoid some of the issues with the chicane. However, much of the problem stems from people parking incorrectly and not having any consideration for other road users. Also some drivers do not seem to understand the Highway Code associated with the pinch points.

Some of the elderly villagers may find the distance too great to these new stops

I think it benefits many residents to be able to catch a bus on the Square but don't feel too strongly one way or another. Most incidents are actually poor driving by car users

As I understand it, buses stopped using South Street because of the parking. Since then this has become much worse especially on the bend where I live. This is a non-starter unless parking issue is addressed. Do not agree with X4 using Bridge Street. This will be too far for elderly to walk to and from especially if they have to carry shopping bags.

May be this could include vehicles over 7.5 tonnes as well as buses. Except those requiring access to High Street for loading and unloading

The bus drivers have a very difficult job negotiating the various obstacles. Buses cannot do the fabric of the Square any good

How ridiculous stopping busses passing through the Square. The Square is the ideal place to catch a bus from all around the village

This must make it easier for the bus driver

I feel sorry for the buses going past the butchers as quite often they get stuck due to poor parking by other vehicles

This was suggested once but a positive protest finished the idea

Idea 4

When coming from Stubbington, there is no left turn into Bridge St. except for buses and emergency vehicles). Also, when coming from Segensworth there is no right turn from A27 at the top of Southampton Hill (except for buses and emergency vehicles). The result is that some 'rat run' traffic has no short cut

Result - Totally disagree 26 Very much agree 22 Not sure 13

Comments

It would be good to stop the 'rat run' but I do not think that closing the exit to Stubbington to all except buses and emergency vehicles would be acceptable to many villagers who use that road regularly and the extra traffic on the gyratory would be a challenge.

We live in Posbrook Lane which is a rat run. Drivers come down Coach Hill, turn into P. Lane and then to the beach/Stubbington/Gosport. 20 mph signs at beginning of East Street, Bridge Street, Coach Hill and Posbrook Lane plus flashing speed sensors esp. on Coach Hill.

We must stop cars from using the village roads as a short cut

How is stopping traffic dropping into the village from Stubbington a good idea? Cars will have to use the gyratory and enter the village to go up Coach Hill! More cars in village! A27 proposal OK

Traffic coming from Stubbington for Warsash Road would only divert back through East Street and the Square.

- 1. No L turn into Bridge St - would make all residents on south side of village go to gyratory on A27 and back through the Square, thus causing more congestion in village centre!*
- 2. No R turn onto Southampton Hill, likewise diverts traffic onto gyratory and East Street.*

I need to access my drive via the Stubbington route, again, due to narrowness and safety I need to reverse into my drive and cannot do this from the square. Currently, if approaching from the Square I have to drive past my house and turn somewhere safely so that I can re-approach it from the Bridge Street route. Chicanes would be to be re-sited if South Street was to be made one way.

Will only make St Margaret's Lane worse

How do residents get into the village without incurring extra fuel expenses? There must be a way to stop the rat run without affecting residents.

I live on the west side of Titchfield. If coming from Stubbington, I turn into Bridge Street. If the left turn is prohibited I would need to go round and come back through the village. I do not see how prohibiting the left turn would stop the rat run along Coach Hill

The use of the village as a 'rat run' needs to be prevented

If you live in the south of the village, this is inconvenient. Perhaps we could have a sticker read by a camera to say we are residents!

The villagers have to be able to get in and out of the village easily stopping roads make it more difficult for people to get home quickly and easily.

Very inconvenient for people living in Coach Hill and Garstons road; agree with no right turn from A.27

This is a very good idea

I agree with there being no right turn from the A27 into the top of Southampton Hill as this will be dangerous when the dual carriageway is completed. I use the left turn into Bridge Street from Stubbington and I would like to go on doing so. To close either road would disadvantage Parrots' farm shop and Stubbington. However, if it stops the rat run through the village then it may be necessary.

This is total rubbish, try re-appraising this then re-submit!

Rat run is getting worse so anytime! Great suggestions as most traffic uses as rat run

Providing it is enforced by police at busy times.

I can't believe people use this often as a rat run - what about those going towards Warsash from Stubbington, they will still go through the village but from the gyratory.

Residents will have no access to their roads/limited access - also will cause a lot more congestion on Southampton Hill during rush hour. Most people that turn at Bridge Street only go up Coach Hill.

The village should not be a rat run

This means that people living in the village would have to navigate the A27 gyratory to get home

Part A would mean more traffic driving through the village if wanting to access roads at west of village other than having to drive right round the roundabout on the gyratory up Southampton Hill, left into St Margaret's Lane and then access west of the village. B this is already closed due to road works. Not sure it will be reinstated to cross 2 lanes of traffic into Southampton Hill.

Rat run traffic may be mitigated by A27 improvements up to Segensworth (when complete). No left turn will inconvenience too many Titchfield residents

The rat race coming down Coach Hill turning right into Bridge Street is horrific! I am not sure if idea 4 will cease the rat run enough

If rat run is a problem, why not apply 'No entry between 7 - 9 and 4 - 6' this would allow other users into the village. The village needs to be maintained as a vibrant lively place otherwise it will die.

This will create problems for those living in Bridge St and Southampton Hill and add to the traffic in East Street

Very good

This will also negatively impact on residents who live on these roads and drive home that way and will make other roads busier, for example, if you can't right turn into Southampton Hill more people will come down St Margaret's Lane and come down West Street or Coach Hill negatively impacting on the residents, plus no left turn into Bridge Street will mean more turn into East Street and through the Square. It really isn't that simple. Solving problems for one adds to problems for others.

In principle I agree. However, this would clearly have an adverse effect on residents and if residents were allowed to turn right how would it be policed?

It would be crazy to have to go all the way round and more traffic through the village

If driving from Stubbington, one would have to go to the gyratory and turn off into East Street instead of safely turning into Bridge Street.

Titchfield residents should be allowed

Do not have enough information

Idea 5

A pedestrian crossing is installed on Coach Hill so that people can cross safely

Result Totally disagree 2 **Very much agree 58** Not sure 3

Comments

Excellent idea

Don't wait for a fatality

Needed long ago

Safety requirement

I am sure this would be beneficial if seen to be needed. I would imagine children travelling to and from school and the less able would benefit especially

We need a crossing for pedestrians

Children are crossing to go to school, sometimes without adult supervision and are in serious danger of accidents. Because of the hill, cars drive down Coach Hill very fast. Residents of Bellfield are needing to cross up to 8 times per day

Very important for children crossing Coach Hill

This is due to the amount of people and children needing to cross, also it is a blind area with limited pavement further down

This should have been put in place when the patrol crossing person retired. Will it take a serious accident to make the council take notice?

The help children cross for school

Have 2 young children about to start Titchfield School and something needs to be done before there is a serious accident or even a fatality

I have young children who cross the road every morning. I feel this needs to be sorted asap before an accident

This is ESSENTIAL for safety. Something must be done

Coach Hill is very dangerous, especially at the bottom because the pavements are narrow, and the road, plus the volume of traffic is truly excessive. This has increased significantly in the last 5 years, a lot of cars using it as a rat run. Pollution is also bad in this area. The crossing would help mothers with pushchairs and the elderly.

What about the Square?

Anything that will alleviate a serious problem

This is an unsafe road for walkers at the lower end and a crossing would be appreciated

Is it really needed?

Good idea

The traffic racing down Coach Hill is dangerous for anyone trying to cross

Is much needed by old people and parents with small children

Very much needed. Not sure whether a lollipop person helps the school children across anymore. It would also slow down the traffic coming up and down the hill. Trying to cross Coach Hill in the morning/afternoon rush hours can be very dangerous

Capital cost £60 - 70K but will significantly improve safety by: a) slowing rat run traffic, b) help to ease access to Coach Hill from Garston/Bellfield, c) improving access to bus stop in Coach Hill

Good idea. Signage at top and bottom of the Hill to warn drivers of the crossing. Would it be lights or just a zebra crossing - concerned about safety of these crossings.

Before a fatality

This is a priority, especially as idea 4 may increase traffic on an already too busy road

We also need the crossing from Priory garage at the top of Southampton Hill to remain with the traffic lights. The current plan of a crossing with no lights is dangerous especially now we have housing.

Extremely unlikely you will get a pedestrian crossing on Coach Hill - criteria not fulfilled. Maybe speed reduction?

Yes I agree but am unsure if there is a suitable point for it to be installed. What about the 20 mph instead?

It is ridiculous that there is no crossing for all the school children on Coach Hill

Coach Hill is a very busy road at most times

Coach Hill can be very busy. There is always children crossing to go to school

Not sure - this is a difficult road to cross at times. The children school crossing lady helped, but space is limited with so many roads using Coach Hill

Idea 6

We ask for the bus connection from the Square to Lee on the Solent to be restored

Result - Don't care 6 Not sure 21 Totally disagree 6 Very much agree 29

Comments

Sounds reasonable. Where would it stop? Coach Hill

Best accessed via Fareham

Need for a bus to connect to Stubbington - more facilities than Titchfield

The walk up to Southampton Hill onto main road is too far for a bus stop which is at the top of a main road.

It should also be a double-decker in case passengers wish to have a better view

We need transport infrastructure to possible reduce cars

Good idea

Should also stop in Stubbington

I do not think one route would be profitable for the bus company which led to it being discontinued. Most people want to be able to travel from Fareham to Warsash via Titchfield and back, and also to Southampton. I would not use a bus to Lee.

But only if idea 3 is implemented obviously!

This may cut down on cars travelling on that road

If buses no longer come down the High Street then there won't be pick up from The Square

Not if it goes along South Street

We used to catch the bus to Lee and Gosport from Southampton Hill now it's a long journey going to Fareham and then from there.

There are enough problems with buses in South Street at the moment. Yet another bus route would just add to the situation.

This idea contradicts idea 3 - i.e. no buss in Square. X4 goes to Lee to get on at Coach Hill or Bridge Street!

Cost would need to be funded from Council Tax as no additional central government subsidy would be payable. What evidence is there of significant demand for this service?

I failed to see the logic of changing this route in the first place

This appears to be incompatible with No 4 and 5 as you are proposing that no buses come into the Square. How many would use this service? Have you approached the bus company, what do they say?

As this was the X5 route, it seems to depend on buses coming down Southampton Hill which comes back to the parking issue.

Personally I don't use buses, however, not sure there would be sufficient demand and buses should be kept away from the Square.

I don't know what the demand is

A good idea

4 people gave some further general thoughts:

There will be NO solution to the traffic/parking issues unless:

- 1 gyratory modified to make it easier to access A27 East*
- 2 additional parking is needed, especially on the south/west of Titchfield. Anyone coming to Titchfield from west (Warsash etc) has to go through the Square to access parking*
- 3 nose to kerb park in Square has increased difficulty in passing through Square by vehicles and for pedestrians to cross. It presents a picture of congestion even if there is none!*
- 4 Re-inforce comments on 1st page: restricting parking in the named streets leaves only Garstons Road (where we live, and have put up with large vehicles parked for long periods (days) and Bellfield. There are no other roads for parking!*

I would actually like to have signs requesting people who are visiting for the day and especially those that work in Titchfield to use the Community Centre car park. As it is free to park there, it is an excellent facility to have and could be promoted more actively. Most days I see at least 3 people park in bays opposite 39/47 South Street and walk to their workplace.

I understand the frustrations of the villagers re. parking. However, our village is a vibrant and lively place which thrives on visitors, shoppers, family and friends coming to park.

At present I think the road works on the A27 have not helped the situation.

The chicane - much of the problem is due to impatience and no consideration for other road users and not parking properly which no amount of legislation will change.

I understand the need to stop 'holiday' parking but if the proposal is either 3 - 4 weeks were to be implemented it would mean that people will be forced to park in either Barry's Meadow or the Community Centre car park. This in turn will reduce the amount of spaces for visitors. People attending funerals, weddings, family gatherings etc. may not be able to find space to park in and around the village.

Why 40 mins? This is extremely restrictive. Nobody would be able or want to stop for a coffee, do their shopping, attend the doctors (Barry's Meadow would be full), go to church, visit a friend or go to the hairdressers.

I think these proposals for 3 - 4 need more thought as a knock on effect to people using the village otherwise it will become a glorified car park for villagers and no one will want to visit our beautiful and historic village.

Finally, these proposals not only affect the streets named. It will affect all Titchfield residents.

Parking and traffic need a WHOLE village plan which includes Bellfield, Garsons and the older sections of the village. Simply looking at one problem in isolation will cause problems elsewhere.

We are also part of the wider community of Fareham and Solent area so want to encourage visitors to see the village, use business NOT making it an inaccessible place.

Tuesday, 2 October 2018

TITCHFIELD NEIGHBOURHOOD FORUM

Accessibility Audit



Vehicles speeding through the Square in each direction had to be stopped to enable this wheelchair user to cross the Square.

Originally this audit was intended to be a disability audit. However, many of the points highlighted affect the elderly, the pushchair users and the general public, hence the name change.

TITCHFIELD NEIGHBOURHOOD FORUM

Accessibility Audit 19.09.16.

(Originally this audit was intended to be a disability audit. However, many of the points highlighted affect the elderly, the pushchair users and the general public, hence the name change.)

Introduction

Part of the work of the Neighbourhood Forum is to attempt to make Titchfield a better place to live, work and play for all. This audit looks at Titchfield from the perspective of a disabled person, whether a resident, a visitor or the general public. The information will help to inform our strategy for the Neighbourhood Plan and, if implemented, will make life better for all.

The comments within this report relate to the Disability Discrimination Act 1995 - '...not to treat disabled people less favourably than others for a reason relating to their disability'. Lack of funding should not be used as a reason for not complying with the Act.

Jubilee surgery

Doors:

Entrance hall - door opening 28" which is two inches short of recommended minimum width. The second door to the right of the entrance was not open. All other door openings 30" though access is somewhat difficult for independent wheelchair use due to angle required to access doors to the surgery and treatment rooms

All doors had metal push down handles

Surgery and treatment rooms

By moving chairs within the rooms a wheelchair can be manoeuvred and exited

Reception area

It is demeaning to expect a person with a disability, whether using a wheelchair or being of short stature to go round the reception area and speak to receptionist through the side door just because the reception shelf is too high. This high shelf continues around the area of the computer check in. Removing the glass partition would provide a large area for patients whilst still maintaining confidentiality. The glass partition to the waiting area seems oppressive and unnecessary.

Information and notices

Many of these are too high for people using wheelchairs to read and the type-face is too small for visually impaired people. Some yellow paper was being used which is beneficial to people who are visually impaired.

There would seem to be no braille available and no mention was made of a hearing loop. If there was one, is it checked regularly by users?

Adapted toilet

There was no independent access to the adapted toilet for disabled people. The toilet was kept locked and this was apparently to prevent the public using it.

The toilet space was inappropriate as it was not accessible. Although a wheelchair user could get into the cubicle, they could not turn round to wash their hands neither could they slide onto the toilet from their wheelchair as there was insufficient space at the side. They could also not exit unaided.

The light pull was far too high for someone using a wheelchair

One moveable side support was loose

Outside

Adjacent to the private road to the surgery is a footpath which is quite narrow and the kerb is very high. A wheelchair, or in fact anyone, could easily slip off the path. When there are deliveries taking place or an ambulance at the surgery there is no alternative but to use this path.

RECOMMENDATIONS:

A very cheap and easy way of making the reception/waiting area user friendly for all would be to reduce the height of the 'L' shaped units where receptionists work to standard desk height, or to have two separate heights to accommodate need.

The glass partition should be removed.

Notice boards should be lowered and care taken to ensure the typeface is of an appropriate size and font.

The disabled toilet should not be locked. Some sort of Radar key system should be provided.

The more expensive work recommended is to re-build the entrance area and include an easily accessible push-button system for entry. This work could be combined with the re-configuring and expanding of the adapted toilet. A dustbin store could easily be erected adjacent the building in the doctors' car parking area.

The council (HCC or FBC?) should be requested to drop the kerb along the access to the surgery.

St Peter's Church

This audit looked purely at the fabric and furnishings of the building and did not look at much of the written material.

The road adjacent the church

There were four cars parked badly in Church Street which made wheelchair access to church land very difficult. This parking would actually also make it difficult for a stretcher to be moved to an ambulance and also for a coffin to be carried into the church.

Entrance

There is no accessible entrance to the front of the church. It is a challenge to accommodate modern day requirements for disabled parishioners due to the historic building being listed and hence the limitations for change. With this comes compromise and an accessible entrance has been created at the side of the church. Making this more welcoming for both disabled and able bodied people would be more inclusive for the congregation thus avoiding segregation. It is often a modern day challenge for people with a disability when accessing historic properties.

Notices should be clear and inclusive and at and prior to events due care would be helpful to avoid embarrassment for a person with a disability.

Any new permanent notice advising wheelchair users to go round the side should be 'user friendly'.

Visually impaired people and elderly people find entering the church quite difficult as the handles on the church doors are some way from the front of the building especially as the steps in the entrance are uneven and quite steep so need extra care.

Wheelchair access into the church

The slabs leading to the side entrance allow access but do not have up stands at the side. If this entrance is misjudged by the wheelchair user they could fall down the side and tip out of their wheelchair.

Wheelchair access in the church

The ramp is good although concern was expressed regarding the slip-resistant black material used, especially in wet weather. The upstands were a little low. The positioning of the piano prevented the wheelchair from being moved into the church.

Pews - if someone collapses whilst sitting in the middle of a pew there does not seem to be a system in place to get them out quickly and easily.

Hearing loop and sound equipment - it was not possible to check the equipment but it is understood that some people have found them unsuitable.

Kitchen - there is no wheelchair access to the kitchen

Disabled toilets - there is no adapted, accessible toilet in the church. The only obvious solution at present is to guide users to the public toilet some 500 yards away which re-opens in mid-October. Every effort should be made to try to ensure the current toilet is wheelchair accessible.

Notices and wall collection box - the notices and the wall collection box are too high for independent access to a person in a wheelchair.

RECOMMENDATIONS:

Double yellow lines should be placed in the road at the church entrance at least the width of an ambulance, wedding car or hearse. The road should remain accessible for vehicles and wheelchairs at all times.

New handles should be provided on the church wall on which the doors are hung

Side entrance notice should be welcoming and friendly.

Side entrance slabs should be levelled and upstands provided

Check made on suitability of black covering of internal ramp especially in wet weather with possible raising of upstands.

Piano should be secured

The notices should be lowered, produced in larger print and displayed appropriately. The wall collection box is an integral part of the building but provision should be made to allow people using wheelchairs to give money if they wish.

Hearing loop and sound equipment should be checked by people who have hearing problems. Someone should also be made responsible for ensuring loop is switched on as appropriate as it is sometimes switched off.

Serious consideration should be given to providing an adapted toilet especially in the light of the church being designated a Heritage Centre. Note: the Heritage Lottery say that the Equality Act 2010 should apply to all work funded by them.

The Square and High Street

A wheelchair user coming from the surgery and wishing to visit the chemist must travel to the mid-point of the Square where there is a dropped kerb on either side of the road. However, due to the way the cars are designated to be parked, the person has to go some 12 feet into the road in order to see whether it is safe to cross the road. A forum member who is 84 also recently mentioned the difficulty she has in crossing the Square. On a return visit the dropped kerb on the chemist side of the road was blocked by a truck



and a car so it was not possible for the wheelchair user to cross.

All shop entrances were inspected. The best entrance for wheelchair users was One-Stop which would be a good example to follow.

South Street

The scaffold at present on the corner of Bridge Street did not allow wheelchair access. Apparently, the council had informed the builder that he could not put the scaffold in the road due to traffic problems. The builder says the scaffold should be removed within 2 weeks.

The West Street/South Street junction is very difficult to cross to get to dropped kerb, especially for wheelchair users, motorised disability scooters and buggies.

Dustbins are always positioned on east side of Bridge Street and the butcher has a sign on the pavement. The west side of the road was fine and in fact the scaffold was set out appropriately along the road.

Footpath from Churchyard to Bridge Street

The best way for wheelchair and family users to get to and from Bridge Street is along this footpath. However, the path has become very narrow over the years; it is very overgrown and at the end is a gate which does not allow a wheelchair to pass through. The gate was covered in nettles

Recommendation: the footpath should be cleared to allow wheelchairs, pushchairs and possibly cycles to use the path. The kissing gate should be replaced with a more suitable barrier that allows access but prevents motor cycles using the path.

Bridge Street

Footpath to Stubbington past the car park is overgrown and wheelchair users must go in the road if they wish to use this path

Staggered junction in road by canal - the only way a wheelchair user can use this piece of road on either side is to actually be in the road.

Canal Path - the first barrier along the path has been removed. However, the space that remains is dangerous for pushchairs, wheelchairs and pedestrians. It

is too close to the water's edge and a piece of flagstone is missing and one is loose.

The next barrier has a kissing gate but a wheelchair could not use this. Also, the gate had two padlocks. Where are the keys for these kept in case of an emergency?

The newly repaired/laid path is not suitable for wheelchairs, cycles or pushchairs. It is dome-shaped so wheelchairs etc. can easily topple over. Also it is of insufficient width to enable an ambulance to pass through.

Dog fouling - this is a major problem along the path as well as plastic bags filled with 'poo' being left alongside it.

Bridge Street leading into Coach Hill - it is not possible for a wheelchair user to go along the path on the south side of the road especially as a bollard has been sited on the footpath and there is no path on the north side at the start of Coach Hill.



Footpath on bend on north side of Bridge Street - it is very difficult not just for a wheelchair but for walkers to use this path without going into the road.

The cobbles in High Street - it is very difficult for wheelchair users, buggies, older people and the general public to cross these cobbles.

RECOMMENDATIONS:

A risk assessment should be carried out along these roads and along the whole length of the canal path to the sea and remedial action taken as a matter of urgency.

Double yellow lines should be painted on the drop kerbs on the Square.

If some of the undergrowth was cut back along canal path the dog bin would at least be visible.

A notice warning drivers of pedestrians using narrow footpath along Bridge Street from Coach Hill should be provided either on the telegraph pole or the lamp post

One possible idea is to put a car exclusion line along one side of the stretch of Coach Hill/Bridge Street similar to that near the garage in East Street where the road narrows.

The cobbles in the High Street would be improved considerably if they were grouted to the height of the stones.

Residents' foliage

In Bridge Street and at the top of the High Street opposite Southampton Hill several residents have allowed foliage to overhang their boundaries. This makes the footpath at these points very narrow and pushes both wheelchair users and the general public towards the road.



RECOMMENDATION:

FBC or HCC write to residents who do not cut their foliage politely requesting the vegetation is cut back

Kerbs

East Steet/Mill Street - There is no drop kerb on either side of the road at this junction

Disabled car space in High Street - there is no dropped kerb here

Barry's Meadow - there is a dropped kerb here but it is blocked by the gate used for contractors

RECOMMENDATION:

These kerbs should be dropped appropriately.

With many thanks to Tom Dowsett, a wheelchair user and his carer, Michael, who made our task so much easier.

AW

04.10.16.

Edited Wednesday, 3 October 2018

NEWSLETTERS SENT TO RESIDENTS

Titchfield Village Trust Neighbourhood Plan Forum - NEWS July 2016

We would like Titchfield to be a place where people go to rather than go through!

It is important to remember that whatever we do should be **WHAT THE VILLAGERS WANT** rather than what we want or think they should have.

The above two statements are important and guide everything we do.

The forum split into 4 groups, traffic and parking, environment and health, promotion and presentation and historic Titchfield. The groups have each met several times and at our Forum meeting on 4th July fed back to Andy Hoare our consultant architect and planner who lives locally - please see our website www.titchfieldvillagetrust.co.uk Andy is currently working on these ideas and will shortly feedback for comment. He will then produce his vision for the project.

We now have a Facebook page **Treasuring Tomorrow's Titchfield** and are proposing to have a float at the carnival as well as putting a Christmas tree in the church as part of their Christmas tree festivities. In addition to this newsletter, articles are published in the Parish Magazine and information supplied to local newspapers. We will also be having a formal exhibition in the Parish Rooms at the end of October, prior to the carnival. The exhibition will be moved to the Community Centre afterwards for display. Another suggestion is that we should have a table on the village green every month where Forum members can answer questions from the public and read about our progress.

We have been awarded the first phase of a grant from the Government which means we will be able to pay Andy rather than him doing everything on a voluntary basis.

Some of the points highlighted by the groups may not be part of a Neighbourhood Plan so we will be contacting 1Community who will help us search for funding for these projects.

We are currently looking at making improvements to Barry's Meadow with funding we hope to obtain from Tesco's plastic bag scheme.

Next year we hope to enter the Village in Bloom competition. As a trial run we are having our own competition within the village on 30th July which will be judged by Connie Hockley, our

Mayor. The theme is red, white and blue to commemorate the Queen's birthday. If anyone would like to enter please contact seansearight@hotmail.co.uk

If anyone feels they would like to be a member of the forum or has any comments to make, please contact me at ann@wheal.co tel: 01329 849253.

TITCHFIELD NEIGHBOURHOOD FORUM - NEWSLETTER

Accessibility audit - an occupational therapist, a wheelchair user and his carer carried out an audit in the village in October - see report on our website www.titchfieldvillagetrust.co.uk The GP surgery are making changes to access to enable disabled people, older people and others to use the surgery in a better way. The church has been given details of where they might apply for funding to enable them to provide a toilet for the disabled and for other improvements to the church. HCC and FBC also have a copy of the audit as there are things for them to do too.

Health day - this is booked for 25th March 2017 where we hope to provide villagers with an opportunity to look at health issues and make their own informed decisions on healthy living

Walking group - there are many people who live alone or would like to meet others for a gentle walk. Our second walk will be in late November/early December - everyone welcome

Titchfield in Bloom - there is a small group of volunteers who are working very hard behind the scenes in order to enable the village to enter this wonderful competition next year - the first time for many years. They have planted bulbs around the village and are hoping to involve the school and the children in this project. All the businesses in the village have been visited and they have promised to provide floral displays outside their premises before next July.

The group have also weeded and planted with bulbs at the rear of village green and discussions are being held with Hambrooks regarding flower bed sponsorship on the green.

Christmas Tree on village green - a large Christmas Tree donated by Hadlows the butchers will shortly appear on the green. Freemantles, the undertakers, are providing the lights to decorate the tree. We are hoping to have carols sung around the tree

and, hopefully, Father Christmas will be there too! Keep 15th December free. More details will be on posters around the village and on our website.

Heritage Lottery Fund - we are currently working towards putting in an application for funding so that we can help make Titchfield a family friendly, access for all historic village. We are including in this bid a heritage trail, the blue plaque scheme, improved road signs, trees and shrubs in the Square to name a few. We have asked our sub-groups to give us any further suggestions they might have.

Note: if anyone has the skills, or works in an organisation that has the skills, to produce a leaflet including photographs (which we have) plus a plan for the heritage trail, please let us know. We will submit the cost of this work within the bid but would like, if possible, to keep the work within the village. Please contact ann@wheal.co

Open Meeting - On Sunday 30th October over 150 people attended this event. Many asked questions, challenged the Forum members and wrote on post-it notes (these are for our funders who require evidence of us consulting the village). 95% of the responses were positive - see our website.

Neighbourhood Plan - we had hoped that we would be submitting this plan in the spring 2017 but due to delays in obtaining approval from FBC to become a Forum it looks as though it will be July at the earliest. Once the plan has been accepted it is checked by an independent organisation. There is then a referendum amongst the people of Titchfield and providing the plan is approved it goes to FBC for approval and becomes part of the FBC local plan.

Additional information

What is Neighbourhood Planning?

Neighbourhood planning is a right for communities introduced through the Localism Act 2011. Communities can shape development in their areas through the production of Neighbourhood Development Plans, Neighbourhood Development Orders and Community Right to Build Orders.

Neighbourhood Development Plans become part of the Local Plan and the policies contained within them are then used in the determination of planning applications. Neighbourhood Development Orders and Community Right to Build Orders allow communities to grant planning permission either in full or in outline for the types of development they want to see in their areas.

It must be stressed that the policies produced cannot block development that is already part of the Local Plan. What they can do is shape where that development will go and what it will look like.

What is a Neighbourhood Forum?

A Neighbourhood Forum is the body that leads on the production of a Neighbourhood Plan in neighbourhood areas that are not covered (either in part or in whole) by a town or parish council. A Neighbourhood Forum must meet certain legal requirements and can only be designated by the local planning authority (FBC).

NEWSLETTER JANUARY 2017 - TITCHFIELD NEIGHBOURHOOD FORUM

Titchfield, a place to go to rather than go through

Where we are now

After a long struggle with FBC, our application for approval of Neighbourhood Forum (NF) status has moved to the next stage - public consultation.

Webpages and a press release have been sent to the press. Adverts have also gone into the Council's public noticeboards and paper copies of the survey sent to the Community Centre, Parish Hall, School and Doctors' Surgery.

The period for comments will run to Friday 17 February. This will then go to the Executive Committee in March, hopefully, for approval.

We are continuing to work and plan as before in the hope that we will be granted NF status.

Independence from Titchfield Village Trust (TVT)

During our negotiations, FBC wished TVT to amend their constitution. TVT did not feel that they should do this. They wished to retain their independence so it was decided that the NF and TVT should be separated, each with their own constitution. However, TVT will remain the accountable body as they have charitable status which is required to manage our grant funding. TVT and NF will obviously work together and support each other as appropriate.

As a result of the change of status of the NF we now have our own website:

www.titchfieldmatters.org.uk

and a new Facebook page

Titchfield Matters

We should be glad to receive comments/feedback from you using either medium.

The aims of our Neighbourhood Plan

- To promote and improve the social, economic and environmental wellbeing of the neighbourhood, residents and business in Titchfield.
- To address issues of local concern, including (but not limited to) community infrastructure and improvement of Titchfield (including its environment, heritage, views out, appearance, safety, security and amenities) to ensure a high standards of town planning, urban design and architecture.
- To develop a Neighbourhood Development Plan that plans positively for the future of Titchfield whilst respecting and improving the features which are of historical or public interest in the village and the immediate surrounding area.

In practice, our Neighbourhood Plan is in 3 parts:

- Legal commitments
- Areas where the local and regional authority may provide funding
- Projects - these are areas where the Forum wishes to make changes and may need to apply for funding for this work. For example, we are currently looking into applying for Heritage Lottery Funding for such things as new road signs, improvements to the canal and path, improvements to safety within the village etc.

Housing

Housing is one of the most contentious areas that is an integral part of the NP.

The Government's Strategic Housing Market Assessment (SHMA) flags up that 30 dwellings are committed for Titchfield between 2006 and 2026 though we do not know how many have already been built so far. However, the current government has highlighted the need for more housebuilding throughout the country, including Titchfield so it is likely this number will increase.

The need for a Neighbourhood Plan is therefore vitally important as it can show our preferred location for any house building and also the style and details of buildings to ensure that the housing fits in with the local environment.

Colin Wilton-Smith, our vice-chair and a chartered surveyor, is currently carrying out an assessment of possible sites within the Neighbourhood Plan boundary and will then work with our architects to draw up suggested plans.

We are also applying for a Housing Needs Assessment to be carried out.

We will, of course, keep everyone posted on progress.

What happens then?

We will continue to keep you informed of progress and invite your comments. Once the Plan has been drawn up a referendum will be called by the Council where all residents who live within the boundary plan area will be invited to vote to show their approval of the Plan. We hope this will be in the autumn of 2017.

With every good wish for 2017. Ann Wheal

We carried out an accessibility audit which is on our website
<http://titchfieldmatters.org.uk/accessibility-audit/>

TITCHFIELD NEIGHBOURHOOD FORUM NEWSLETTER - MARCH 2017



STOP PRESS! Great News. Last evening we were officially approved as a Forum by Fareham Borough Council at their Executive Meeting. What this means is that we can now apply to the Government for grants to pay for consultants who will help us develop our Neighbourhood Plan. There were some great comments from the public too.

Neighbourhood Plan - one of the best parts of a Neighbourhood Plan is that everything the forum plans must be considered by the residents of Titchfield.

There will soon be an open invitation for you to come to listen to a presentation regarding the suggestions for housing in the village - we must make provision for some housing within the Plan. We will then work on the Neighbourhood Plan in draft form. Hopefully, by end of July 2017, you will again to be asked to comment on the design of the plan after which we will make changes incorporating your suggestions.

FBC then look at our Plan to ensure it meets the statutory requirements. We then make any changes to the Plan before it is submitted to the official inspector. A referendum then takes place of the residents of Titchfield and, providing 50% of those who vote agree, the plan is adopted. The Plan then becomes part of the FBC Local Plan and must be followed.

Housing - the current government has produced a White Paper on housing which requires local authorities to provide housing in areas across their region. This makes the Neighbourhood Plan especially important as we have the statutory right and ability to decide, within reason, where any new houses will go and what type and style of houses these will be. In this way we will be able to ensure that Titchfield village maintains its ambience and style.

Grant application - we are currently working towards completing a Heritage Lottery application for funding for: new road and footpath signs, blue plaque scheme for buildings, better presentation for historic buildings, publicity material for historic houses as well as a flyer giving footpath routes around the village, new play equipment in Barry's Meadow plus an adult gym there.

Accessibility Audit - following this, the GP surgery has made some important changes to the accessibility of the surgery including making a space in their front desk to enable disabled people to talk to the receptionists rather than having to go into the corridor at the side. Great. I believe there are more changes in the pipeline.

Village in Bloom this will be taking place in July. There is a lot of activity going on which will continue right up to then. It will include tidying up the pavements and streets - working alongside the footpath group - having pots of flowers and shrubs outside the shops and businesses and encouraging householders to provide the same. The school children will be producing some plants in re-cycled containers and it is hoped to involve the youth of the village in the clean-up. The village should look brilliant. Let's hope that everyone keeps this up after the competition is over.

Footpaths and Cycle Paths - we have recently set up this group. Their first task was to walk all the footpaths in and around the village and, many torn anoraks later, they are shortly to produce a report on the condition of the paths which will be passed to the Local Authority and put on the website. We plan to have signs on the sites and produce a plan including showing circular routes to walk. The group are also hoping to encourage as many residents and businesses as possible to keep their footpath clean, tidy and weed-free. What do you think of this idea?

Website - Titchfield Matters www.titchfieldmatters.org.uk

The website site seems to be under control now after the transfer from the TVT website.

We did have some disruption around the recent innovation of notifying interested people when new material gets posted. This innovation has had a good response but we need more people to put their names on the notification list. Please tell as many people as possible about the site and the notification option.

The most important issue right now is to get as many local people using the site as possible - and preferably using the 'Have Your Say" page to send in ideas, comments and topics. Do all the people in the clubs and societies you belong to know about the Titchfield Matters website? Suppose you were to email the link to them - nothing more - then leave it to them to decide whether to visit the website? The link is: www.titchfieldmatters.org.uk

We leave the thought with you.

Facebook - One of our Neighbourhood Forum members has set up a Facebook page - **Titchfield Matters**. Please do log onto it and add a post if you want to share any comments or information about the village. Forum members will be posting opinions and ideas to promote events coming up and to post other exciting and useful information for you. We would also like to use it to ask you what you think so it would be good if you could give us your opinion on any ideas that we or others post. Look out for regular updates. The page is **Titchfield Matters** on the Facebook - see you there!

Bins - in November 2015 we were first in communication with FBC regarding bins around the village. Some new ones arrived, others were moved and now the one that was by the bus stop has been moved and changed to further down the road. Thanks to Councillor Geoff Hockley for his efforts in this respect.

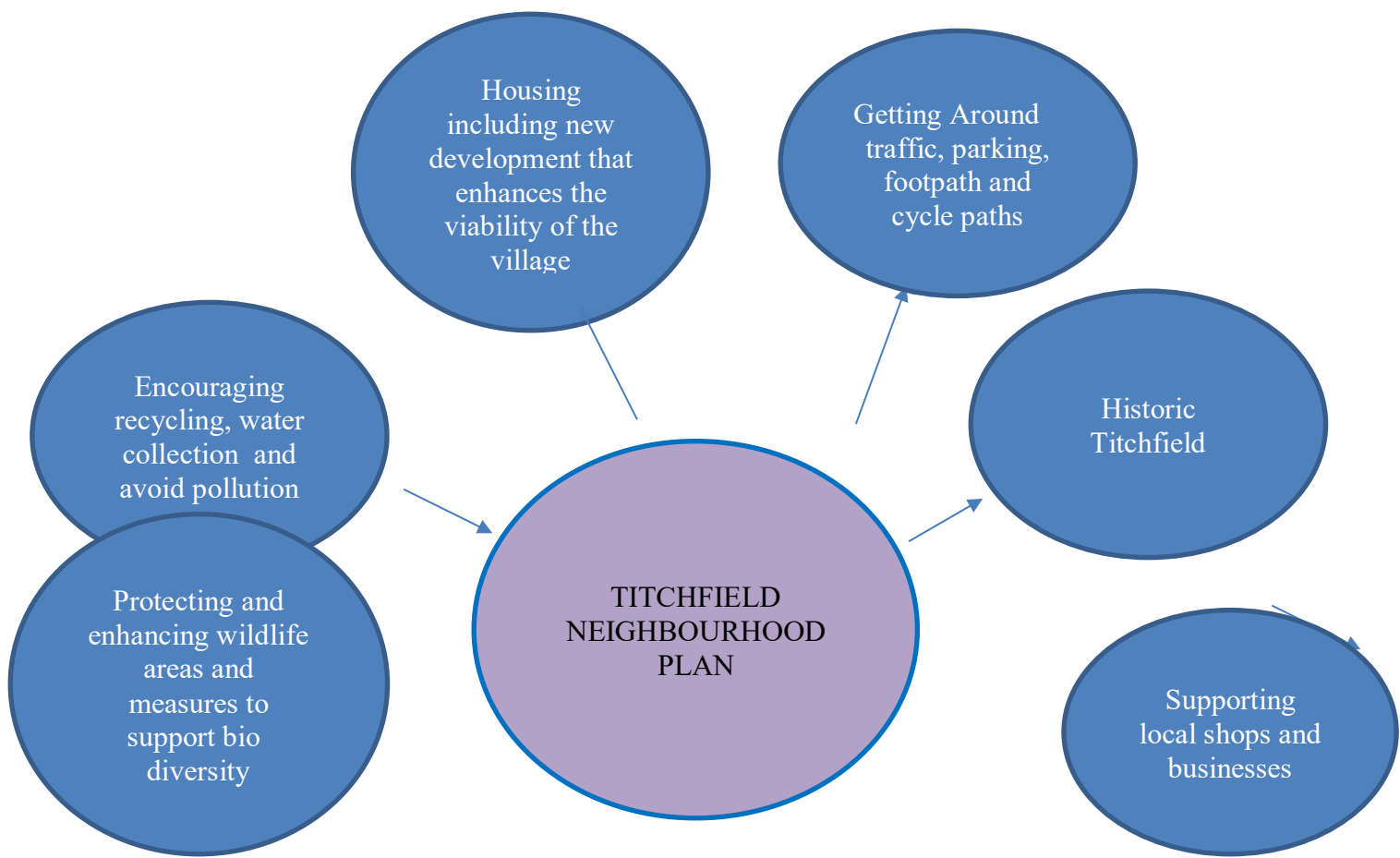
The Health Day is now confirmed as 23rd September in the Community Centre. We will have lots of interesting and exciting things to see and hear - watch this space for more details later.

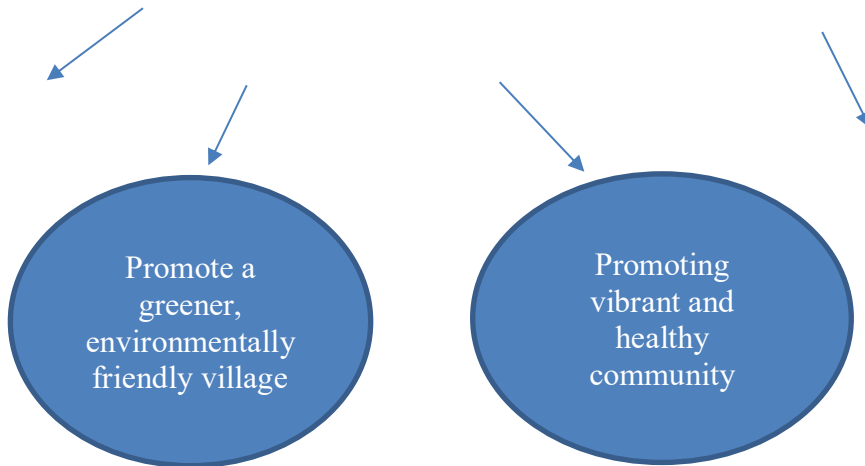
Management Group - in order to comply with the terms of our funding we are required to increase the number of people on this group. The group is now:

Ann Wheal, Chair, Colin Wilton-Smith, Vice-chair, Gloria Hunt, Secretary, John Hiatt, member, Pamela Vanreysen, member. We all have specific tasks to do and will up-date you on this at the next Forum meeting.

Titchfield Neighbourhood Forum - Newsletter August 2017

There seems to be quite a lot of mis-understanding, or to use the latest jargon 'fake news' going around the village regarding exactly what will be covered by the Neighbourhood Plan so we thought the following might be helpful. Some of these will be policies and others are tasks:





For example, entering the Titchfield in Bloom competition would be a task under 'Promote a greener, environmentally friendly village'. I am sure you will agree that the village still looks great over a month since the competition. Apparently, many residents are so pleased with the visual appearance that they are going to plant winter flowering vegetation. The team of helpers will be going to Kent in September when the regional results will be announced. Good luck everyone!

Open Meeting

On 4th July we had a very successful Open Meeting. Almost 400 people attended and as one person said 'Thank you for organising the open meeting. It was very useful to see the displays and talk and ask questions to the Forum members. The traffic survey was also very thought provoking'

Coach Hill Crossing

The results of the traffic survey were inconclusive in many areas except the almost unanimous agreement for the need for a crossing in Coach Hill. Forum members have been working with some parents from the Bellfield area and they, and us, had a very useful meeting with the school head, chair of governors and other interested groups all trying to make walking to school for the children both safer, and a more pleasurable experience.

In the short term, HCC are looking for a lollipop person for Coach Hill and we are investigating whether this might be a 'job share' appointment as it seems extremely difficult to find someone to be the warden at both times of the day.

Incidentally, the school is looking for people to work at the school during at dinner times. Please contact the school directly if you are interested.

Housing Needs Assessment

We recently commissioned a Housing Needs Assessment (HNA) for the village funded by the Government. The HNA showed that Titchfield will need somewhere between 12 and 15 houses per year built over the next 20 years providing the 86 houses in the care village by the Holiday Inn

are completed. We have not had a response from Fareham Borough Council to this report which can be read in full on our website www.titchfieldmatters.org.uk

Health Day

As part of 'Promoting a healthy and vibrant community' we have organised a Health Day in the Community Centre on Saturday, 23rd September between 10am and 2pm - see poster attached. It is hoped that as many of you as possible will come along to see what is on offer and to watch the demonstrations.

If you are interested in joining the forum or would like any further information, please get in touch.

Ann Wheal

Help Yourself Healthy Titchfield Community



23rd September 2017 10am - 2pm
Titchfield Community Centre

A fun filled day with exhibitors and demonstrations to show what your local community has to offer in order to help you stay healthy.

Exhibitors

Smoothie Bike
Toothbus - NHS Dentist
Community Action
Jubilee GP Surgery
Everetts Pharmacy
- Quit 4 Life
- Health Checks
Better Body Club
BTW Optega - Eye Tests
Walking Group
Healthy Eating
Slimming World
Men's Shed
Sugar Push
and many more.....



Organised by Titchfield Neighbourhood Forum, sponsored by Everetts Pharmacy

Everetts PHARMACY+

Titchfield Neighbourhood Forum - earlier than usual newsletter!

Many Congratulations to the Titchfield in Bloom group

First of all, thanks to the team of Gloria Hunt, Nicky Zaki, Coral Wood, Pamela Van Reyson, Sue Brindle and Judith Nash for their remarkable achievement in being awarded the Silver Gilt in the South and South East In Bloom awards. Gloria Hunt reports:

On Wednesday 20th September the Village in Bloom committee travelled to Gatwick to attend the South and South East of England awards. We had no expectations as this was our first entry, but were excited to sit down with 400 others. The awards are given in the following categories, Highly Commended, Bronze, Silver, Silver Gilt and Gold. Only the main awards are given at the ceremony. We watched as castles, towns and stately homes received their awards.

After lunch it was time for large villages. It was with huge pride that **Village in Bloom Titchfield** were awarded a Silver Gilt and two members of the committee received it on behalf of the village. Congratulations to everyone who took part, helped and supported. Our village has become one of two receiving Silver Gilt, there were no Gold awards in this category. It was also announced that coming in on a Silver Gilt was a force to be reckoned with. The Committee are now ready to carry on and aim for Gold next year. We will let you know if we have any result in the Borough awards on the 27th Thank you and well done everyone!.

I am sure you agree that the village still looks great some 6 weeks after the competition so it is fabulous news that the team are willing to continue for another year.

Health Day

Just a reminder to come along to our **Health Day on Saturday, 23rd September between 10am and 2pm in the Community Centre**. We have many stands as well as demonstrations - you can even have your teeth checked at our Tooth Bus! You can also make yourself a smoothie drink using our 'smoothie bike'.

School

We have now heard from HCC that they have appointed a lollipop person for the crossing in Coach Hill. The post will be filled, subject to checks and references, in October. Many of us have been working hard promoting this vacancy not to mention Paula Weaver who has checked and counted the traffic regularly in the mornings to obtain evidence.

20 mph speed limit

We have now heard from HCC that they are not in a position to provide 20 mph speed limits in the access roads to the village due to lack of funding. However, I understand, that if we could provide them with the money for the signs they would be willing to reconsider!

Ann Wheal 21.09.17.

Just to confirm that there will NOT be a carnival this year though there will be some carnival related events at the end of October.

TITCHFIELD NEIGHBOURHOOD FORUM - NEWSLETTER, November 2017

The **Neighbourhood Plan** is making good progress. We think that it is about 75% complete as far as content is concerned and about 25% as far as layout. The way things work from here on is:

- At the end of November FBC will have an unofficial look at the Plan
- After changes, we have a member of our Forum who will act as critical reader for the work so far.
- Once we feel the Plan is complete the Government provide us with an authorised critical reader.
- Again, after changes we formally submit the Plan to FBC who will have allocated an inspector to examine the Plan.
- Providing the examiner is satisfied, FBC must organise a referendum where 50% of the residents who vote must approve the plan for it to be accepted.

Our timetable is late spring or early summer for the referendum.

Open Meeting - we are planning another Open Meeting on Sunday, January 7th when the Housing team will make a presentation on the latest thinking on housing in the village. Our next newsletter will give you details.

Housing - Importantly, FBC has not identified any sites for development within the NP area in their Local Plan. However, this does not mean that developers will go away - they will continue to look for suitable sites on which to build. Nor does it mean that there will be no new homes built in Titchfield in the coming years. Some dwellings could be built on sites as yet unidentified (windfall sites). The Forum's own survey of residents showed that the preference is for affordable (to rent or to buy) 2/3 bedroom dwellings. The Forum sub-group looking into housing has identified some sites where dwellings might go. The important point is that the Neighbourhood Plan, which has statutory status, will contain policies that will ensure that any houses built in the NP area over the next twenty years will be in accordance with the residents' wishes - not the wishes of developers.

Fareham Borough Council Local Plan - The Titchfield exhibition for residents to look at the Local Plan is on 13th November between 2pm and 6pm and the CAT (Community Action Team) meeting is between 7pm and 8.30pm both in St Peter's Church, Titchfield.

The Village in Bloom Committee has met already to discuss the 4-page report on this year's entry. We have noted that we must add to our 2017/2018 entry more on conservation and recycling. We are aiming to sustain the work done this year.

We have been delighted with the lead that Derek, our village butcher and Honesty, one of our hairdressers, have given on planting displays to retain colour all year round. The committee will be planting bulbs in containers around the village and anyone who has spare bulbs please join us and fill a pot - anytime from about 11am this Sunday, 29th October.

We will be encouraging everyone this year to plant begonias, geraniums and perennials like lavender in their containers to help maintain colour and to not need excessive watering.

We hope to encourage young people to become even more involved than last year and have started with a pumpkin carving competition. Any pumpkins arriving on the village green between 12 noon and 4pm on Saturday, 28th October, will stand a chance of a prize. 🎃🎃🎃 We will also try this year to get out three or four newsletters to keep you all updated.

Our village awards ceremony, for those who won awards for their efforts, was a lovely occasion and the highlight of the year for us. We hope to pack the Parish Rooms again at the end of 2018 season with even more awards to give out. Let's go for Gold for Titchfield! Gloria Hunt

Ann Wheal
Chair
Titchfield Neighbourhood Forum

Other News from around the village:

The Bonfire Boys are planning a **Christmas Market** on Sunday afternoon, 17th December. Many businesses and village societies have agreed to support this event - more details shortly in poster in One-Stop.

Christmas trees - collection will be 9.30am - 5pm on Saturday 2nd December. Forms to order trees available from Hadlows, Daisy B's, the Village Greengrocer and in the November issue of the Titchfield Parish Magazine.

The Country Market will be selling their Christmas items from next Friday in the Parish Rooms from 9.30 am. Normal produce and items will still be available.

Wednesday, 3 October 2018

What are neighbourhood plans?

A Neighbourhood Plan (NP) will be produced by the TNF but the community is kept informed and given a chance to have their say throughout the process, for example, so far there have been 3 questionnaires; 3 open days; bi-monthly newsletters sent to over 700 residents; having a stand at the village fete on 2 occasions; a tv interview; regular articles in the Parish Magazine; 3 newspaper reports; speaking to local groups; speaking at FBC planning meetings.

Neighbourhood plans can establish a vision for an area and can include general planning policies for the development and use of land in a neighbourhood. They can allocate sites for development. If adopted, the Plan will form part of the overall development plan for FBC and will be used to assist in the determination of all planning applications in that area.

Why does the Forum have to look at areas such as housing?

Already FBC will have a housing needs assessment. This identifies how many homes they want in the Titchfield area. It is important if there are to be new homes then we have homes that we, as residents, say where and what we want. Many residents have already said they feel in our area we need some family homes, that are more affordable; some to buy and others to rent. This is not necessarily immediately but over the next 20 years which will be the life of the Plan.

What about ideas the residents bring up that are not about houses?

These can be written into the plan as tasks for future work or funding. These, unlike the housing and things connected with housing, are not given legal authority but are part of the plan and will be areas where funding and work will continue to complete them wherever possible.

Do we get a chance to see the plan and vote on it?

Yes, you will see the Plan, have your say and be able to comment on it. You will also have the chance to vote for the plan and then feel you have a say in how the village develops for us, our children and future generations.

Neighbourhood Plans are a powerful tool for shaping the development and growth of a local area. They are setting out the community's views on the development and use of land in their neighbourhood.

Will the TNP just cover planning issues?

No, it could include character and style issues, the environment, traffic and highways, employment, shops and services.

How long will it take to produce the Plan?

It normally takes at least 2 years but must be finalised within 5 years. You will see it and be able to comment on it during this time.

What happens when the plan is finished?

Residents will have a chance to study the plan and comment on it. Also, an inspector is appointed by FBC but must be approved by the Forum. Providing the plan is passed by the inspector then YOU will have the opportunity to vote for the plan and feel you have a say in how the village develops. There will be a **referendum** and if 50% of those who vote say YES, then the plan becomes a **legal document**.

What happens to TNF after that?

Normally the Forum ceases to exist though it may be that there are still some things the residents wish us to continue. At least 2 or 3 members will remain as a group for 5 years to ensure the Plan is put into operation.



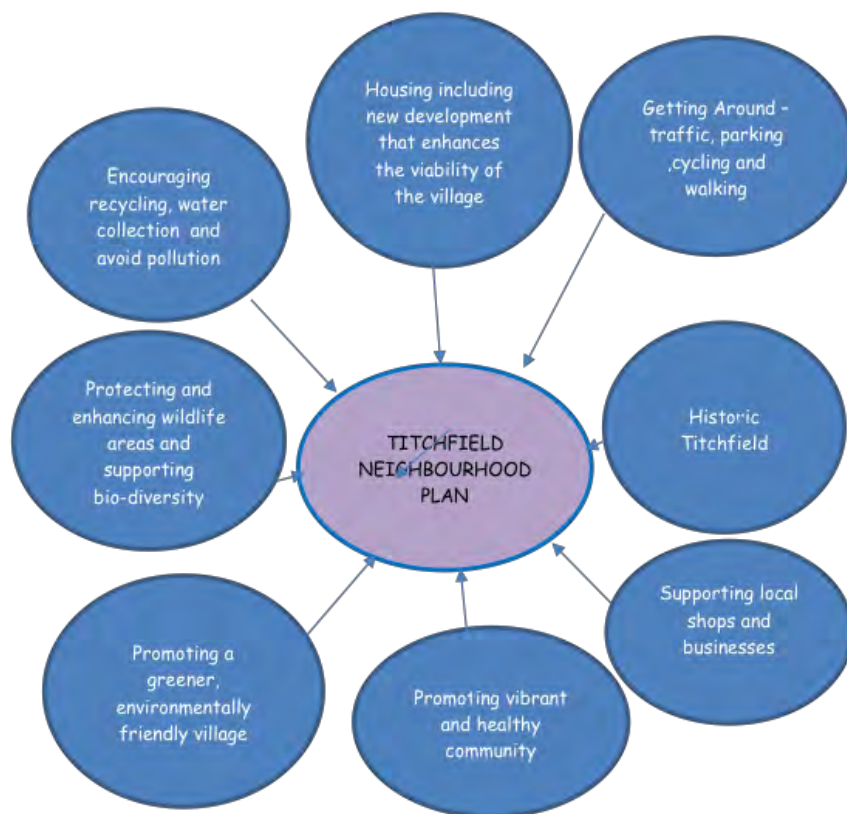
Titchfield Neighbourhood Plan

Frequently Asked Questions

What is a neighbourhood forum?

A Forum is a group of like-minded people who wish to have a say in how their neighbourhood is developed. Titchfield Neighbourhood Forum (TNF) has 27 members at present who come from all walks of life and backgrounds who must meet at least 4 times a year. Everyone is a **volunteer** and gives up many hours working to make Titchfield 'A place to go to rather than go through'. Want to join or want to know more? Go to titchfieldmatters.org.uk.

Some members were born in the village; others have lived or worked in the village for over 20 years; others are comparative newcomers. TNF was **approved** by Fareham Borough Council in March 2017. The TNF occasionally employ professionals to carry out specific tasks. Funding is received for their work



Some of these will be policies, others will be projects or tasks. For example, entering the Titchfield in Bloom competition would be a task under 'Promote a greener, environmentally friendly village'. I am sure you will agree that the village still looked great over a month after the competition.....AND they won one of the top prizes in the regional competition and a Fareham prize too.

The Emblem is a symbolic badge wrapping up all the rich ancient history of Titchfield village whilst trying not to overload it with too much detail as it may be used for smaller print versions. It has been devised by four locals and work started in the Queen's Head Inn with the first ideas in 2017. To date there has been no cost involved with the design of the Titchfield Emblem as it has remained within the local Community. Many key historic events were considered which have also been geographically aligned in the Titchfield Emblem.

Titchfield Emblem Surround is embraced with red petals to represent the Lancastrian dynasty, and a smaller white rose for the York dynasty. The white rose also symbolises purity sitting in the centre of what was once a religious building - Titchfield Abbey. The two roses are separated out from the well-known Tudor Rose which originated later in history. Three Fleur de Lys have been chosen to substitute the green fronds of the Tudor Rose. Fleur de Lys also indicates Henry V in particular, but also other regal coat of arms. Fleur de Lys can also be found in the Premonstratensian Canons coat of arms who founded the Abbey. Finally, the Fleur de Lys can still be seen on the existing floor tiles in the Abbey.



The Quadrants:

Top Left symbolises one of the village's oldest heritages - the very ancient Anglo-Saxon St. Peters Church founded by St Wilfred in 680 AD. His Bishops Crozier is also included as the horizontal divide between the top and bottom half of the Emblem. A similar Crozier was used by Premonstratensian Canons in their coat of arms when they inhabited Titchfield commencing in the 13th Century and built Titchfield Abbey in 1232 AD.

Top Right symbolises the 4 remaining towers of the iconic Titchfield Abbey in the shape of a cross. The white rose sits in the middle symbolising purity as well as the Yorkist Rose. A yellow Lion in the middle of the towers represents the Lion brought into the Abbey for the Royal Wedding of Henry VI and Margaret of Anjou in 1445 AD. The Lion was returned to the Tower of London after the ceremony.

Bottom Left symbolises Titchfield as an ancient Port before it was closed-off from the sea at Hill Head. It is represented by an old Anglo-Saxon ship in the Emblem. Ships would have come and gone from Titchfield for War (Battle of Crecy, Edward III 1346 AD, and Battle of Agincourt, Henry V 1415 AD) and trade to and from the tanneries including the wool industry.

Bottom Right symbolises Titchfield Haven Natural Nature Reserve with a white bird which could also represent the White Falcon from the Wriothesley coat of arms.

There is a yellow spear running vertically down the centre of the Emblem dividing the left and right quadrants. This represents Shakespeare's spear found on the old Shakespeare coat of arms. Shakespeare was friendly with the 3rd Earl of Southampton in 1593/94 which is reflected in the dedication of his only two poems. Shakespeare is also thought to have taught as a teacher in Titchfield in the late 1500s AD.

The scroll at the bottom is quite gothic with a Capital 'T' as a cross, and a small 't' as a sword.

Titchfield Boundary Plan

Rationale for The Plan boundary

This statement sets out the rationale for the area defined by the plan boundary proposed for the Titchfield Neighbourhood Plan. Reference has been made to guidance in the *Government's Planning Guidance for Neighbourhood Planning* (Paragraph: 033 Reference ID: 41-033- 20140306). The guidance sets out a number of topics that should be considered when deciding on boundary lines:

- Village or settlement boundaries which might reflect areas of planned expansion
- The catchment area for walking to local services such as shops, primary school, doctors' surgery, parks or other facilities
- The area where formal or informal networks of community based groups operate
- The physical appearance or characteristics of the neighbourhood for example many buildings must be of a consistent scale or style as Titchfield is a conservation area
- The historical buildings which lie within Titchfield and the historical nature of the village affect the boundary plan
- The natural setting and features of the area

Village or settlement boundaries which might reflect areas of planned expansion.

Defining the boundary

The Plan boundary is defined by the village or settlement boundaries, which follow a typical rural village pattern. The boundary follows the urban edge of Fareham to the west and east, which can be seen from various points in Titchfield and should be preserved. These sight lines reinforce the notion of Titchfield being located within a landscape rather than being part of a larger town. The northern boundary follows the line of the elevated south coast railway line, which serves as a boundary between Fareham Borough Council and Winchester City Council and represents a physical limit to the plan area.

The southern boundary extends towards the Meon Shore and is defined by various types of protected public open spaces - including the Chilling Woodland and the Titchfield Haven nature reserve. These open spaces provide a distinctive southern

approach to the village characterised by large open vistas across fields to surrounding urban areas.

The approach to Titchfield from all directions involves moving from an urban area through water meadows, valley and woodland towards the village centre. This is seen as a defining characteristic of Titchfield's urban form.

In addition to the neighbouring residential areas, the village is surrounded by a major road and a railway line, as well as by waterway and landscape. The natural aspects of its setting will be central to the Neighbourhood Plan in order to shape, support and reinforce local distinctiveness.

The catchment area for walking to local services such as shops, primary school, doctors' surgery, parks or other facilities

The proposed boundary of the plan does not follow the Titchfield Ward boundary because the Ward boundary includes areas such as Segensworth industrial and business park and Whitely housing and retail park. People generally do not identify these places as Titchfield. The Neighbourhood Development Plan is aimed at enhancing and shaping the original village core. The Plan boundary follows a spatial form rather than a political boundary.

The Plan boundary encompasses a school, nurseries, local shops, a doctors' surgery, cafés, pubs and small businesses. There are also a number of parks and recreational areas and general open spaces, used by residents and visitors alike. Several successful businesses and niche shops are located within the plan area, which serve Titchfield and the surrounding area. The vitality of an urban area depends on a complex mix of local businesses and other elements to bring it to life. The Forum recognises the importance of urban vitality to the future of Titchfield and will look to the Neighbourhood Development Plan to help drive and sustain appropriate mixed land uses within the village. The plan boundary includes areas of green infrastructure that can be made more accessible to the public and could link with recreational areas in the centre of the village. It is hoped that the neighbourhood development plan will give prominence to the health and wellbeing of those in the village.

The area where formal or informal networks of community based groups operate

Titchfield's history and traditions have helped shape the plan boundary. The area defined by the boundary contains several community, social and cultural groups, all of which contribute to the life and identity of the village. These include the historic group of Bonfire Boys who organise the annual Titchfield Village Carnival. There are also groups that meet in village locations such as the Community Centre, Parish Rooms, the church, the theatre and the tithe barn. Such groups are drama and gardening clubs, scouts, youth club, film club, toddler groups, photographic and bridge clubs, to name a few.

The physical appearance or characteristics of the neighbourhood for example many buildings must be of a consistent scale or style as Titchfield is a conservation area

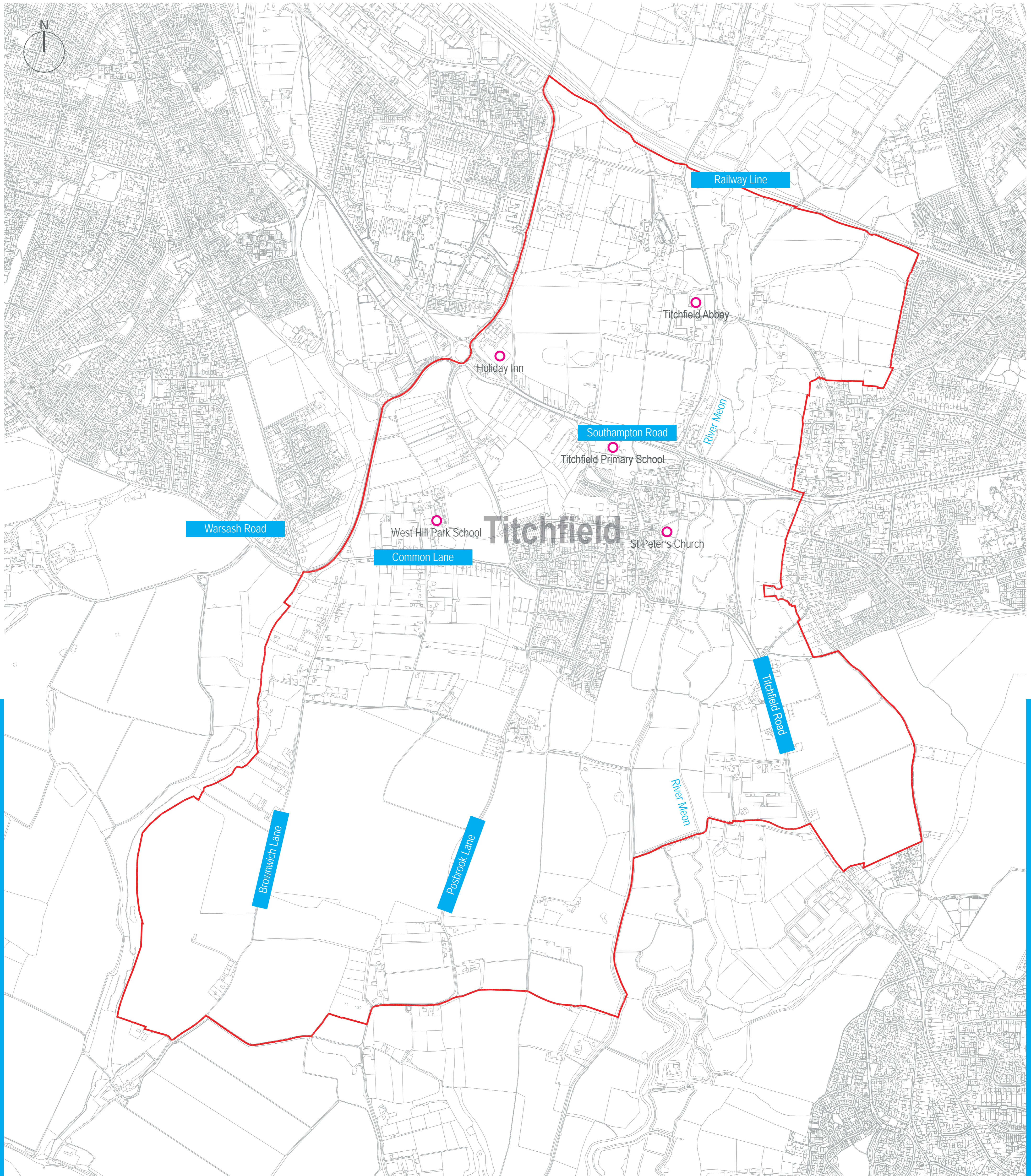
Whilst appreciating that some development within Titchfield is necessary it is important that care is taken to ensure that not only is the design appropriate and fitting to the conservation area of the village but that the size and type of properties are appropriate. Titchfield has the oldest population (ref Hantsweb) so it is necessary to re-address the balance of age by providing starter homes and homes for first time buyers to encourage younger people to either stay in the village or to come to live in the village.

3 October 2018

The boundary

The plan below shows the proposed boundary for the T NP. The proposed area stretches from the Abbey and railway

Common Lane, Brownwich Lane, Mill Lane as far as Segensworth Road and the Garston Road area.



FAREHAM

BOROUGH COUNCIL

Sent by email

Mrs Ann Wheal
Titchfield Neighbourhood Forum
Lantern Cottage
10-12 High Street
Titchfield
PO14 4AF

Head of Planning Strategy
and Regeneration
Claire Burnett

Contact: Emma Belleridge

Tel.: 01329 824603

Date: 13th July 2018

Dear Ann,

Titchfield Neighbourhood Plan Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) Screening Opinion and Appropriate Assessment

This letter sets out the Council's screening opinion concerning the need for SEA and HRA in relation to the Titchfield Neighbourhood Plan. This screening opinion has been underpinned by a detailed report and the comments of three consultation bodies (Environment Agency, Natural England and Historic England). It also gives the Council's opinion on following an Appropriate Assessment under the Habitats Regulations.

The screening process undertaken concludes that in order to meet the 'basic conditions' for neighbourhood planning **an Environmental Assessment is not considered to be required to accompany the Titchfield Neighbourhood Plan.**

The screening assessment concludes that it is necessary to carry out an Appropriate Assessment. The Appropriate Assessment concludes that **the Titchfield Neighbourhood Plan will not adversely affect the integrity of any European sites if the proposed approach to dealing with likely significant effects is followed.** The reasons for the decision are set out below.

Strategic Environmental Assessment

Following analysis undertaken to assess the likely effects on the environment resulting from the Titchfield Neighbourhood Plan including from the scale of development and policies proposed, it is considered significant effects on the environment are not likely. Therefore, a SEA is considered to not be required.

Requirement (f) that the making of the neighbourhood plan in order does not breach, and is otherwise compatible with EU Obligations.

Department of Planning and Environment
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Keep up to date with our latest news: like  Farnham on Facebook
and follow  @FarnhamBC on Twitter

Habitats Regulations Assessment

There are 6 designated European sites within 10km of the Titchfield Neighbourhood Plan area and a further potential SPA which is currently under consideration for designation.

Despite the Titchfield Neighbourhood Plan not proposing to allocate any development, policies within the Plan provide scope for limited small-scale development to occur within the defined urban area boundary. As a result, it is likely that the Plan will have a cumulative indirect significant effect on European sites from increased recreational disturbance as identified in the screening report.

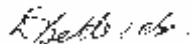
Therefore in accordance with Part 6 (regulation 63) of the Habitats Regulations, an Appropriate Assessment must be carried out to ensure the identified likely significant effects can be adequately mitigated so as not to adversely affect the integrity of the European site, allowing the Plan to proceed.

The enclosed document contains an Appropriate Assessment of the Neighbourhood Plan that concludes that mitigation can be put in place to avoid having an adverse effect. However, it will also be necessary for each individual planning application for new residential development in the Titchfield Neighbourhood Plan area to be appropriately assessed to ensure that the likely effect of residential disturbance on the European sites can be adequately mitigated.

Further information on the above can be found within the final version of the Titchfield Neighbourhood Plan Screening Report and Appropriate Assessment (July 2018). The responses from the three consultation bodies can be found in Appendix 4 of the Screening Report and Appropriate Assessment.

Please do not hesitate to contact me if you wish to discuss matters further.

Yours sincerely



Emma Betteridge
Senior Planner (Strategy and Regeneration)

Encl.

Neighbourhood Planning Screening Report and Appropriate Assessment – Titchfield Neighbourhood Plan

Final version following consideration by
consultation bodies

Strategic Environmental Assessment
and
Habitats Regulations Assessment

July 2018



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1. Non-Technical Summary

1. 1.1 A Strategic Environment Assessment (SEA) is required under European legislation (as detailed in Chapter 2 of this assessment) for all plans which may have a significant effect on the environment.
2. 1.2 The purpose of SEA is to provide a high level of protection of the environment and to integrate considerations of the environment into the preparation and adoption of plans with a view to promoting sustainable development.
3. 1.3 The SEA process sets out criteria for assessing the significance of the effects of a plan on the environment. For example, if a plan proposes a housing development it may have an impact on the wildlife of the area or have an impact on landscape.
4. 1.4 To ascertain if SEA is required, a “screening” exercise is undertaken which looks at the proposals and policies in a Neighbourhood Plan to see if a significant effect on the environment is likely. The criteria for undertaking the “screening” assessment is set out in the relevant legislation (as detailed in Chapter 2 of this assessment).
5. 1.5 A Habitats Regulations Assessment (HRA) is a process which looks at the potential impact of proposals within a plan on what are termed ‘European sites’. For the purpose of the HRA, European sites are Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar sites. In relation to the Fareham Borough there are a number of SPAs, SACs and Ramsar sites within and adjacent to the Borough.

6. 1.6 The screening and Appropriate Assessment stage of the HRA process involves the consideration of the reasons for designation and the conservation objectives of each European site within a reasonable distance of the Neighbourhood Plan area. It also identifies relevant mitigation measures to help ensure that any adverse effects identified on the European sites can be avoided.
7. 1.7 **This report details the assessment of the Titchfield Neighbourhood Plan against the need for an SEA and/or HRA to be produced to accompany the Neighbourhood Plan. Following consultation with the three consultation bodies (Environment Agency, Natural England and Historic England) it concludes that based on the Neighbourhood Forum's stated objectives and confirmation that there will be no sites allocated in the Neighbourhood Plan that an SEA is not considered to be required to accompany the Titchfield Neighbourhood Plan. The assessment also concludes that the plan has been subject to Habitats Regulations Assessment and an Appropriate Assessment is required and is contained**



3

within this report. The responses from the three consultation bodies can be found in Appendix 4 of this report.

4

2. Introduction

2.1 The Neighbourhood Planning (General) Regulations 2012, state that submitted Plans need to be accompanied by a statement explaining how the proposed Plan meets the 'basic conditions' set out in Schedule 4B of the 1990 Town and Country Planning Act. The basic conditions include a requirement to demonstrate how the

Plan is compatible with EU obligations. An important element of this requirement is that the Council needs to determine whether the neighbourhood plan should be subject to Strategic Environmental Assessment (SEA) and/or Habitats Regulations Assessment (HRA). This is an important legal requirement and the “screening” process in relation to this legislation should form an integral part of the neighbourhood planning process as early as possible. The main consideration will be whether the neighbourhood plan is likely to have significant environment effects (in relation to SEA) or a significant effect on a European site.

Strategic Environmental Assessment

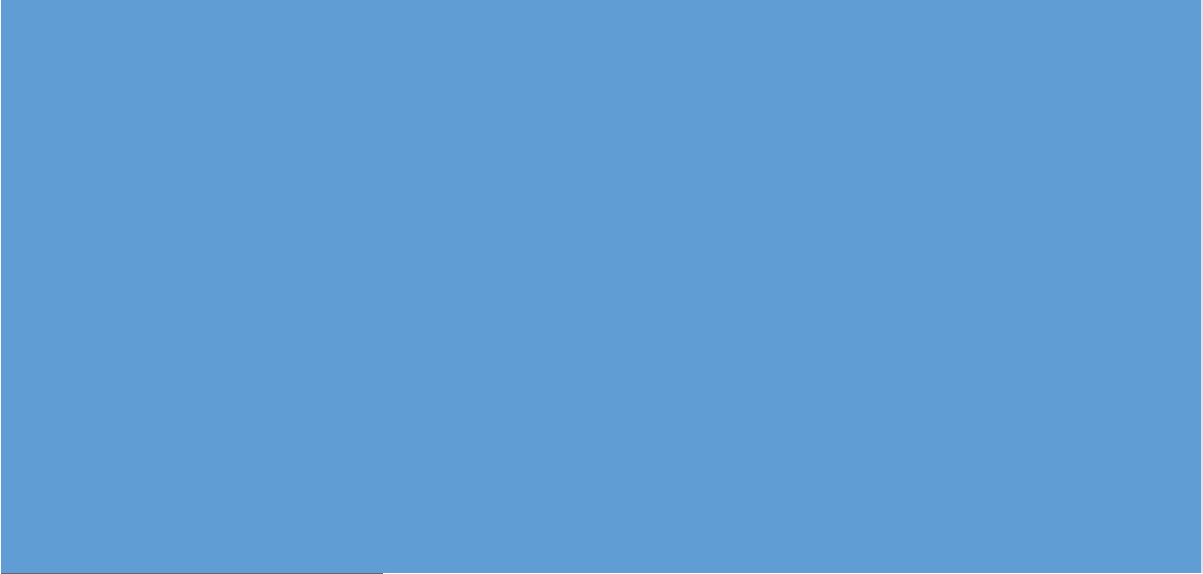
2. 2.2 The need for environmental assessment of Neighbourhood Plans emanates from EU Directive 2001/42/EC, also known as the SEA Directive¹. The SEA Directive applies to a wide range of public plans and programmes (e.g. on land use, transport, energy, water, agriculture, etc) and applies at the regional and local level. The SEA Directive 2001 been transposed into English law via The Environmental Assessment of Plans and Programme Regulations 2004 (EAPP)². Detailed guidance of these regulations can be found in the Government publication ‘A Practical Guide to the Strategic Environmental Assessment Directive’³ (ODPM 2005) and the National Planning Practice Guidance (PPG).
3. 2.3 The PPG⁴ sets out that it is necessary for Local Planning Authorities to “screen” the proposed Neighbourhood Plan in order to determine whether the plans/programmes are likely to have significant environmental effects. The screening procedure is based on criteria set out in Schedule 1 of the EAPP Regulations 2004. This report assessed the Neighbourhood Plan against those criteria, and on this basis, sets out whether an SEA (in the form of an

¹ <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32001L0042>

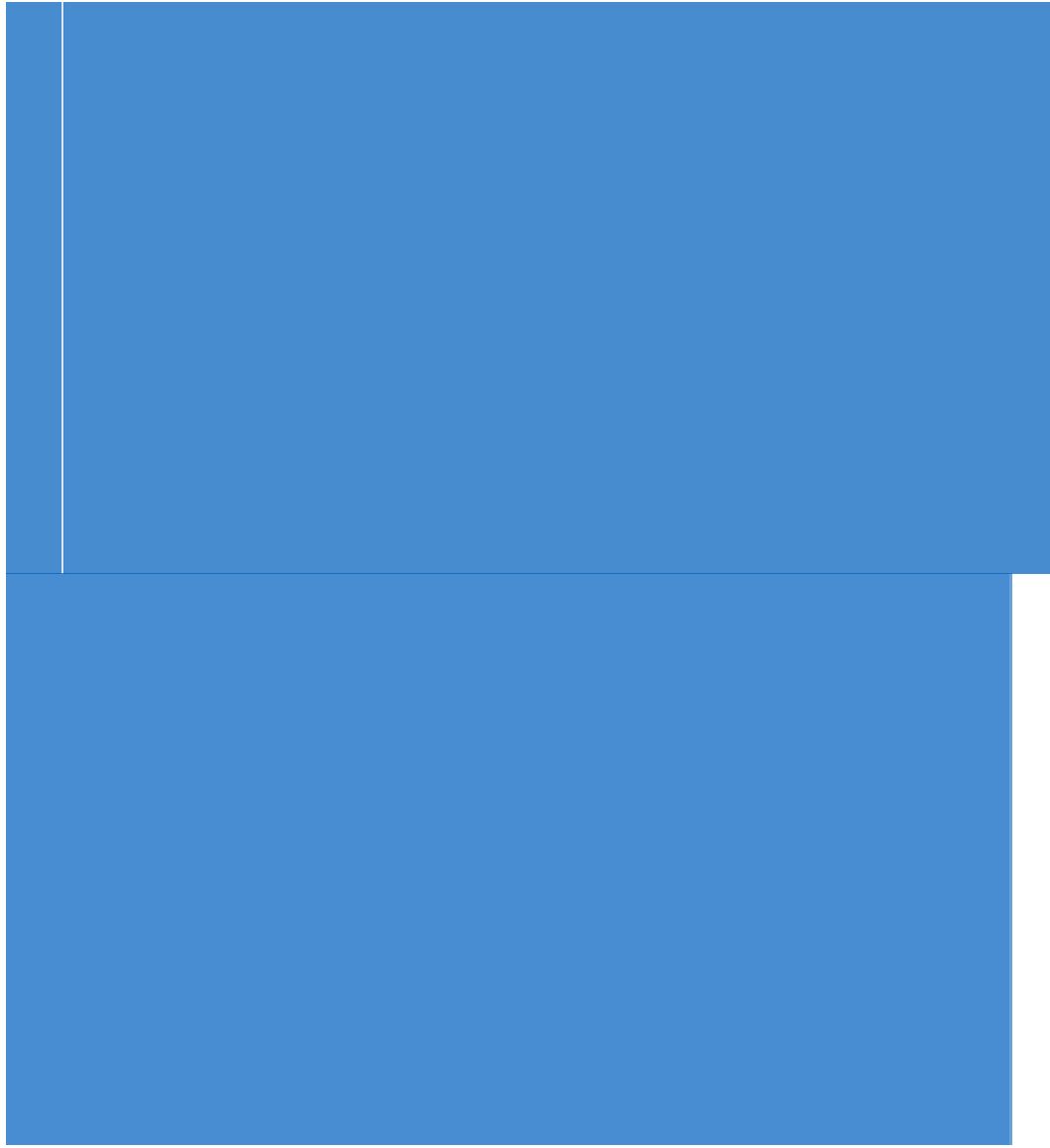
² http://www.legislation.gov.uk/ukxi/2004/1633/pdfs/ukxi_20041633_en.pdf

³ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf

⁴ <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal#strategic-environmental-assessment-requirements-for-neighbourhood-plans>







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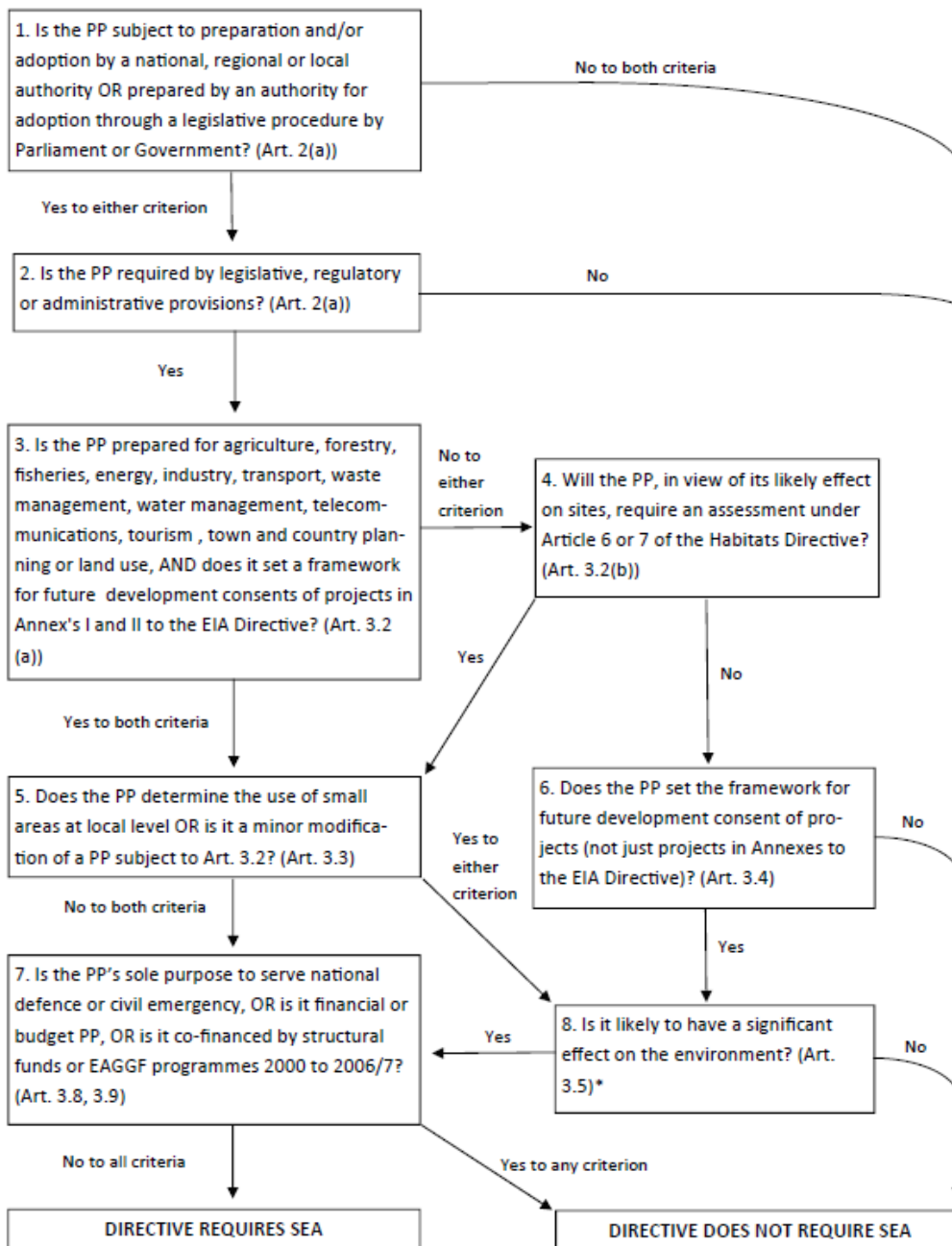
Environmental Report) is required. Figure 1 below sets out the framework for establishing whether an SEA will be required.

Figure 1 - Application of the SEA Directive to Plans and Programmes ⁵

⁵ Source: Office of the Deputy Prime Minister. 2005. *A Practical Guide to the Strategic Environmental Assessment Directive*.
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf

Figure 2: Application of the SEA Directive to Plans and Programmes

This diagram is intended as a guide to the criteria for application of the Directive to Plans and Programmes (PPs). It has no legal status.



* The Directive requires Member States to determine whether plans or programmes in this category are likely to have significant environmental effects. These determinations may be made on a case by case basis and/or by specifying types of plan or programme.

Habitats Regulations Assessment

4. 2.4 In addition to the screening of Neighbourhood Plans in relation to SEA, there is a need to assess the likelihood of proposals or policies within a Neighbourhood Plan having a significant effect on European sites. In relation to the Fareham Borough, relevant European sites consist of areas designated as Special Areas of Conservation (SAC), Special Protection Areas (SPA's) and Ramsar sites. The Habitats Regulations Assessment (HRA) is required by the Habitats Directive as transposed into English law via The Conservation of Habitats and Species Regulations 2017⁶.
5. 2.5 A HRA may be required depending on the content of the Neighbourhood Plan and the potential impact of the plan on European sites. A case by case assessment of Neighbourhood Plans will need to be undertaken to see if a full HRA is required.

Consultation Bodies

2.6 Once the preliminary assessments of the requirement for both SEA and Appropriate Assessment for HRA had been undertaken, the Environment Agency, Natural England and Historic England were consulted for a period of 5 weeks on the preliminary conclusions. Appendix 4 of this report incorporates the consultation responses provided, which have informed the finalised conclusions.



⁶ <https://www.legislation.gov.uk/uksi/2017/1012/contents/made> 7



3.

3.1

3.2

Generic Screening Assessment of Neighbourhood Plans

In the first instance, in order to establish if a Neighbourhood Plan potentially needs to be accompanied by a full SEA, a generic assessment of Neighbourhood Plans has been undertaken with the results of this assessment set out in Figure 2 below. The Assessment criteria set out in Figure 2 is derived from the government guidance produced to accompany the EAPP Regulations 2004: A Practical Guide to the Strategic Environmental Assessment Directive⁷.

The assessment shown in Figure 2 illustrates that Neighbourhood Plans can be subject to the SEA Directive, and concludes that the need for SEA in respect of any neighbourhood plan will ultimately come down to whether the Neighbourhood Plan is likely to have a significant effect on the environment. Therefore, Neighbourhood Plans will have to be screened on a case by case basis.





Figure 2 – Generic screening assessment of Neighbourhood Plans



Assessment Criteria

Yes/ no

Assessment



1. Is the Neighbourhood Plan subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government? (Art. 2 (a)).

Yes

Neighbourhood Plans are prepared by Parish/town councils or a Neighbourhood Forum⁸ (as the 'qualifying body') under the provisions of the Town and Country Planning Act 1990 as amended by the Localism Act 2011. Once the Plan has been prepared, examined and achieves a greater than 50% 'yes' vote at referendum the plan will be made.

. Is the Neighbourhood Plan required

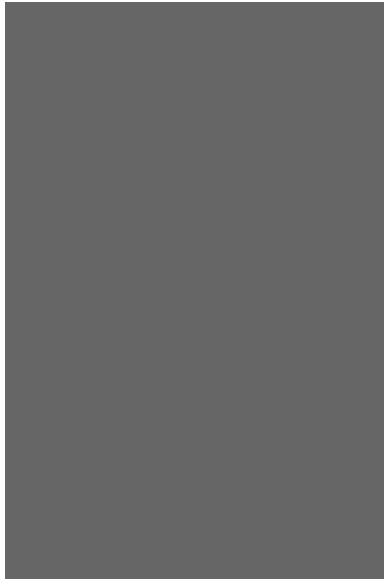
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by legislative, regulatory or administrative provisions? (Art. 2 (a)).

Yes

It is not a requirement for a parish or a

Forum to produce a Neighbourhood Plan. However, a Neighbourhood Plan, once 'made' does form part of the statutory Development Plan and will be used when making decisions on planning applications. It is therefore important that the screening process considers

whether it is likely to have significant environmental effects, and whether SEA is required under the Directive.



⁷https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesena.pdf

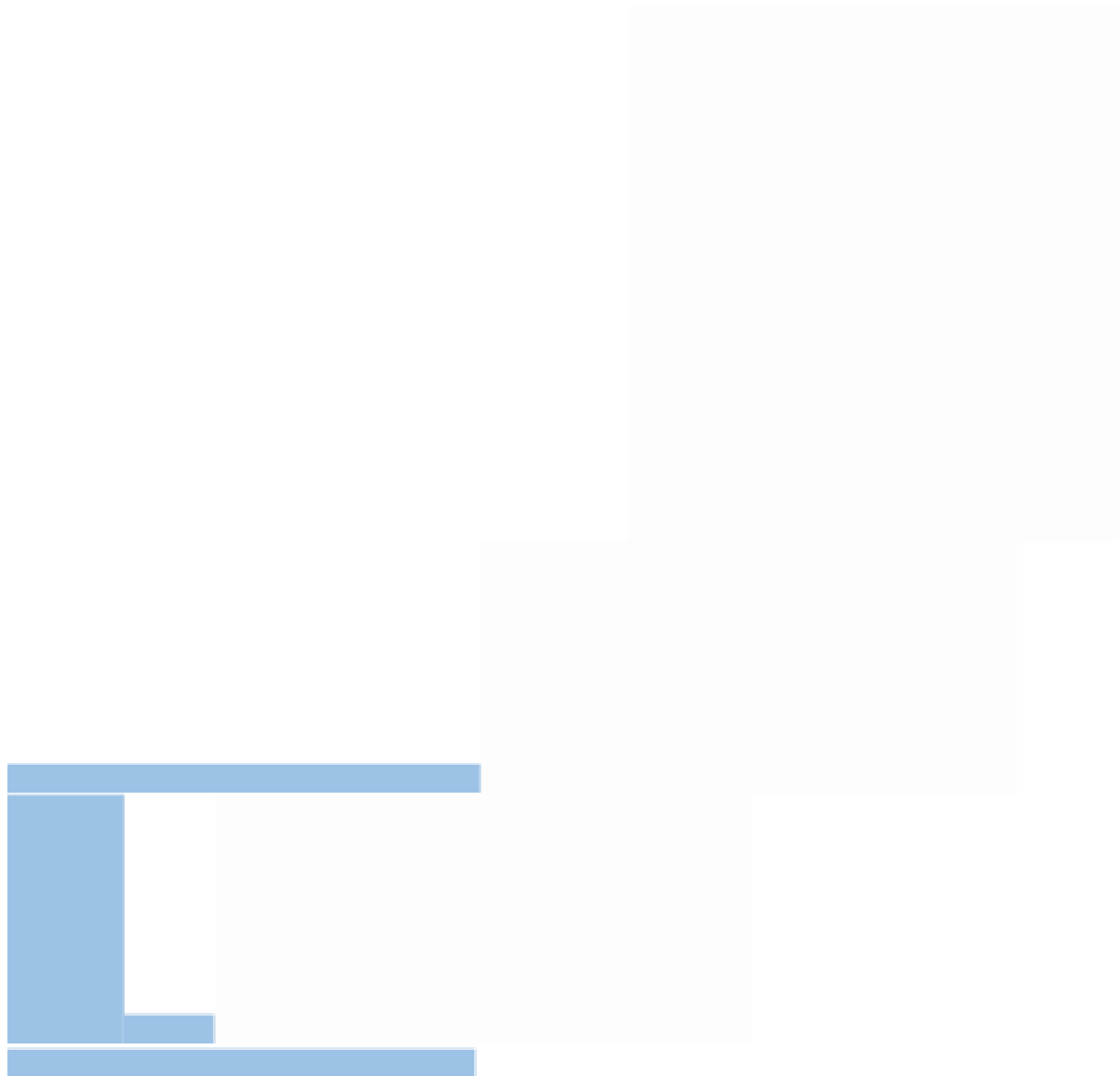
⁸ A forum is a member of at least 21 individuals who either, live or work in the area or are elected members for a local authority that includes all or part of the neighbourhood area.



3. Is the Neighbourhood Plan prepared for agriculture, forestry, fisheries, energy, industry, transport, water management, water management, telecommunications, tourism, town and country planning or land use, AND does it set a framework for future development consent of projects in Annexes I and II to the Environmental Impact Assessment Directive? (Art 3.2 (a))

Yes

Neighbourhood Plans will cover town and country planning/land use, and may also cover other issues in the list set out in assessment criteria 3. In addition, it will also set part of the framework for possible future consents covered by Annex II of the EIA Directive. Development under Annex I, however, would be excluded development.



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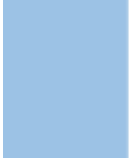

of its likely effect on sites, require an assessment for future development under Article 6 or 7 of the Habitats Directive? (Art. 3.2 (b)).

. Will the Neighbourhood Plan, in view

Yes

Depending on the scale of the

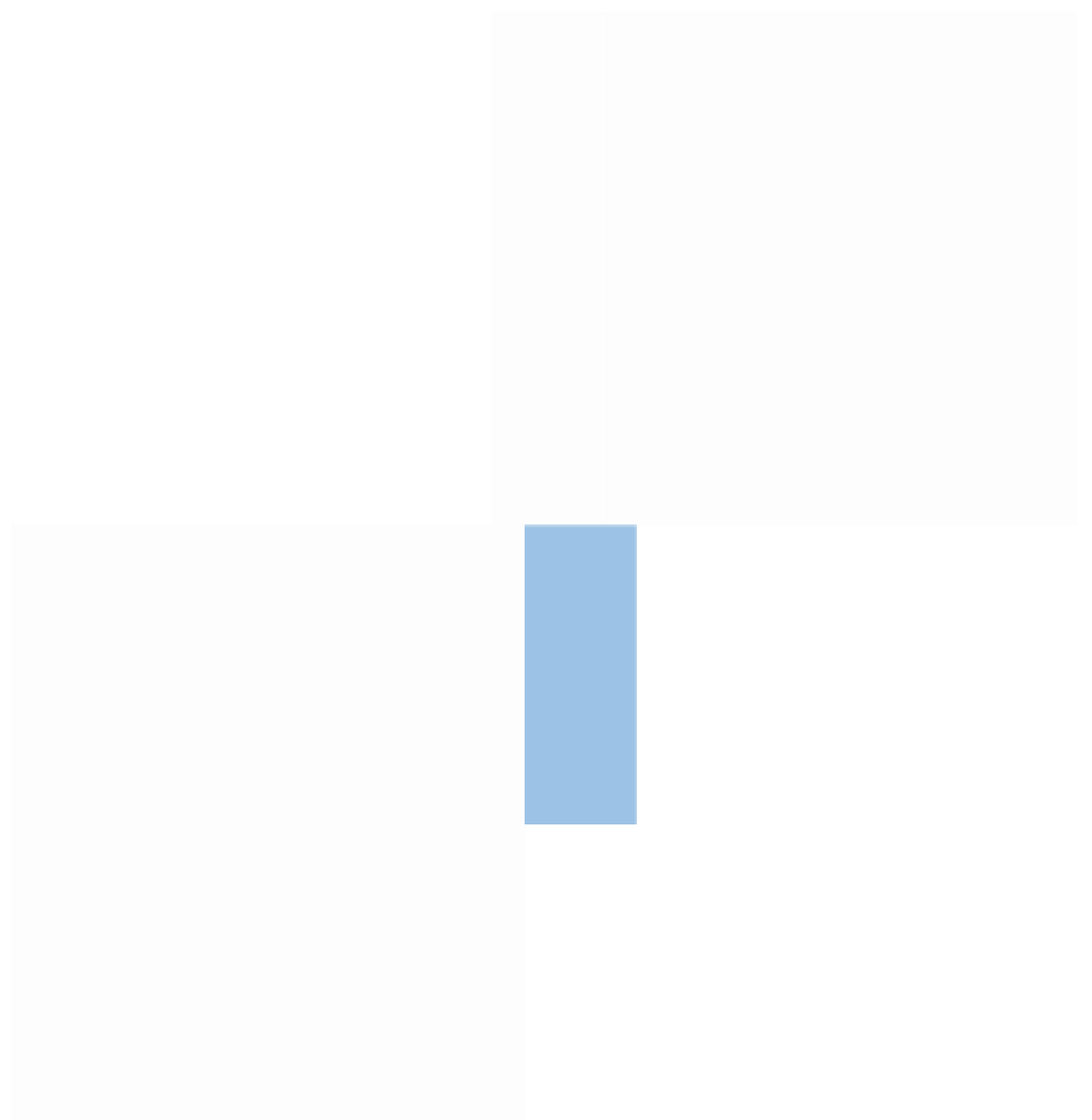
proposals and policies included in the Neighbourhood Plan, it may be likely to have a significant effect on sites designated under the Habitats or Birds Directive, and therefore, Habitats Regulations Assessment may be required.



5. Does the Neighbourhood Plan determine the use of small areas at local level, OR is it a minor modification of a PP subject to Art. 3.2? (Art. 3.3)

Yes





A Neighbourhood Plan can determine the use of small areas at the local level.



6. Does the Neighbourhood Plan set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive)? (Art 3.4).

Yes

A Neighbourhood Plan once 'made' will form part of the development plan for the Borough and therefore will be used in the decision-making process in relation to planning applications for the relevant Neighbourhood Plan area. The policies in a Neighbourhood Plan therefore set the framework for future development proposals within the relevant Neighbourhood Plan area.



7. Is the Neighbourhood Plan's sole purpose to serve the national defence or civil emergency, OR is it a financial or budget PP, OR is it co- financed by structural funds or EAGGF (European Agricultural Guarantee Fund) programmes 2000 to 2006/7? (Art 3.8, 3.9)

No

A Neighbourhood Plan does not deal with any of these categories.



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on the environment? (Art. 3.5)

. Is it likely to have a significant effect

?

The impact of a Neighbourhood Plan

on the environment will depend upon the proposals and policies included. For this reason, **a case by case assessment of each Neighbourhood Plan will be required.**

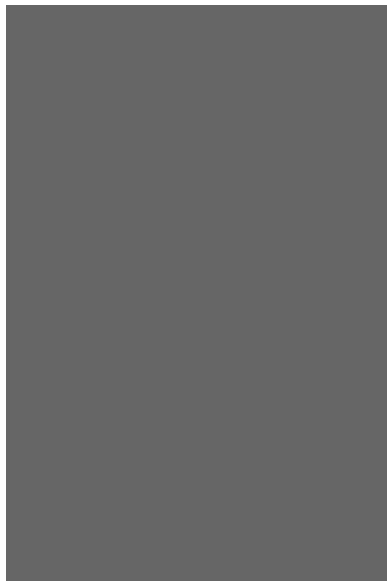
Source: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf

3.3 Given that Neighbourhood Plans may be subject to the requirement for SEA, depending on whether they are likely to have a significant effect on the environment, the next stage of the screening process is to establish how to



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determine whether such effects are likely by screening Neighbourhood Plans on a case by case basis. The criteria for making this assessment are set out in Schedule 1 of the EAPP Regulations 2004⁹.



⁹ Page 12-13 - http://www.legislation.gov.uk/uksi/2004/1633/pdfs/uksi_20041633_en.pdf 10



4. Description of the Neighbourhood Plan

Introduction

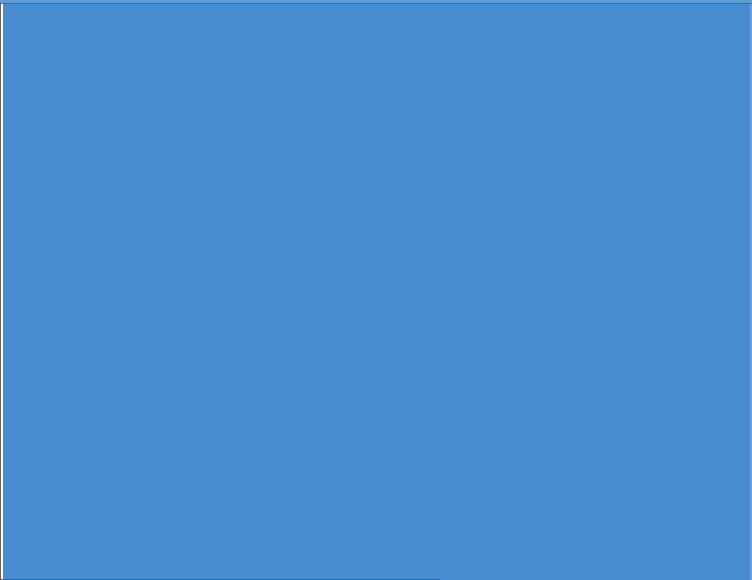
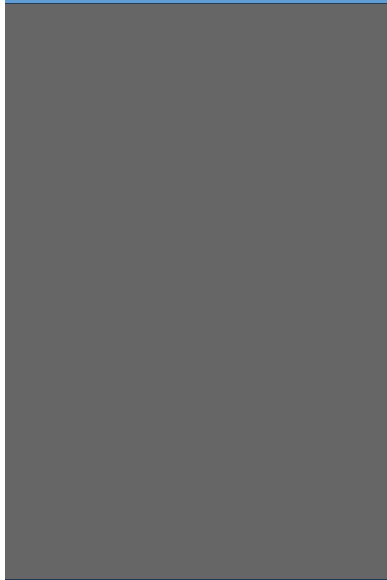
1. 4.1 The designated Neighbourhood Plan area is illustrated in Appendix 1, and includes the village of Titchfield. The Neighbourhood Plan is being prepared by the Titchfield Neighbourhood Forum.
2. 4.2 The Neighbourhood Plan area is mainly rural. The majority of housing falls within Titchfield village. The village benefits from a number of key services including a doctor's surgery and local shops.
3. 4.3 There are a number of environmental constraints associated with the Titchfield Neighbourhood area. There are several Sites of Importance for Nature Conservation (SINC's) which includes Titchfield Canal and Hollam Hill Farm Meadows (Meon Valley) and ancient woodland scattered throughout the Neighbourhood area. Titchfield Haven is also located to the south east of the Neighbourhood area which is a National Nature Reserve (NNR). Flood zones 2 and 3, also run from the northern boundary to the south-eastern boundary which follows the River Meon. Appendix 1 provides a map illustrating the main environmental constraints in the Titchfield Neighbourhood area.
4. 4.4 There are two Conservation Areas within the Neighbourhood area. The Titchfield Conservation Area is focused on the centre of the village, and the north east of the Defined Urban Settlement Boundary. The Titchfield Abbey Conservation Area covers the northern part of the Neighbourhood area. There are a number of listed buildings scattered through the Neighbourhood Area and in particular centred in the village. There are Grade I and Grade II regionally and locally listed buildings, including the Grade I Parish of St Peters Church. The Council has adopted a Conservation Area Character Appraisal and Management Strategy for Titchfield Conservation Area¹⁰ and a Titchfield Abbey Conservation Area Character Assessment for the Titchfield Abbey Conservation Area¹¹. Both documents identify notable features and key views, including Titchfield Abbey and Stony Bridge which are Scheduled Monuments.

5. 4.5 The objectives of the Titchfield Neighbourhood Plan aim to achieve the following:

- Small scale, sustainable growth, focusing new housing within the urban area boundary and on brownfield sites.

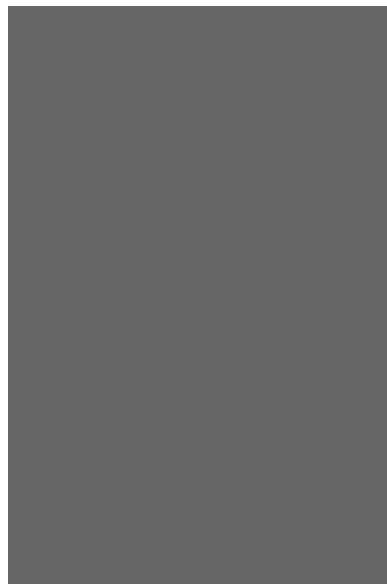
¹⁰ <http://www.fareham.gov.uk/planning/conservation/titchfield.aspx>

¹¹ <http://www.fareham.gov.uk/planning/conservation/titchfieldabbey.aspx>



- The provision of road safety measures.
- A review of the Titchfield urban area boundary.
- Minimise the impact of new development on the character of the neighbourhood plan area, including its environment and landscape.
- To preserve or enhance the historic character and setting of the village.
- Support the local economy and provide new business opportunities
- The provision of adequate infrastructure, particularly related to traffic, and existing cycle and pedestrian routes.
- Preserving and enhancing green spaces.
- To preserve and support local community facilities.

4.6 The first of the Plan objectives above indicates that the Forum do not intend to allocate new development sites outside of the urban area boundary. This intention has been confirmed by the Titchfield Neighbourhood Forum for the benefit of Officers compiling this screening assessment and in their representation to the Draft Local Plan 2036¹².



¹² <http://titchfieldmatters.org.uk/wp-content/uploads/2017/12/cws-Boundary-proposal-to-FBC-Dec-2017.pdf>

5. SEA Screening Assessment

1. 5.1 At this stage in the Neighbourhood Planning process it is difficult to know exactly what will be proposed in the final version of the Titchfield Neighbourhood Plan. The draft aims and objectives of the Neighbourhood Plan, as set out in Section 4 of this report, have been used to undertake this screening assessment.
2. 5.2 If it is found that an environmental report is required for SEA in relation to the Neighbourhood Plan, any changes to the quantum of development can be assessed for environmental impact through the SEA process. If the conclusion of the screening exercise is that an environmental report is not required for SEA, any changes to the quantum of development should be subject to a further screening assessment to ensure that significant effects are not likely.

3. 5.3 Under Criteria 8 of the assessment in Figure 1, it was concluded that neighbourhood plans may have a significant effect on the environment depending on the specific policies and proposals within it and that a case by case assessment of plans is required. The criteria for undertaking such an assessment is set out in Annex II of the SEA Directive. Figure 3 below outlines the results of this assessment against the Annex II parameters.

Figure 3 – Assessment of the likelihood of the Titchfield Neighbourhood Plan having significant effects on the environment




Significant effect criteria

Assessment







The characteristics of the plan having regard to:




(a) The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;

The Neighbourhood Plan will set a framework for various types of projects and activities, and in doing so will influence the size, location and operating conditions of the development in question. The policies in the Plan will also set criteria which will be applied to planning applications.



(b) The degree to which the plan or programme influences other plans and programmes including those in a hierarchy; Though unlikely, the Plan could inform supplementary planning documents (such as design guidance), development briefs or site-specific guidance.



(c) The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;

The Neighbourhood Plan will have regard to the objective of achieving sustainable development in the plan area. It will be in conformity with the strategic policies in the Adopted Local Plan, and will have regard to the policies in the emerging Fareham Local Plan 2036.

(d) Environmental problems relevant to the plan or programme;

The Neighbourhood Plan will seek to address environmental, economic and social issues in the neighbourhood area.

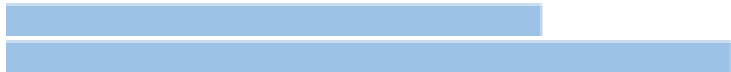


(e) The relevance of the plan or programme for implementation of Community legislation on the environment (e.g. plans and programmes linked to waste management or water protection).

The Plan will seek to address environmental, economic and social issues in the neighbourhood area. The Plan is relevant to various aspects of community legislation, such as environmental protection.



Characteristics of the effects likely having regard, in particular, to:




(a) The probability, duration, frequency

and reversibility of the effects;

The Neighbourhood Plan will set the local vision,

objectives and policies to guide new development in the Titchfield Neighbourhood Area. The objectives of the Neighbourhood Plan is not in conflict with the objectives and policies of the Adopted Local Plan or the emerging Fareham Local Plan 2036.




(b) The cumulative nature of the effects;

There are likely to be some fairly limited cumulative effects arising from and between the different proposals and policies in the Plan.


(c) The transboundary nature of the effects;

There will be no transboundary effects (in relation to other EU member states).



(d) The risks to human health or the environment (e.g. due to accidents);

The Titchfield NP area does not currently have any Air Quality Management Areas (AQMA's) but there are two in Fareham town centre. The NP may increase traffic levels but not to an extent that is anticipated to cause significant effects on human health. There is a limited risk of harm to the environment during construction works.



(e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);

The magnitude of the effects will be regulated by the relatively small number of units likely to be supported by the Plan, meaning the effects are likely to be largely localised (i.e. within the neighbourhood area). However, there could be limited effects over a moderately larger area in relation to issues such as landscape impact and highways.



(f) The value and vulnerability of the
area likely to be affected due to –

1. (i) Special natural characteristics

or cultural heritage;

2. (ii) Exceeded environmental

quality standards or limit

values; or

3. (iii) Intensive land use;

There are various parts of the Neighbourhood Area

which are both valued and vulnerable, namely the various SINC's, ancient woodlands and the two Conservation Areas. There are also a number of Listed Buildings and Scheduled Monuments which could be affected (in terms of setting). The objectives of the TNP seek to preserve the historic environment, and the landscape and environment.

The plan does not seek to allocate sites. Therefore, the level of development proposed in the TNP is unlikely to lead to intensive land use and as such not affect the value and vulnerability of the area.

(g) The effects on areas or landscapes which have a recognised national, Community or international protection status.

There are a number of Listed Buildings and Scheduled Monuments which could be affected (in terms of setting), and nearby European sites (details provided in Appendix 2). The TNP seeks to preserve the historic

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environment through a policy in the neighbourhood plan. In addition, there will be no likely significant effects on any of the European sites (as demonstrated in the assessment in section 6 of this report).

The TNP has been assessed as not having any significant effects on the landscape or area which has recognised national, Community or international protection status.

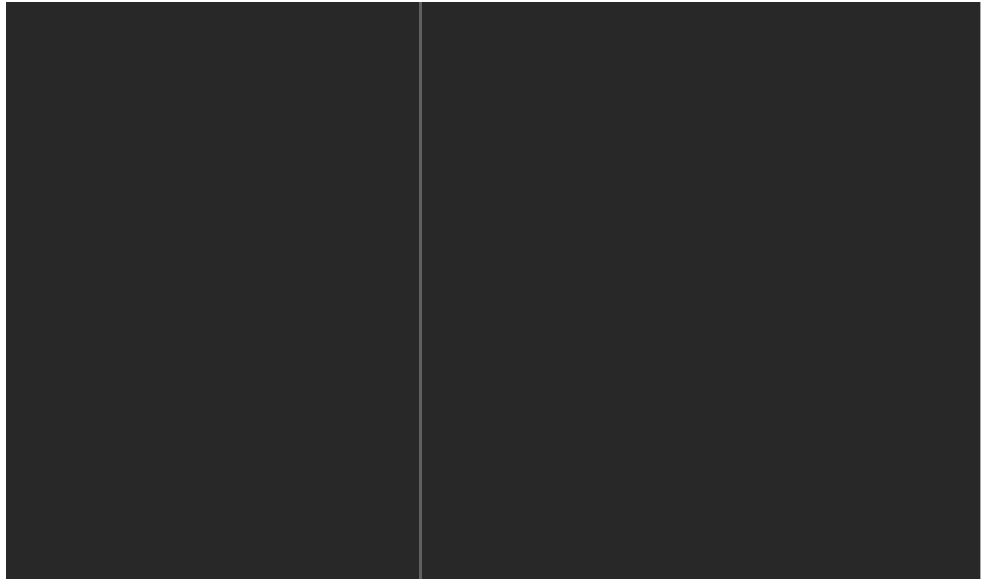
4. 5.4 As a result of the analysis undertaken to assess the effects on the environment resulting from the Titchfield Neighbourhood Plan, it is considered that significant effects on the environment are not likely. The explanation of this assessment is set out in more detail below.
5. 5.5 The National Planning Practice Guidance (PPG) states that:

“In some limited circumstances, where a neighbourhood plan is likely to have significant environmental effects, it may require a strategic environmental assessment”.

The PPG sets out the following matters for consideration when assessing whether an SEA is required in connection with any particular neighbourhood plan:

“Whether a neighbourhood plan requires a strategic environmental assessment, and (if so) the level of detail needed, will depend on what is proposed.

6. 5.6 In relation to the considerations set out above in the national level planning guidance the following factors are considered to be particularly pertinent. Firstly, the Titchfield Neighbourhood Plan does not allocate any specific development sites. Therefore, this suggests that an environmental report for SEA is less likely to be required. However, there are other environmental considerations which have been set out in section 4 of this screening report.
7. 5.7 Another consideration is that whilst the Titchfield Neighbourhood Forum does not intend to allocate specific development sites within the plan, it does seek to facilitate, some albeit limited, housing development, namely focusing development in the urban area boundary and on brownfield sites in line with Policy CS6 of the Local Plan Part 1: Core Strategy. In addition, the exact amount of development this will constitute cannot be precisely quantified at this stage. However, a Sustainability Appraisal (incorporating SEA) has been undertaken for the Local Plan Part 1 and Part 2 (Development Sites and Policies), and for the emerging Fareham Local Plan 2036, which considers the impacts of the policies from the Adopted Local Plan and the emerging Local Plan.



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8. 5.8 Given the amount of residential development proposed, it is likely that the environmental effects will be localised, only involving limited landscape impacts in respect of views, and highways impacts in relation to additional traffic on roads in the area.
9. 5.9 It is also necessary to consider the impact of the Titchfield Neighbourhood Plan on the two Conservation Areas, the setting of the Listed Buildings and other heritage assets and environmental considerations. In particular, there are Flood Zones 2 and 3 along the northern boundary and also following the south- eastern boundary which precedes the River Meon. There are also a number of SINCs and ancient woods distributed throughout the neighbourhood area.
10. 5.10 In respect of heritage impacts, the Titchfield Conservation Area is focused on the centre of the village, and the Titchfield Abbey Conservation Area is located to the north of Titchfield village. There are also a number of Grade II and I Listed Buildings, including St Peters Church, which is Grade I Listed.
11. 5.11 The scale of residential development that is being proposed in the Neighbourhood Plan is small scale and focused within the urban area boundaries, however, this could be in close proximity to Flood Zones 2 and 3, the Titchfield Conservation Areas and SINCs.
12. 5.12 Therefore, in light of the above, it is considered that significant effects on the environment are not likely and hence an environmental report demonstrating SEA is not required.

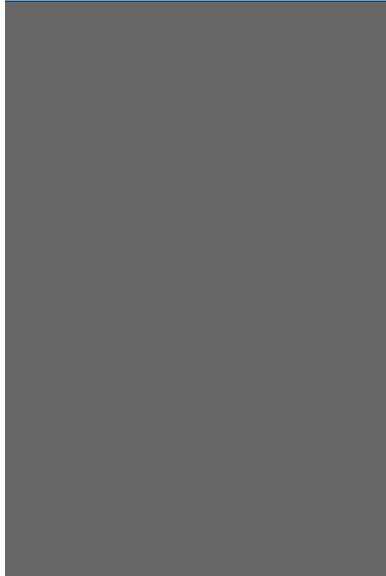
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6. HRA Screening and Appropriate Assessment

1. 6.1 The Habitats Regulations Assessment (HRA) refers to the assessment required for any plan or project to assess the potential implications for European sites. These sites consist of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). In addition, there are also internationally designated Ramsar sites, which should be subject to the same consideration as the European sites, as stated in Paragraph 118 of the NPPF. Ramsar sites are therefore included within any discussion of European sites in this document.
2. 6.2 European sites are offered the highest level of protection under European law and the consequent national legislation transposing it into English law (The Conservation of Habitats and Species Regulations 2017, known as the Habitats Regulations). The Habitats Regulations set out the process to assess the potential implications of a Neighbourhood Plan on European sites.
3. 6.3 The first stage is to “screen” the Neighbourhood Plan in order to establish whether it may have a significant effect on a European site. Only if it is considered that there is likely to be a significant effect will it be necessary to undertake a process called ‘Appropriate Assessment’ in relation to European sites. If screening identifies the need for an Appropriate Assessment, then more detailed work will need to be undertaken to establish what the potential impacts of the plan will be on the integrity of the European site and whether these can be adequately mitigated.
4. 6.4 In undertaking the screening to establish whether there is likely to be a significant effect, the ‘precautionary principle’¹³ will need to be followed. The requirement to adhere to the precautionary principle is established by case law and clarified by the European Union and domestic government guidance¹⁴. The use of the precautionary principle refers to the assumption of likely significant effects occurring if there is insufficient evidence to the contrary. This applies when considering the likelihood of a possible effect on a European site resulting from a Plan or Programme.

¹³ <https://www.no5.com/cms/documents/SSC%20and%20HM%20-%20Habitats%20Notes.pdf>

¹⁴ Landelijke Vereniging tot Behoud van de Waddenzee v. Secretary of State for Agriculture, Nature Conservation and Fisheries (Case C127/02), ECJ 7/9/04.



5. 6.5 In carrying out the initial screening assessment, the Council has addressed the requirements set out in the European Commission Guidance¹⁵. The guidance sets out steps which need to be followed:
 - i) description of project or plan.
 - ii) characteristics of the European site.
 - iii) assessment of significance.
6. 6.6 The description of the Neighbourhood Plan has been set out in section 4 above. This section focuses on the characteristics of relevant European sites, their significance, and ultimately whether there are likely to be any significant effects. If the screening assessment of the Titchfield Neighbourhood plan determines that, notwithstanding any mitigation, there are likely to be significant effects on European sites the plan will be taken forward for an Appropriate Assessment.

Relationship with Other Plans

7. 6.7 The Local Plan Part 1: Core Strategy and Part 2: Development Sites and Policies were subject to comprehensive HRAs prior to their adoption. The HRAs (which included an Appropriate Assessment) recommended that, subject to mitigation, the levels of growth and development identified in the Local Plan Parts 1 and 2 can proceed without causing adverse effects on the integrity of any European sites.
8. 6.8 The Appropriate Assessment for the Local Plan Part 2 contains a detailed assessment of each of 7 European and Ramsar sites within 10km of the Borough boundary. These assessments are set out in Appendix 2 and have been used to inform the assessment process undertaken in this report. In addition, Appendix 3 contains maps of the European sites. The HRA for the Local Plan Part 2 identified the impact pathways to European sites and detailed specific mitigation/avoidance measures to mitigate for the identified impacts. As a result, it was concluded that the effects of Local Plan Part 2 were capable of being satisfactorily mitigated.
9. 6.9 The emerging Local Plan 2036 will be subject to a full Appropriate Assessment during its production. At this stage of the process, an initial screening report has been produced. This screening report has identified that the majority of the proposed policies are unlikely to have significant effects on European sites. However, the report concludes that the policies that propose certain sites for development have the potential to have likely significant

¹⁵ European Commission Guidance (pages 18-23)http://ec.europa.eu/environment/nature/natura2000/management/docs/art6/natura_2000_assess_en.pdf



effects on European sites. As such, the Fareham Local Plan 2036 will undergo an Appropriate Assessment prior to Regulation 19 consultation.

CJEU case law

10. 6.10 A judgment issued on 12th April 2018 by the Court of Justice of the European Union (CJEU) ruled that Article 6(3) of the Habitats Directive must be interpreted as meaning that mitigation measures (measures which are intended to avoid or reduce likely significant effects) should be assessed within the framework of an appropriate assessment. It is not permissible to take account of measures intended to avoid or reduce harmful effect of the Plan or Project on a European site at the screening stage.
11. 6.11 Prior to this judgment, it was acceptable to take into account avoidance or reduction measures that form part of a proposal when considering if a Plan or Project was likely to have a significant effect on a European Site (i.e. at the screening stage). If as a result of proposed avoidance or reduction measures, the risk of a significant effect could be excluded, there was no need to go on to undertake an appropriate assessment. As a result of this CJEU judgment, this is now no longer the case.
12. 6.12 Although the Neighbourhood Plan Area is adjacent to the Solent and Southampton Water SPA and within close proximity to the Portsmouth Harbour SPA and a potential new SPA, Solent and Dorset Coast, there are no proposals to allocate sites, and it is therefore considered unlikely that the proposals in the Titchfield Neighbourhood Plan would have a direct significant effect on the features of the identified SPAs and SACs. However, cumulative 'in combination' effects remain a possibility as the screening assessment shows. As it is no longer possible to take into account mitigation measures at the screening stage, a full Appropriate Assessment is required.
13. 6.13 The implications of the policies and proposals in the Titchfield Neighbourhood Plan have been assessed against each of the European sites within 10km of the Neighbourhood area boundary. This is in order to establish the likely significant effects on the qualifying features, in view of the conservation objectives of the European sites in question. The screening assessment has been undertaken having regard to the results and information in the HRA screening assessment prepared for the Draft (Regulation 18) Local Plan and the HRA Appropriate Assessment for the Adopted Local Plan Part 2: Development Sites and Policies. The appropriate assessment has also been undertaken in light of the relevant European Commission guidance (as referred to above), which forms the basis for the criteria assessment. The most recent judgment made by the CJEU (as referred to above) was also taken into consideration during the screening phase of this Habitats Regulations Assessment, the outcome of which is documented later.



Assessments of any European sites within 10km of the Neighbourhood Plan area

6.14 There are 6 designated European sites within 10km of the Titchfield Neighbourhood Plan area and a further potential SPA which is currently under consideration for designation (see European sites maps in Appendix 3). These are as follows:

- Solent and Southampton Water SPA – adjacent to the Neighbourhood Area boundary.
- Portsmouth Harbour SPA – approximately 3km to the East of the Neighbourhood Area.
- Solent Maritime SAC – approximately 2.5km to the West of the Neighbourhood Area
- The New Forest SAC
- The New Forest SPA
- Solent and Isle of Wight Lagoons SAC
- Potential Solent and Dorset Coast pSPA

15. 6.15 In addition, there are three Ramsar sites within 10km of the Titchfield Neighbourhood Plan Area. These are Portsmouth Harbour, Solent & Southampton Water and The New Forest Ramsar sites. These Ramsar sites are designated under the Ramsar Convention and are afforded the same level of protection and status as those designated under the Habitats and Birds Directive. For the purpose of the SEA/HRA Screening section of this report, these sites are included under their respective SPA or SAC designations.

16. 6.16 The screening matrices below provides further detail in respect of the potential impacts of the neighbourhood plan on each European site.

Screening Assessment

Solent and Southampton Water SPA and Ramsar

Screening Matrix

Name of European site: Solent and Southampton Water SPA and Ramsar

Describe the individual elements of the project (either alone or in combination with other plan or projects) likely to give rise to impacts on the European site.

Small scale residential development proposed in line with the objectives of the Neighbourhood Plan may have a very limited overall impact on the localised environment.

Describe any likely direct, indirect or secondary impacts of the project (either alone or in combination with other plans or projects) on the European site by virtue of size and scale; land take; distance from the European site or key features; resource requirements (e.g. water abstraction); emissions; excavation requirements; transportation requirements; duration of construction activities.

The Neighbourhood Plan does not allocate any sites for development. Any development permitted through the Neighbourhood Plan's Development Management Policies would be small scale and within the defined urban area. As a result, direct impacts to European/Ramsar sites are considered unlikely. Any small scale new residential development on existing brownfield land could result in minimal indirect environmental impacts such as pollution run off into nearby water courses. However, the level of development envisaged is such that it would not be likely to have a significant effect on the SPA/Ramsar. In addition, cumulative indirect impacts such as air pollution and recreational disturbance could also be expected. Recreational disturbance is the only effect which is considered to be potentially significant unless appropriately mitigated. Whilst air pollution from small scale development is considered to be of a scale where there will be no significant impacts on the SPA/ Ramsar site.

arising as a result of: reduction of habitat area; disturbance to key species; habitat or species fragmentation; reduction in species density changes in key indicators of conservation value (e.g. water quality; climate change).

Describe any likely changes to the site

the Neighbourhood Area boundary, the plan does not propose to allocate any development. What development may be permitted, will be strictly controlled and focussed within the urban boundary. There is the potential for recreational disturbance to impact on the qualifying features of this SPA/Ramsar from small-scale development

Despite the distance of the SPA/Ramsar to

permitted through application of specific Neighbourhood Plan Policies. Recreational Disturbance is identified as an impact likely to have a significant effect unless appropriately mitigated. .

European site as a whole in terms of; interference with the key relationships that define the structure of the site; interference with key relationships that define the function of the site.

Describe any likely impacts on the

the Neighbourhood Area Boundary, the plan does not propose to allocate any development. What development may be permitted through its policies, is strictly controlled and focussed within the urban boundary. As a result, there will be no likely impacts on the SPA/Ramsar as a whole in terms of; interference with the key relationships that define the structure of the site; interference with key relationships that define the function of the site.

Despite the distance of the SPA/Ramsar to

Provide indicator of significance as a result of the identification of effects set out above in terms of: loss; fragmentation; disruption; disturbance; changes to key elements.

The Neighbourhood Plan does not allocate sites for development. Any new additional residential development permitted through development management policies would be small scale and will be focused within the urban area. As a result of this and in the absence of mitigation, a likely significant effect arising from cumulative recreational disturbances on this SPA/Ramsar is possible.

Describe from the above those elements of the plan where the above impacts are likely to be significant or where the scale or magnitude of impacts is not known.

The Neighbourhood Plan does not propose to allocate any development. What development may be permitted, will be strictly controlled and focused within the urban boundary. As a consequence, there is a potential likely significant effect identified from increased recreational disturbance on this SPA/Ramsar. However, it is considered there will be no other significant impacts on the SPA/Ramsar

Conclusion

Significant effects through recreational disturbance on the SPA/ Ramsar are considered likely. Consider taking TNP through to Appropriate Assessment.

Name of European site: Portsmouth Harbour SPA and Ramsar

Describe the individual elements of the project (either alone or in combination with other plan or projects) likely to give rise to impacts on the European site.

Small scale residential development proposed in line with the objectives of the Neighbourhood Plan may have a very limited overall impact on the localised environment.

Describe any likely direct, indirect or secondary impacts of the project (either alone or in combination with other plans or projects) on the European site by virtue of size and scale; land take; distance from the European site or key features; resource requirements (e.g. water abstraction); emissions; excavation requirements; transportation requirements; duration of construction activities.

The Neighbourhood Plan does not allocate any sites for development. Any development permitted through the Neighbourhood Plan's Development Management Policies would be small scale and within the defined urban area. The proximity of the European and Ramsar Site to the Neighbourhood Area boundary means direct impacts to European/Ramsar sites are not considered likely. Any small scale residential development on existing brownfield land could result in minimal indirect environmental impacts such as pollution run off into nearby water courses. However, these are thought to not have any likely significant effects on this SPA/ Ramsar site due to the level of development envisaged. Cumulative indirect impacts such as air pollution and recreational disturbance could be expected. Recreational disturbance is the only effect which is considered to be potentially significant unless appropriately mitigated. whilst air pollution from small scale development is considered to be of a scale where there will be no significant impacts on the SPA/ Ramsar site.

arising as a result of: reduction of habitat area; disturbance to key species; habitat or species fragmentation; reduction in species density changes in key indicators of conservation value (e.g. water quality; climate change).

Describe any likely changes to the site

development. What development may be permitted, will be strictly controlled and focused within the existing urban boundary. However, there is the potential for recreational disturbance to impact on the qualifying features of this SPA/Ramsar site as a result of small scale development

The Plan does not allocate any sites for

proposals. Therefore, recreational Disturbance is identified as an impact likely to have a significant effect unless appropriately mitigated.




Describe any likely impacts on the

European site as a whole in terms of; interference with the key relationships that define the structure of the site; interference with key relationships that define the function of the site.

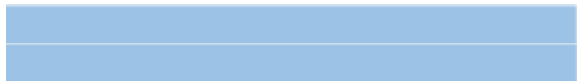
The Neighbourhood Plan does not propose

to allocate any development. What development may be permitted through its policies, is strictly controlled and focussed within the urban boundary. As a result, there will be no likely impacts on the SPA/Ramsar as a whole in terms of; interference with the key relationships that define the structure of the site; interference with key relationships that define the function of the site.



Provide indicator of significance as a result of the identification of effects set out above in terms of: loss; fragmentation; disruption; disturbance; changes to key elements.

The Neighbourhood Plan does not allocate sites for development. Any new additional residential development permitted through development management policies would be small scale and will be focused within the urban area. As a result of this and in the absence of mitigation, a likely significant effect arising from cumulative recreational disturbances on this SPA/Ramsar is possible.



Describe from the above those elements of

the plan where the above impacts are likely to be significant or where the scale or magnitude of impacts is not known.

to allocate any development. What development may be permitted, will be strictly controlled and focused within the urban boundary. As a consequence, there is a potential likely significant effect identified from increased recreational disturbance on this SPA/Ramsar. However, it is considered there will be no other significant impacts on the SPA/Ramsar



Conclusion

The Neighbourhood Plan does not propose



Significant effects through recreational

disturbance on the SPA/Ramsar are considered likely. Consider taking TNP through to Appropriate Assessment.

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Solent Maritime SAC

Screening Matrix

Name of European site: Solent Maritime SAC

Describe the individual elements of the project (either alone or in combination with other plan or projects) likely to give rise to impacts on the European site.

Small scale residential development proposed in line with the objectives of the Neighbourhood Plan may have a very limited overall impact on the localised environment.

Describe any likely direct, indirect or secondary impacts of the project (either alone or in combination with other plans or projects) on the European site by virtue of size and scale; land take; distance from the European site or key features; resource requirements (e.g. water abstraction); emissions; excavation requirements; transportation requirements; duration of construction activities.

The Neighbourhood Plan does not allocate any sites for development. Any development permitted through the Neighbourhood Plan's Development Management Policies would be small scale and within the urban area. As a result, direct impacts to European sites are not considered likely. Any new small scale residential development on existing brownfield land could result in minimal indirect environmental impacts such as pollution run off into nearby water courses. However, this is not considered to have any likely significant effects on the SAC. Cumulative indirect impacts such as air pollution and recreational disturbance could also be expected. Recreational disturbance is the only impact which is likely to result in significant effects unless appropriately mitigated. Whilst the impact of air pollution from small scale development is such that it would not be likely to have significant effects on the SAC.

arising as a result of: reduction of habitat area; disturbance to key species; habitat or species fragmentation; reduction in species density changes in key indicators of conservation value (e.g. water quality; climate change).

Describe any likely changes to the site

sites for development. What development may be permitted, will be strictly controlled and focused within the existing urban boundary. However, there is the potential for recreational disturbance to impact on the qualifying features of this SAC as a result of small scale development proposals. Therefore, recreational Disturbance is identified as an impact likely to have a significant effect unless appropriately mitigated.

The Plan does not propose to allocate any

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Describe any likely impacts on the European site as a whole in terms of; interference with the key relationships that define the structure of the site; interference with key relationships that define the function of the site.

There are no envisaged impacts to the European site by means of interference with the key relationships that define the structure of the site or interference with key relationships that define the function of the site.

of the identification of effects set out above in terms of: loss; fragmentation; disruption; disturbance; changes to key elements.

Provide indicator of significance as a result

sites for development. Any new additional residential development permitted through development management policies would be small scale and will be focused within the

urban area. As a result of this and in the absence of mitigation, a likely significant effect arising from cumulative recreational disturbances on this SAC is possible.

The Neighbourhood Plan does not allocate

Describe from the above those elements of the plan where the above impacts are likely to be significant or where the scale or magnitude of impacts is not known.

The Neighbourhood Plan does not propose to allocate any development. What development may be permitted, will be strictly controlled and focused within the urban boundary. As a consequence, there is a potential likely significant effect identified from increased recreational disturbance on this SAC. However, it is considered there will be no other significant impacts on the SPA/Ramsar.

Conclusion

Significant effects through recreational disturbance on the SAC are considered likely. Consider taking TNP through to Appropriate Assessment.

New Forest SPA and Ramsar

Screening Matrix

Name of European site: New Forest SPA and Ramsar

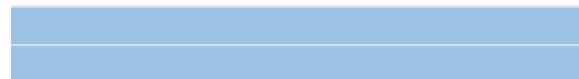
Describe the individual elements of the project (either alone or in combination with other plan or projects) likely to give rise to impacts on the European site.	The objectives in the Titchfield Neighbourhood Plan are not anticipated to cause any likely significant effects on this European/ Ramsar Site
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Describe any likely direct, indirect or secondary impacts of the project (either alone or in combination with other plans or	The Neighbourhood Plan does not allocate any sites for development. Any new development proposed is small scale and
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projects) on the European site by virtue of size and scale; land take; distance from the European site or key features; resource requirements (e.g. water abstraction); emissions; excavation requirements; transportation requirements; duration of construction activities.

within the urban area. The distance of the European/Ramsar site from the Plan boundary means direct impacts to this site is not considered. Furthermore, the distance of the European/Ramsar site to the Neighbourhood Plan Boundary means that any new small scale residential development on existing brownfield land would not result in significant indirect and cumulative environmental impacts.



Describe any likely changes to the site

arising as a result of: reduction of habitat area; disturbance to key species; habitat or species fragmentation; reduction in species density changes in key indicators of conservation value (e.g. water quality; climate change).

The Plan does not propose to allocate any

sites for development. What development may be permitted, will be strictly controlled and focussed within the existing urban boundary. The distance of the European/Ramsar site to the Neighbourhood boundary is such that it is considered that no development is likely to result in the impacts listed opposite.

Describe any likely impacts on the European site as a whole in terms of; interference with the key relationships that define the structure of the site; interference with key relationships that define the function of the site.

There are no envisaged impacts to the European/Ramsar site by means of interference with the key relationships that define the structure of the site or interference with key relationships that define the function of the site.



Provide indicator of significance as a result of the identification of effects set out above in terms of: loss; fragmentation; disruption; disturbance; changes to key elements.

It is anticipated that there will be no likely significant effects on this European/Ramsar site.



Describe from the above those elements of the plan where the above impacts are likely to be significant or where the scale or magnitude of impacts is not known.

It is anticipated that there will be no likely significant effects on this European/Ramsar site.



Conclusion

No significant effects on the SPA or Ramsar are considered likely.

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[New Forest SAC](#)

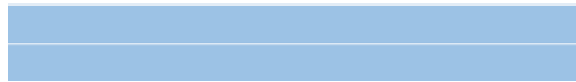
Screening Matrix

Name of European site: New Forest SAC



Describe the individual elements of the project (either alone or in combination with other plan or projects) likely to give rise to impacts on the European site.

The objectives in the Titchfield Neighbourhood Plan are not anticipated to cause any likely significant effects on this European Site



Describe any likely direct, indirect or

secondary impacts of the project (either alone or in combination with other plans or projects) on the European site by virtue of size and scale; land take; distance from the European site or key features; resource requirements (e.g. water abstraction); emissions; excavation requirements; transportation requirements; duration of construction activities.

The Neighbourhood Plan does not allocate

any sites for development. Any development proposed is small scale and within the urban area. The distance of the European Site from the Plan boundary means direct impacts to European sites are not considered. Furthermore, the distance of the European Site to the Neighbourhood Plan Boundary means that any new small scale residential development on existing brownfield land would not result in significant indirect and cumulative environmental impacts.



Describe any likely changes to the site arising as a result of: reduction of habitat area; disturbance to key species; habitat or species fragmentation; reduction in species density changes in key indicators of conservation value (e.g. water quality; climate change).

The Plan does not propose to allocate any development. What development may be permitted, will be strictly controlled and focussed within the existing urban boundary. The distance of the European Site to the Neighbourhood boundary is such that it is considered that no development is likely to result in the impacts listed opposite.

Describe any likely impacts on the European site as a whole in terms of; interference with the key relationships that define the structure of the site; interference with key relationships that define the function of the site.

There are no envisaged impacts to the European site by means of interference with the key relationships that define the structure of the site or interference with key relationships that define the function of the site.



Provide indicator of significance as a result of the identification of effects set out above in terms of: loss; fragmentation; disruption; disturbance; changes to key elements.

It is anticipated that there will be no likely significant effects on this European Site.



Describe from the above those elements of the plan where the above impacts are likely

It is anticipated that there will be no likely significant effects on this European Site.

to be significant or where the scale or magnitude of impacts is not known.	
Conclusion	No significant effects on the SAC are considered likely.

Solent and Isle of Wight Lagoons SAC

Screening Matrix

Name of European site: Solent and Isle of Wight Lagoons SAC

project (either alone or in combination with other plan or projects) likely to give rise to impacts on the European site.

Describe the individual elements of the

Neighbourhood Plan are not anticipated to cause any likely significant effects on this European Site

The objectives of the Titchfield

Describe any likely direct, indirect or secondary impacts of the project (either alone or in combination with other plans or projects) on the European site by virtue of size and scale; land take; distance from the European site or key features; resource requirements (e.g. water abstraction); emissions; excavation requirements; transportation requirements; duration of construction activities.

The Neighbourhood Plan does not propose any allocations for development. Any development proposed is small scale and within the urban area. The distance of the European Site from the Plan boundary means direct impacts to European sites are not considered. Furthermore, the distance of the European Site to the Neighbourhood Plan Boundary means that any small scale new residential development on existing brownfield land would not result in significant indirect and cumulative environmental impacts.

Describe any likely changes to the site arising as a result of: reduction of habitat area; disturbance to key species; habitat or species fragmentation; reduction in species density changes in key indicators of conservation value (e.g. water quality; climate change).

The Plan does not propose to allocate any development. What development may be permitted, will be strictly controlled and focussed within the existing urban boundary. The distance of the European Site to the Neighbourhood boundary is such that it is considered that no development is likely to result in the impacts listed opposite.

Describe any likely impacts on the European site as a whole in terms of; interference with the key relationships that define the structure of the site; interference with key relationships that define the function of the site.

There are no envisaged impacts to the European site by means of interference with the key relationships that define the structure of the site or interference with key relationships that define the function of the site.

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Provide indicator of significance as a result of the identification of effects set out above in terms of: loss; fragmentation; disruption; disturbance; changes to key elements.	It is anticipated that there will be no likely significant effects on this
Describe from the above those elements of the plan where the above impacts are likely to be significant or where the scale or magnitude of impacts is not known.	It is anticipated that there will be no likely significant effects on this European Site.
	No significant effects on the SAC are considered likely.
Conclusion	

Potential Solent and Dorset pSPA

Screening Matrix

Name of European site: Potential Solent and Dorset pSPA

Describe the individual elements of the project (either alone or in combination with other plan or projects) likely to give rise to impacts on the European site.	Small scale residential development proposed in line with the objectives of the Neighbourhood Plan may have a very limited overall impact on the localised environment.
Describe any likely direct, indirect or secondary impacts of the project (either alone or in combination with other plans or projects) on the European site by virtue of size and scale; land take; distance from the European site or key features; resource requirements (e.g. water abstraction); emissions; excavation requirements; transportation requirements; duration of construction activities.	The Neighbourhood Plan does not allocate any sites for development. Any development proposed is small scale and within the urban area. As a result, direct impacts to European sites are considered negligible. Any small scale new residential development on existing brownfield land could result in minimal indirect environmental impacts such as pollution run off into nearby water courses. However, the level of development envisaged is such that it would not be likely to have significant effects on the pSPA. In addition, cumulative indirect impacts such as air pollution and recreational disturbance could also be expected. Recreational disturbance is the only effect which is considered to be potentially

significant unless appropriately mitigated. Whilst air pollution from small scale development is considered to be of a

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scale where there will be no significant impacts on the pSPA.

arising as a result of: reduction of habitat area; disturbance to key species; habitat or species fragmentation; reduction in species density changes in key indicators of conservation value (e.g. water quality; climate change).

Describe any likely changes to the site

Neighbourhood Area boundary, the plan does not propose to allocate any development. What development may be permitted, will be strictly controlled and focussed within the urban boundary. There is the potential for recreational disturbance on the qualifying features of this pSPA from small scale development. Therefore, recreational Disturbance is identified as an impact likely to have a significant effect unless appropriately mitigated.

Despite the distance of the pSPA to the

Describe any likely impacts on the European site as a whole in terms of; interference with the key relationships that define the structure of the site; interference with key relationships that define the function of the site.

Despite the distance of the pSPA to the Neighbourhood Area Boundary, the plan does not propose to allocate any development. What development may be permitted through its policies, is strictly controlled and focussed within the urban boundary. As a result, there will be no likely impacts on the pSPA as a whole in terms of; interference with the key relationships that define the structure of the site; interference with key relationships that define the function of the site.

Provide indicator of significance as a result of the identification of effects set out above in terms of: loss; fragmentation; disruption; disturbance; changes to key elements.

The Neighbourhood Plan does not allocate sites for development. Any new additional residential development permitted through development management policies would be small scale and will be focused within the urban area. As a result of this and in the absence of mitigation, a likely significant effect arising from cumulative recreational disturbances on this pSPA would remain. .

the plan where the above impacts are likely to be significant or where the scale or magnitude of impacts is not known.

Describe from the above those elements of

to allocate any development. What development may be permitted, will be strictly controlled and focussed within the urban boundary. As a consequence, there is a potential likely significant effect identified from increased recreational disturbance on this pSPA. However, it is

The Neighbourhood Plan does not propose

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Conclusion	Significant effects through recreational disturbance on the pSPA are considered likely. Consider taking TNP through to Appropriate Assessment.
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Summary of Conclusions on the Screening Assessment.

17. 6.17 Given the nature of the development which is likely to be facilitated by the neighbourhood plan, which is predominantly small scale residential development within the urban area, it is considered that the impacts of the plan are to be fairly localised. As a result, it is concluded that there would not be any direct likely significant effects on any designated sites. However, the Natura 2000 Standard Data Forms for several of the SPAs, SACs (also Ramsar sites) in the vicinity of the Titchfield Neighbourhood Plan Boundary identify the in-combination effects of recreational disturbance as having an impact on site integrity. The limited small-scale development that could come through as part of the Titchfield Neighbourhood Plan has the potential to increase recreational disturbance on the identified SPAs, SACs and Ramsar sites; which cumulatively with other development in the surrounding Solent region, is likely to result in significant effects on these European sites.
18. 6.18 Recreational disturbance is defined as any recreational activity such as dog walking, water sports activities, bait digging, etc that causes the important bird species to stop feeding and/or fly/swim away. Research has shown that this is a significant impact because this causes the birds to lose valuable feeding time and use up precious energy reserves. Furthermore, if this disturbance happens often, the birds may avoid the area completely. That means more competition for food elsewhere and some birds will be unable to find

enough to eat. If the birds are unable to feed and rest undisturbed they may not survive the winter or make their migratory journey back to their summer breeding grounds. Those that do may not be healthy enough to breed successfully. Over time the numbers of birds will decline unless appropriate action is taken.
19. 6.19 As a result of this outcome of the HRA Screening Assessment for the Titchfield Neighbourhood Plan, it is necessary to carry out an Appropriate Assessment. The following section provides an Appropriate Assessment for the Titchfield Neighbourhood Plan in accordance with the Habitats Regulations.

Appropriate Assessment

20. 6.20 Despite the Titchfield Neighbourhood Plan not proposing to allocate any development, policies within the Plan provide scope for limited small-scale development to occur within the defined urban area boundary. As a result, it is likely that the Plan will have a cumulative indirect significant effect on European sites from increased recreational disturbance as identified in the screening report. Therefore in accordance with Part 6 (regulation 63) of the Habitats Regulations, an Appropriate Assessment must be carried out to ensure the identified likely significant effects can be adequately mitigated so as not to adversely affect the integrity of the European site, allowing the Plan to proceed.

Mitigation measures – the Solent Recreational Mitigation Partnership

21. 6.21 The Solent Recreational Mitigation Partnership (SRMP) is made up of several Local Planning Authorities (which includes Fareham Borough Council), Natural England, RSPB, Chichester Harbour Conservancy and the Hampshire and Isle of Wight Wildlife Trust. The Partnership has worked collectively on producing a Mitigation Strategy capable of reducing the effects of recreational disturbance on European and Ramsar sites. The current Mitigation Strategy has been formally in place since April 2018 and requires that all new residential development within 5.6km of European sites is accompanied by a financial contribution towards the funding of appropriate mitigation measures, capable of adequately reducing recreational disturbance. This approach and the type of mitigation secured has the approval of Natural England (the Statutory Body responsible for the monitoring and protection of European sites in England and the appropriate nature conservation body for the purposes of the Habitats Regulations).
22. 6.22 The types of mitigation measures proposed by the SRMP are set out the Solent Recreation Mitigation Strategy and include:

- A team of 5-7 Coastal Rangers to advise coastal users/visitors on how to avoid bird disturbances, liaise with landowners, host school visits etc;
- Communications, marketing and education initiatives and an Officer to implement them. This is to effectively promote and increase the public awareness message thus installing behavioural changes;
- Initiatives to encourage responsible dog walking and an Officer to implement them;
- Preparation of codes of conduct for a variety of coastal activities;

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- Site specific projects to better manage visitors and provide secure habitats for the birds- such projects include fencing and screening important areas, improving public footpaths etc;
 - Providing new/enhanced greenspaces as an alternative to visiting the coast;
 - A Partnership Manager to coordinate and manage all of the above.
23. 6.23 The mitigation measures proposed in the Solent Recreation Mitigation Strategy have been informed by research and best practice and have been formulated in consultation with Natural England.
 24. 6.24 For clarification purposes, the whole of the Titchfield Neighbourhood Plan area is within this 5.6km zone, although not in respect of all European sites included within the screening report. The financial contribution made by any new residential development to the SRMP ensures recreational disturbance (a known significant effect on European sites) is adequately mitigated.
 25. 6.25 It will still be necessary for each individual application for new residential development in the Titchfield Neighbourhood Plan area to be appropriately assessed to ensure that the likely effect of residential disturbance on the European sites can be appropriately mitigated. Fareham Borough Council has produced an Appropriate Assessment proforma endorsed by Natural England which provides a straightforward way to complete the required Appropriate Assessment for all new residential development. Applications within the Titchfield Neighbourhood boundary should complete this proforma to satisfy the requirements of the Habitats Regulations.
 26. 6.26 The proforma states that the intended mitigation measure to ensure that the development will not adversely affect the integrity of the European site is through a financial contribution to the SRMP in respect of recreational disturbance.
 27. 6.27 It should be noted that this is the case where recreational disturbance is the only likely significant effect on a European site. If recreational disturbance is not the only likely significant effect identified or the applicant decides to not make a financial contribution to the SRMP, the applicant will need to conduct an individual Appropriate Assessment instead of the proforma and will need to demonstrate how different bespoke mitigation can adequately reduce any likely significant effects.
 28. 6.28 Furthermore, the Titchfield Neighbourhood Plan is subject to the strategic framework of the Adopted Local Plan which has appropriately

assessed policies in place to take into account the specific effects of recreational disturbance on European sites.

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6.29 Providing the above approach is followed, any likely significant effects on identified European sites arising from recreational disturbance as identified in the screening report can be adequately mitigated. As such it is concluded that the Titchfield Neighbourhood Plan will not adversely affect the integrity of any sites included in this HRA. The Plan can be considered to be compliant with the Habitats Regulations in this respect.

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7. Conclusion

1. 7.1 The SEA screening section of this report provides an assessment as to whether the Titchfield Neighbourhood Plan should be subject to the requirement for the submission of an Environmental Report as required by the EAPP Regulations 2004.
2. 7.2 The HRA screening report and subsequent Appropriate Assessment fulfils the requirements under the Conservation of Habitats and Species Regulations 2017.
3. 7.3 The assessment for both these requirements has been undertaken on the basis of the proposals and policies outlined in section 4 of this report and within the strategic framework of the Adopted Local Plan and the Draft Fareham Local Plan 2036.
4. 7.4 **The Local Planning Authority has therefore concluded, factoring in comments from the relevant consultation bodies, that a Strategic Environmental Assessment is not required.**
5. 7.5 **The Local Planning Authority, as competent authority under the Habitats Regulations, has also concluded, following the Appropriate Assessment carried out in this document, that the Titchfield Neighbourhood Plan will not adversely affect the integrity of any European sites if the proposed approach to dealing with likely significant effects is followed.**

8. Glossary

European Sites: Defined in Regulation 8 of the Conservation of Habitats and Species Regulations 2017, these include Special Areas of Conservation (SAC) and Special Protection Areas (SPA) and Ramsar Sites which generally overlap SACs and SPAs.

Habitats Regulations Assessment: Fulfils the requirement under the Habitats Regulations 2017. It encompasses the whole process from screening through to Appropriate Assessment. It is required for any Plan or Project to determine if there will be any likely significant effects on designated European sites such as Special Protection Areas (SPA) and Special Areas of Conservation (SAC).

HRA Screening Assessment: Stage 1 of the overall Habitats Regulations Assessment, which assess if the activities and proposals in the project or plan in question are likely to lead to significant effects either alone or in combination on designated sites.

HRA: Appropriate Assessment: Stage 2 of the overall Habitats Regulations Assessment, which considers the impacts (identified in the screening assessment) on the integrity of designated sites of the project or plan, either alone or in combination with other projects or plans and suggests suitable actions to implement such as mitigation measures to effectively reduce any identified significant impacts, allowing the project or plan to proceed.

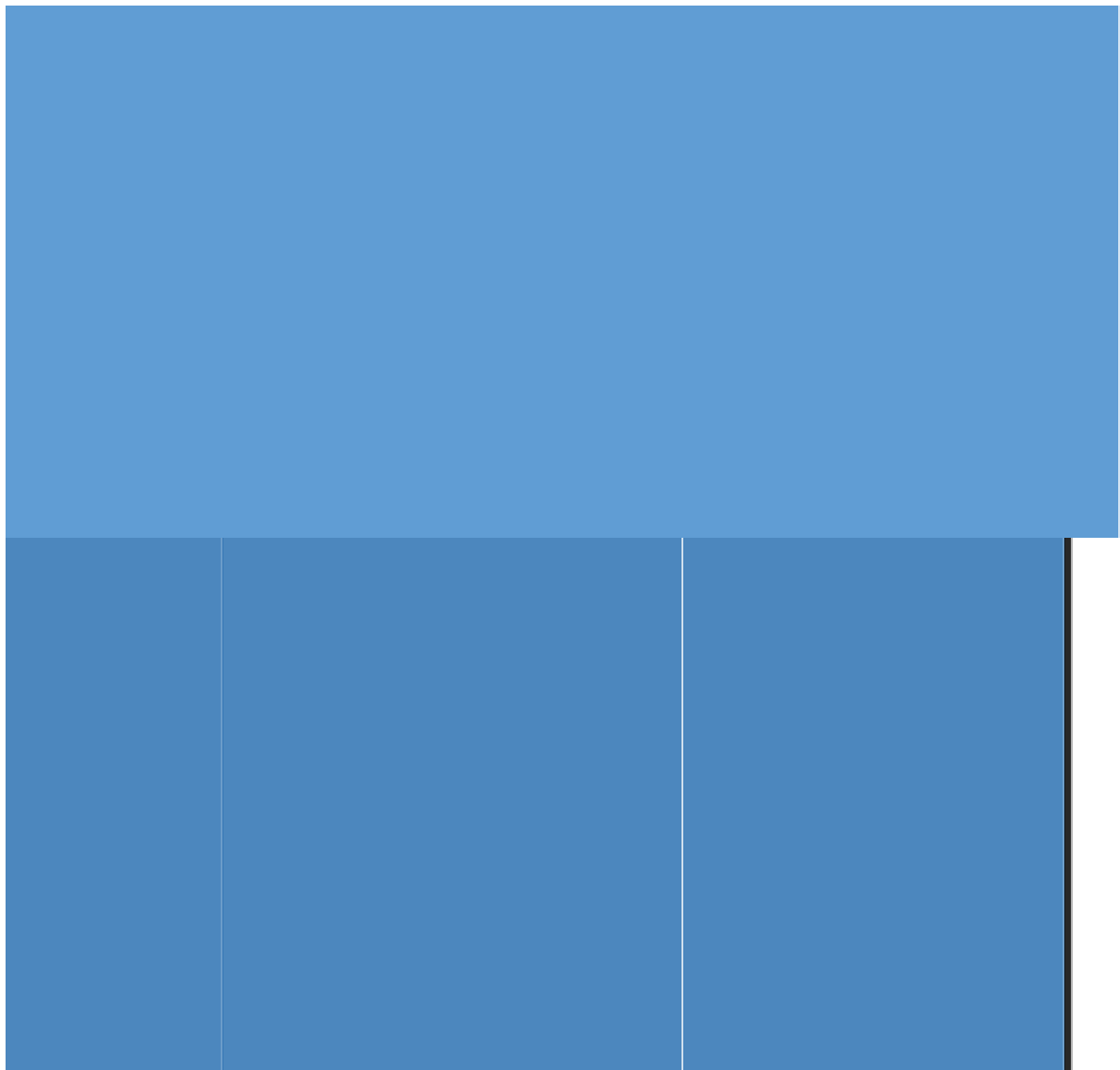
National Planning Policy Framework: Introduced in 2012, this new framework sets out the Government's planning policies for England and these are expected to be

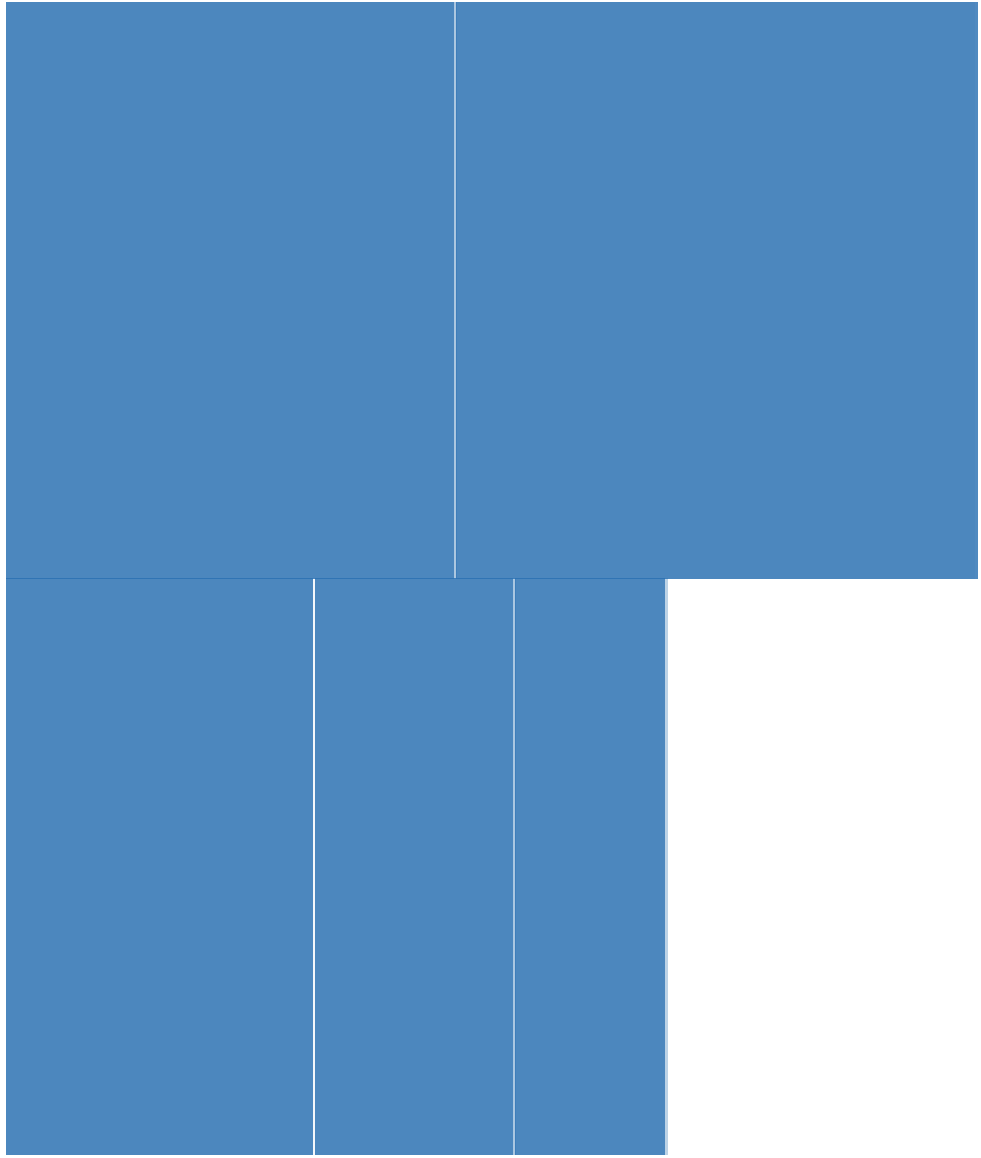
applied. It provides the framework within which local councils can produce local plans, which reflect the needs and priorities of their communities. The Policies within the framework are a material consideration when determining planning applications and formulating Development Plans

Neighbourhood Plan: A Plan prepared by a Parish Council or Neighbourhood Forum for a neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Ramsar Sites: Wetlands of international importance designated under the Ramsar Convention. Due to their importance to waterbirds within the UK, many Ramsar sites are also Special Protection Areas (SPAs)

Screening: from an SEA and HRA perspective, it is the process of determining whether the Project, Plan or Programme is likely to cause significant effects on the environment or important European wildlife sites directly, indirectly and/or cumulatively.



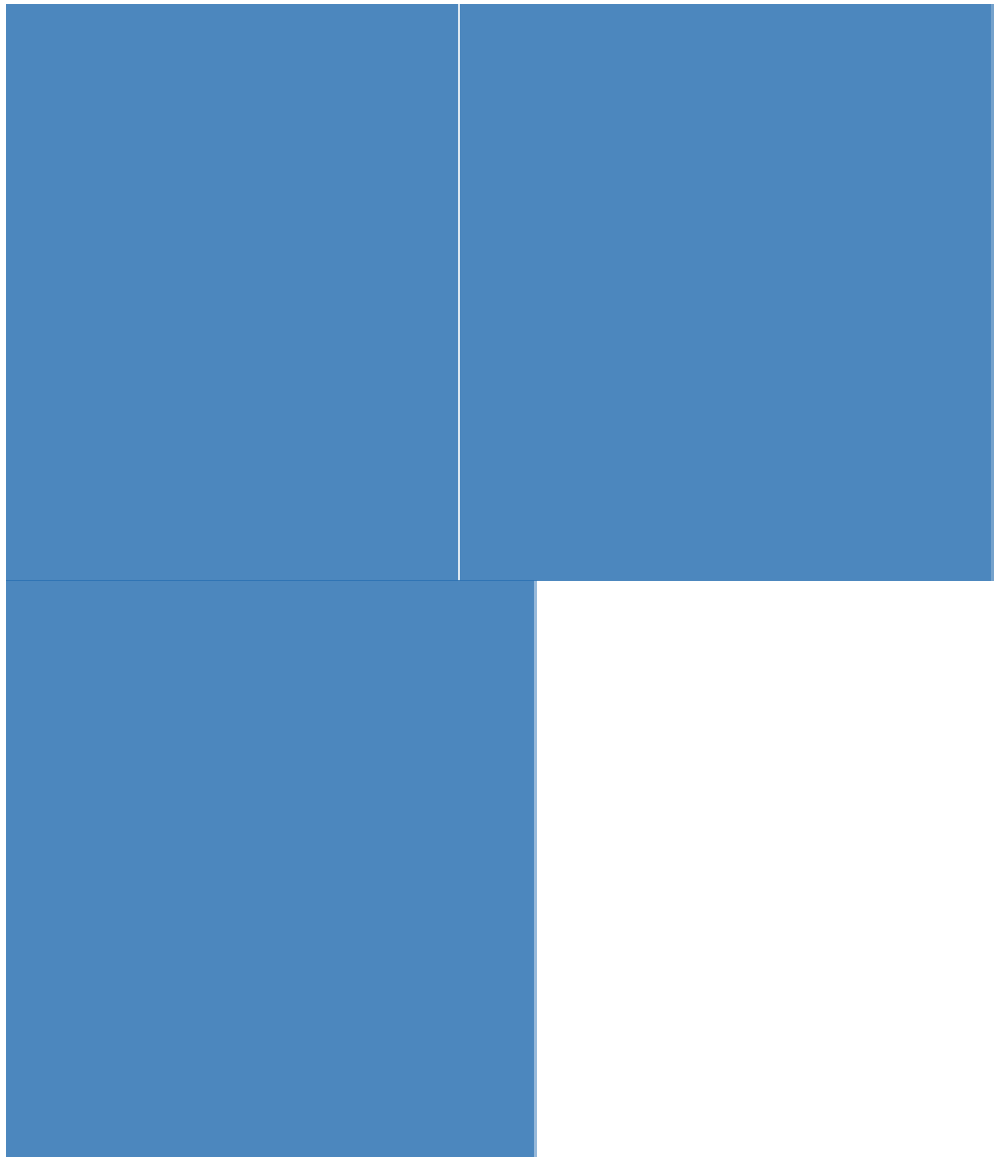


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Special Protection Areas (SPA): Designated under the Birds Directive, these are areas that are strictly protected for rare and vulnerable birds and migratory species.

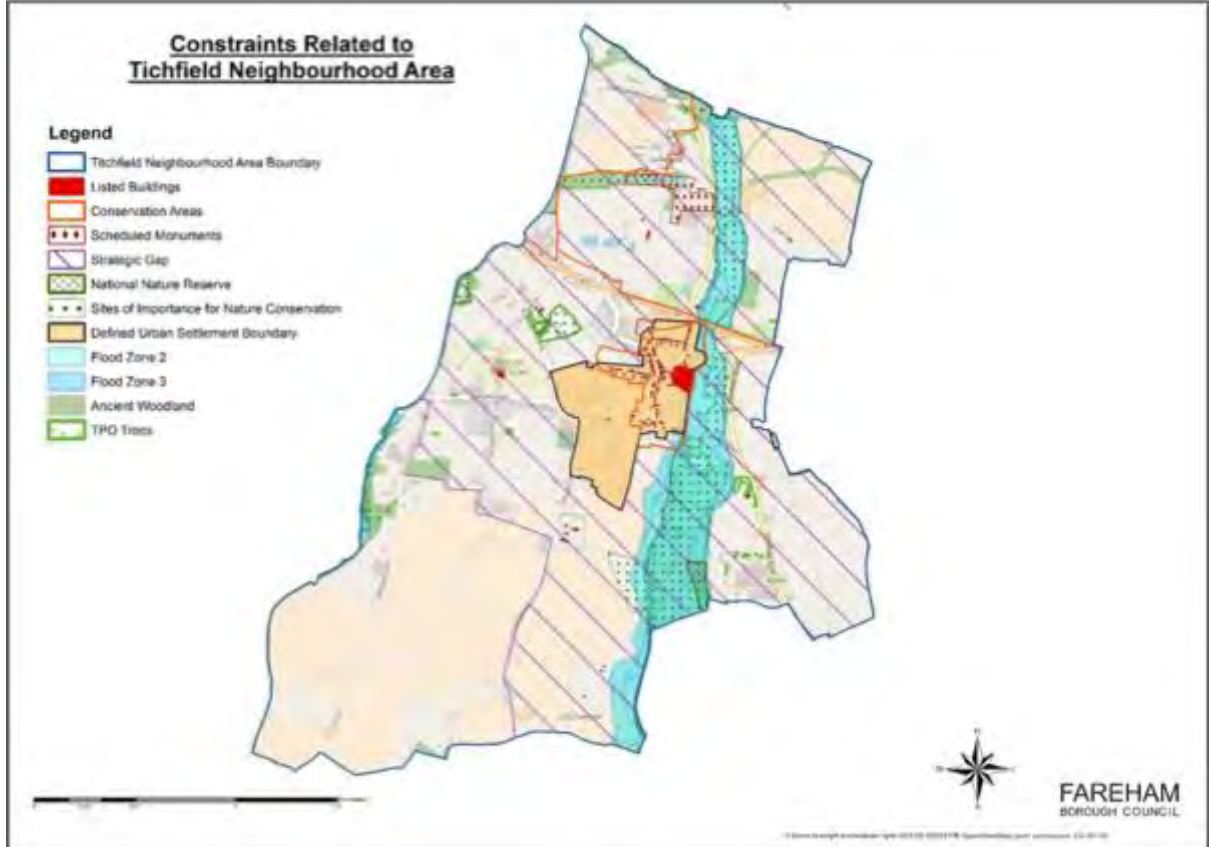
Special Areas of Conservation (SAC): Designated under the Habitats Directive, these are areas that are strictly protected for rare and vulnerable habitats and species (excluding birds).

Strategic Environmental Assessment: Fulfils the requirement under the Environmental Assessment of Plans and Programmes Regulations 2004. It is a systematic process that must be carried out on a Plan or Programme that has been identified to have likely significant effects environmentally, socially and economically. Its role is to promote sustainable development by assessing the extent to which the emerging plan or programme when judged against reasonable alternatives will help to achieve relevant environmental, social and economic objectives.



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Appendix 1 – Environmental Constraints in the Neighbourhood Plan Area



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Appendix 2 – Details of European sites within 10km of the Titchfield Neighbourhood Plan area

The New Forest SAC

Introduction

The New Forest measures approximately 29,262.36ha and contains the most extensive stands of lowland northern Atlantic wet heaths in southern England. The wet heaths are important for a variety of rare plants and species, such as marsh gentian *Gentiana pneumonanthe* and marsh clubmoss *Lycopodiella inundata*, dragonfly species, including the scarce blue-tailed damselfly *Ischnura pumilio* and

small red damselfly *Ceriagrion tenellum*. There is a wide range of transitions between wet heath and other habitats, including dry heath, various woodland types, *Molinia* grasslands, fen, and acid grassland. Unlike much lowland heath, the New Forest heaths continue to be extensively grazed by cattle and horses, favouring species with low competitive ability.

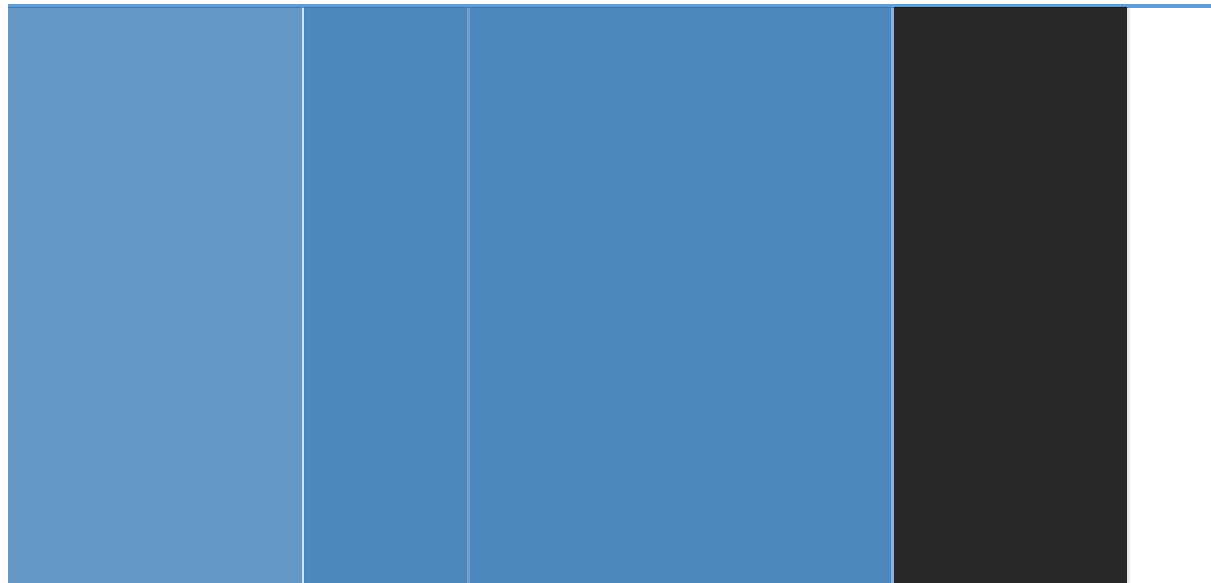
The New Forest SAC is approximately 10km away from the Titchfield Neighbourhood Area Boundary.

Due to the importance of the site and the surrounding development pressures, a Mitigation Strategy For European Sites has been created in consultation with Natural England to help specifically target the recreational impacts arising from increased residential development. The document sets out a strategic approach for development by providing a consistent method through which local authorities can meet the requirements of the Habitats Regulations through avoidance and mitigation measures.

Features of European Interest

The New Forest Qualifies as a SAC for both habitats and species Annex I Habitats

- Nutrient-poor shallow waters with aquatic vegetation on sandy plains.
- Clear-water lakes or lochs with aquatic vegetation and poor to moderate nutrient levels.
- Northern Atlantic wet heaths with *Erica tetralix*
- European Dry heaths.
- Purple moor-grass meadows.
- Very wet mires often identified by an unstable `quaking` surface.
- Depressions on peat substrates.
- Calcium-rich springwater-fed fens.
- Beech forests on acid soils and on neutral to rich soils.
- Dry oak-dominated woodland.
- Bog woodland.



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- Alder woodland on floodplains. Annex II Species

- Southern damselfly *Coenagrion mercurial*
- Stag beetle *Lucanus cervus*
- Great crested newt *Triturus cristatus*
- Brook lamprey *Lampetra planeri*
- Barbastelle bat *Barbastella barbastellus*
- Bechstein's bat *Myotis bechsteini*
- Otter *Lutra lutra*
- Bullhead *Cottus gobio*

Key Environmental Conditions/Vulnerability of the Site

The key environmental conditions that have been identified for this site are:

- Carefully balanced hydrological regime to maintain wet heath, mires and pools.
- Acid soils.
- Minimal air pollution (nitrogen deposition can cause compositional changes over time).
- Unpolluted water.
- Minimal nutrient inputs.
- Low recreational pressure.
- Maintenance of grazing regime.

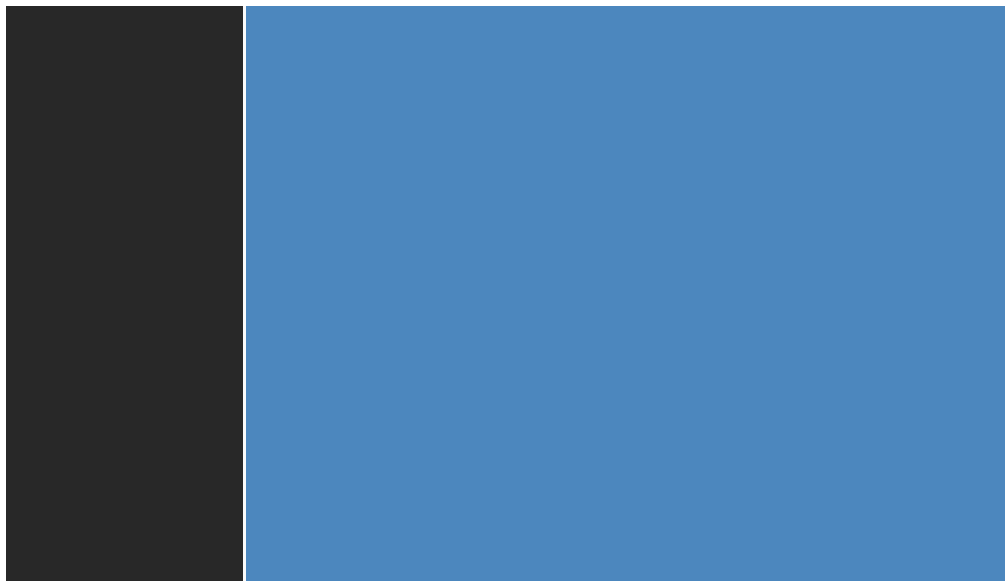
The New Forest SAC is vulnerable from 5 main impacts these include: Recreational Activity; Forest and Plantation Management and usage;

Problematic Native Species; Human Induced Changes in Hydraulic Conditions; and Natural Evolution/ Succession of Habitats.

The mosaic of habitats in the New Forest SAC is dependent on the use of appropriate management techniques in order to maintain favourable conditions. Therefore, a lack of grazing and other traditional management practices also pose a threat.

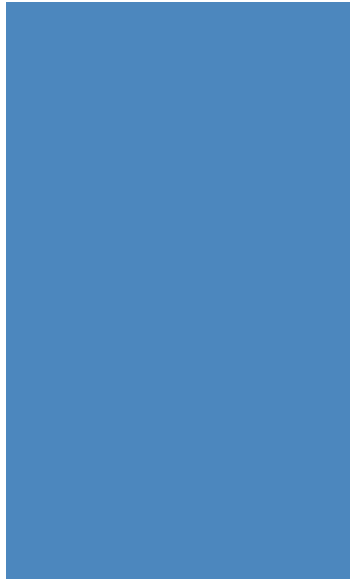
Conservation Objectives

The following conservation objectives have been identified for this site. 41



Development pressure on adjacent land, urbanisation issues and the cumulative and indirect effects of developments in neighbouring areas pose a potential long-term problem. A strategic approach to accommodating development whilst ensuring compatibility with the Habitats Regulations is being addressed through the Mitigation Strategy for European Sites

(Recreational Pressure from Residential Development), which incorporates the New Forest SAC.



Avoid the deterioration of the qualifying natural habitats and the habitats of qualifying species, and the significant disturbance of those qualifying species, ensuring the integrity of the site is maintained and the site makes a full contribution to achieving Favourable Conservation Status of each of the qualifying features.

Subject to natural change, maintain or restore:

- The extent and distribution of qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats and habitats of qualifying species;
- The supporting process on which qualifying natural habitats and habitats of qualifying species rely;
- The populations of qualifying species;
- The distribution of qualifying species within the site.

New Forest SPA and Ramsar

Introduction

The New Forest SPA measures approximately 28,002.81ha. It is located in southern Hampshire, west of the Solent in southern England. It comprises a complex mosaic of habitats the main components of which are the extensive wet and dry heaths with their rich valley mires and associated wet and dry grasslands, the ancient pasture woodlands and enclosure woodlands, the network of clean rivers and streams, and frequent permanent and temporary ponds. The SPA supports important breeding populations of birds and is the reason for its SPA designation.

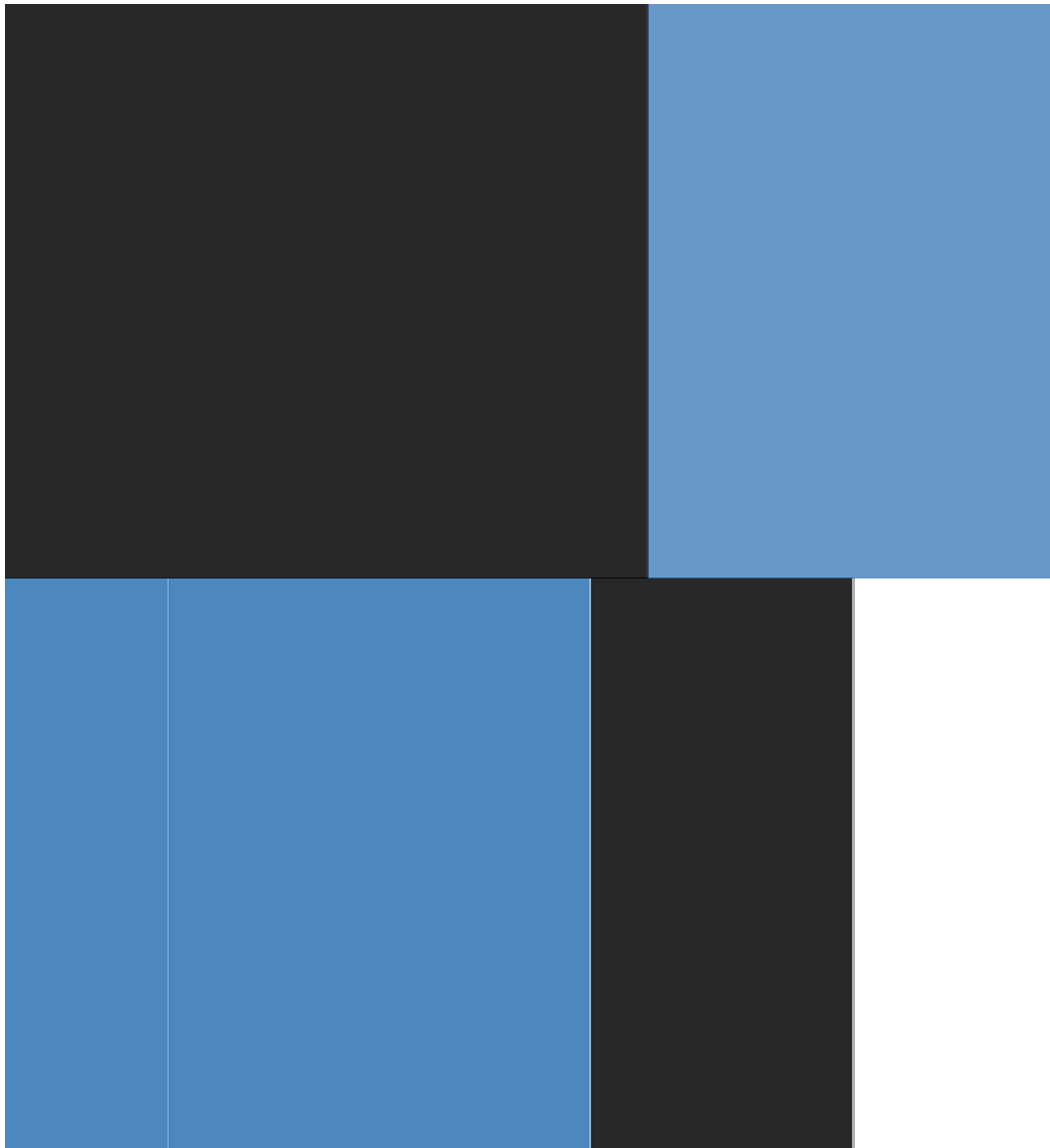
The New Forest SPA is approximately 10km away from the Titchfield Neighbourhood Area Boundary.

Features of European Interest

The New Forest qualifies as a SPA for the following main species: Article 4.1 Species

- Dartford Warbler *Sylvia undata*.
- Honey Buzzard *Pernis apivorus*.
- Nightjar *Caprimulgus europaeus*.
- Woodlark *Lullula arborea*.
- Hen Harrier *Circus cyaneus*.
- Hobby *Falco Subbuteo*.
- Wood Warbler *Phylloscopus sibilatrix*.

It qualifies as a Ramsar Site for the following criterion. 42



Ramsar Criterion 1: Wet Heaths and Valley Mires- the largest concentration of of intact valley mires of their type in Great Britain.

Ramsar Criterion 2: Supports a diverse assemblage of wetland plants and animals including several nationally rare species. Seven species of nationally rare plant are found on the site, as are at least 65 British Red Data Book species of invertebrate.

Ramsar Criterion 3: Mire habitats are of high ecological quality and diversity and have undisturbed transition zones. The invertebrate fauna of the site is important due to the concentration of rare and scarce wetland species. The whole site complex, with its examples of semi-natural habitats is essential to the genetic and ecological diversity of southern England

Key Environmental Conditions/Vulnerability of the Site

The key environmental conditions that have been identified for this site are:

- Carefully balanced hydrological regime to maintain wet heath, mires and pools.
- Acid soils.
- Minimal air pollution (nitrogen deposition can cause compositional changes over time).
- Unpolluted water.
- Minimal nutrient inputs.
- Low recreational pressure.
- Appropriate grazing regime.

The New Forest SPA is vulnerable from 4 main impacts these include: Fishing and Harvesting Aquatic Resources; Air Pollution; Human Induced Changes in Hydraulic Conditions; and Natural Evolution/ Succession of Habitats.

Development pressure on adjacent land, urbanisation issues and the cumulative and indirect effects of developments in neighbouring areas pose a potential long-term problem. A strategic approach to accommodating development whilst ensuring compatibility with the Habitats Regulations is being addressed through the Mitigation Strategy for European Sites (Recreational Pressure from Residential Development), which incorporates the New Forest SPA.

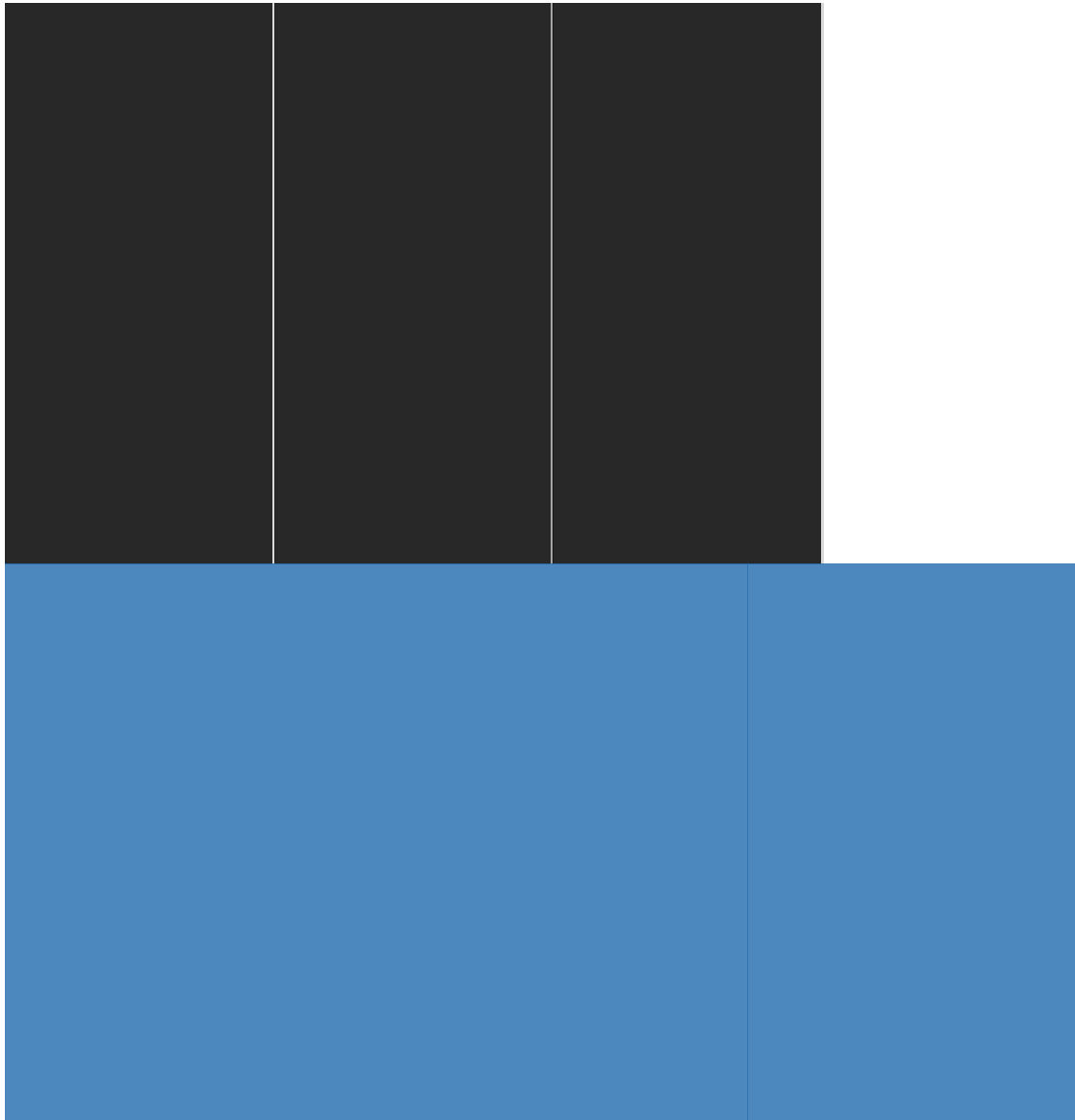
Avoiding the deterioration of the habitats of the qualifying features is vital to ensure the integrity of the site is maintained and the site makes a full contribution to achieving the aims of the Birds Directive.

Conservation Objectives

The following conservation objectives have been identified for this site.

With regard to the individual species and/or assemblage of species for which the site has been classified; avoid the deterioration of the qualifying natural

habitats and the habitats of qualifying species, and the significant disturbance of those qualifying species, ensuring the



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integrity of the site is maintained and the site makes a full contribution to achieving the aims of the Birds Directive.

Subject to natural change, maintain or restore:

- The extent and distribution of qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats and habitats of qualifying species;
- The supporting process on which qualifying natural habitats and habitats of qualifying species rely;
- The populations of qualifying species;
- The distribution of qualifying species within the site.

The Ramsar criteria for the New Forest overlap with the features of its equivalent SAC. No additional conservation objectives are defined to assess these features, but those relating to the SAC can be used.

Portsmouth Harbour SPA and Ramsar

Introduction

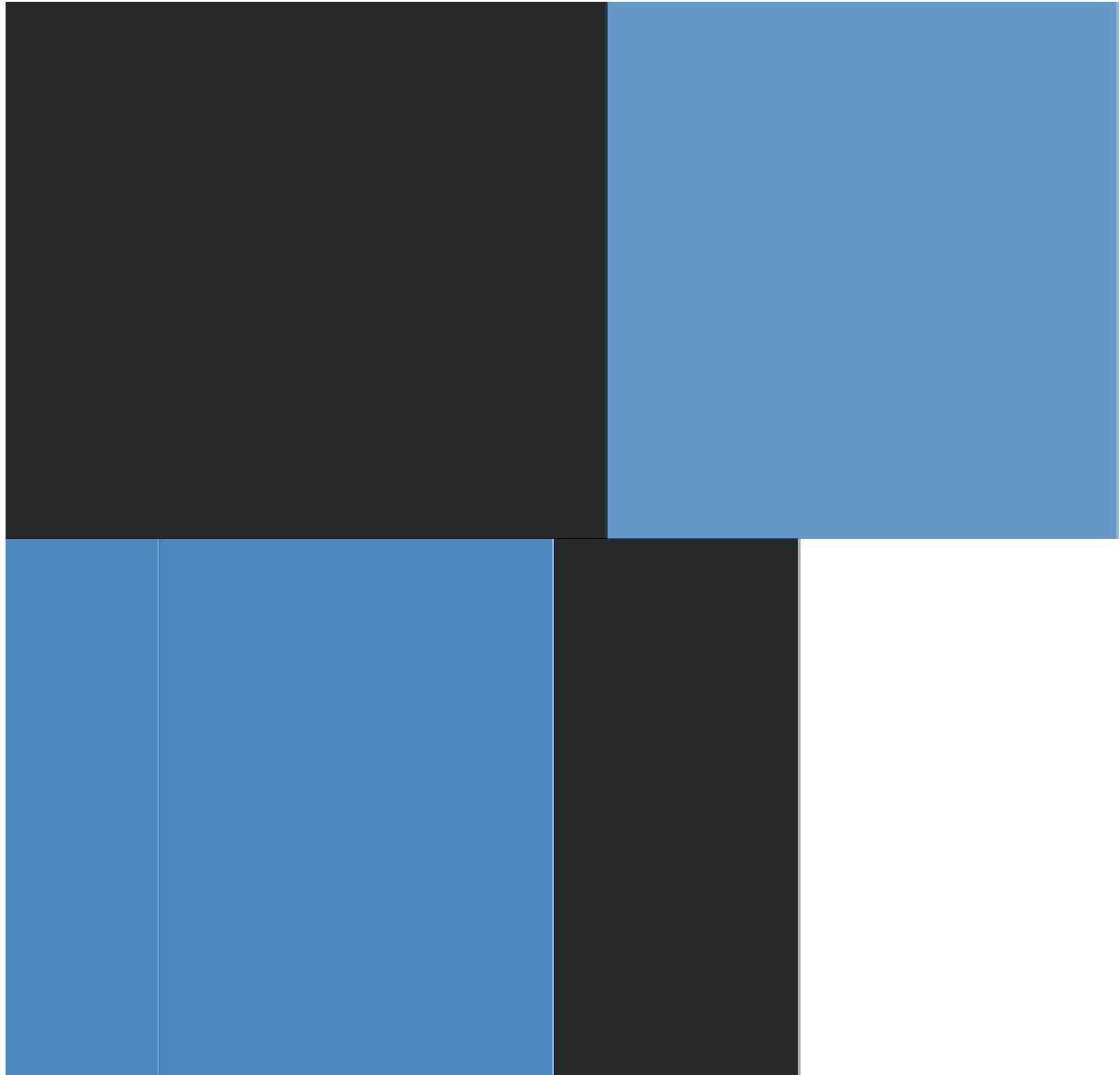
Portsmouth Harbour SPA measures approximately 1249 hectares and is located on the central south coast of England. It is a large industrialised estuary and includes one of the four largest expanses of mud-flats and tidal creeks on the south coast of Britain. Portsmouth Harbour SPA has only a narrow connection to the sea via the Solent, and receives comparatively little fresh water, thus giving it an unusual hydrology. The site supports important numbers of wintering dark-bellied Brent goose *Branta b. bernicla*, which feed also in surrounding agricultural areas away from the SPA.

The Portsmouth Harbour SPA is approximately 3km away from the Titchfield Neighbourhood Area Boundary.

Due to the importance of the site and the surrounding development pressures, a Mitigation Strategy has been created the Solent Recreation Mitigation Partnership which includes Local Authorities, Environmental Organisations and Natural England to help specifically target the recreational impacts arising from increased residential development. The document sets out a strategic approach for development by providing a consistent method through which local authorities can meet the requirements of the Habitats Regulations through avoidance and mitigation measures.

Features of European Interest

The Portsmouth Harbour qualifies as a SPA for the following main species:
Article 4.1 Species



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- Black-tailed Godwit *Limosa limosa islandica*.
- Dark-bellied Brent Goose *Branta bernicla bernicla*.
- Dunlin *Calidris alpina alpina*.
- Red-breasted Merganser *Mergus serrator*.

It qualifies as a Ramsar Site for the following criterion.

Ramsar Criterion 3: Intertidal mudflat areas possess extensive beds of eelgrass *Zostera angustifolia* and *Zostera noltei*. The mud-snail *Hydrobia ulvae* is found at extremely high densities, which helps to support the wading bird interest of the site. Common cord-grass *Spartina anglica*, *Enteromorpha* spp. and sea lettuce *Ulva lactuca* are found extensively. Locally the saltmarsh is dominated by sea purslane *Halimione portulacoides* which gradates to more varied communities at the higher shore levels. The site also includes a number of saline lagoons hosting nationally important species.

Ramsar Criterion 6: Dark-bellied Brent Goose, *Branta Bernicla*, *Bernicla*, 2,105 individuals, representing an average of 2.1% of the GB over-wintering population (5 year peak mean 1998/99-2002/03).

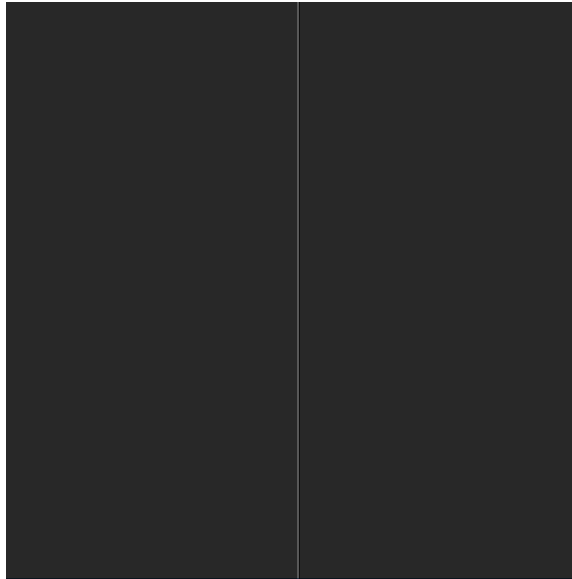
Key Environmental Conditions/Vulnerability of the Site

The key environmental conditions that have been identified for this site are:

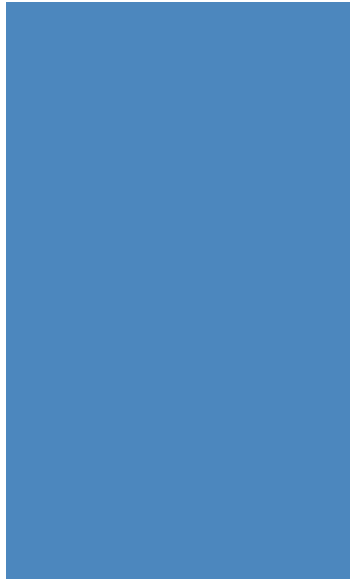
- Sufficient space between the site and development to allow for managed retreat of intertidal habitats and avoid coastal squeeze.
- Unpolluted water.
- Absence of nutrient enrichment of water.
- Absence of non-native species.
- Maintenance of appropriate hydrological regime.

The Portsmouth Harbour SPA is vulnerable from 5 main impacts these include: Recreational Activity; Fishing and Harvesting Aquatic Resources; Pollution to Groundwater; Changes in Abiotic Conditions; Changes in Biotic Conditions.

Avoiding the deterioration of the habitats of the qualifying features is vital to ensure the integrity of the site is maintained and the site makes a full contribution to achieving the aims of the Birds Directive.



Development pressure on adjacent land, urbanisation issues and the cumulative and indirect effects of developments in neighbouring areas pose a potential long-term disturbance problem. A strategic approach to accommodating development whilst ensuring compatibility with the Habitats Regulations is being addressed through the Definitive Solent Recreation Mitigation Strategy this strategy incorporates the Portsmouth Harbour SPA.



The following conservation objectives have been identified for this site.

With regard to the individual species and/or assemblage of species for which the site has been classified; avoid the deterioration of the qualifying natural habitats and the habitats of qualifying species, and the significant disturbance of those qualifying species, ensuring the integrity of the site is maintained and the site makes a full contribution to achieving the aims of the Birds Directive.

Subject to natural change, maintain or restore:

- The extent and distribution of qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats and habitats of qualifying species;
- The supporting process on which qualifying natural habitats and habitats of qualifying species rely;
- The populations of qualifying species;
- The distribution of qualifying species within the site.

The Ramsar criteria for Portsmouth Harbour overlap with the features of its equivalent SPA. No additional conservation objectives are defined to assess these features, but those relating to the SPA can be used.

Solent & Southampton Water SPA and Ramsar

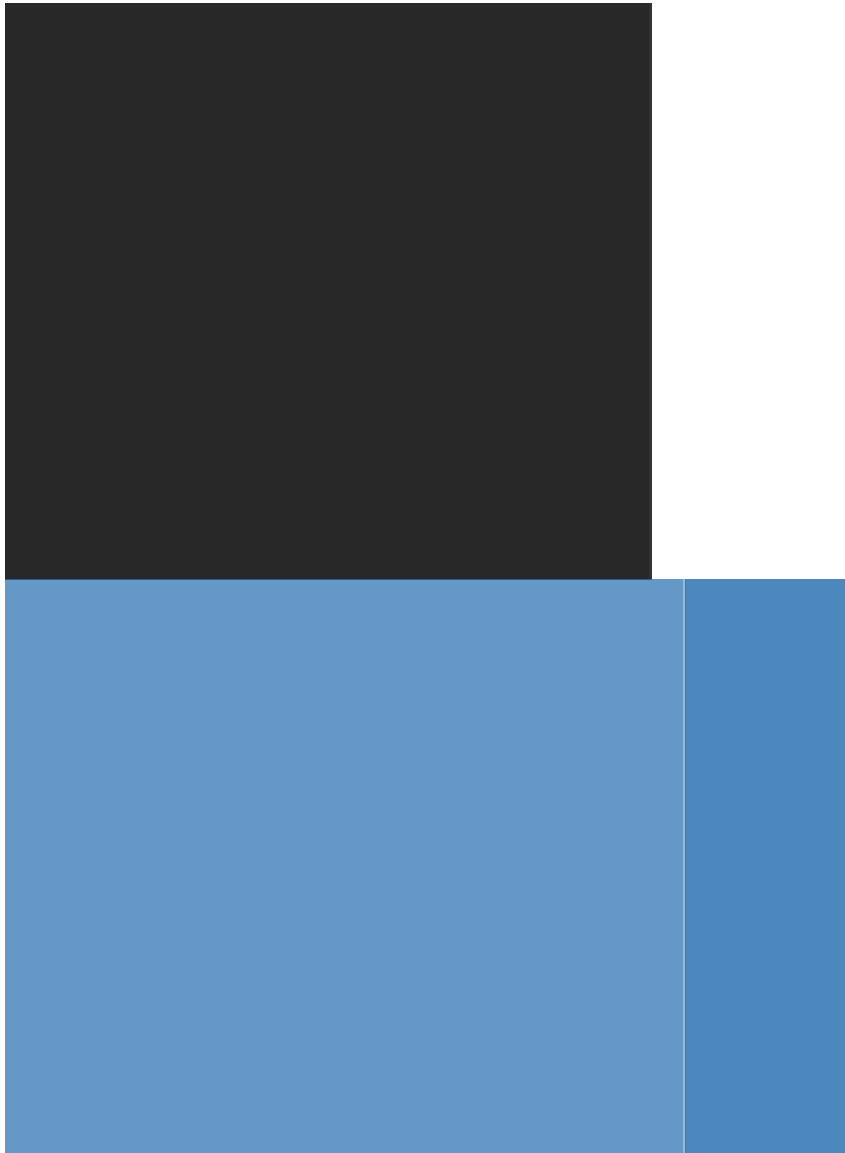
Introduction

The Solent & Southampton Water SPA measures approximately 5399 hectares. The area covered extends from Hurst Spit to Hill Head along the south coast of Hampshire, and from Yarmouth to Whitecliff Bay along the north coast of the Isle of Wight. The site comprises a series of estuaries and harbours with extensive mud-flats and saltmarshes together with adjacent coastal habitats including saline lagoons, shingle beaches, reedbeds, damp

woodland and grazing marsh. The mud-flats support beds of *Enteromorpha spp.* and *Zostera spp.* and have a rich invertebrate fauna that forms the food resource for the estuarine birds. In summer, the site is of importance for breeding seabirds whilst in winter the SPA holds a large and diverse assemblage of waterbirds

The Solent & Southampton Water SPA is directly adjacent to the Titchfield Neighbourhood Area Boundary.

Due to the importance of the site and the surrounding development pressures, a Mitigation Strategy has been created the Solent Recreation Mitigation Partnership which includes Local Authorities, Environmental Organisations and Natural England to help specifically target the recreational impacts arising from increased residential development. The document sets out a strategic approach for development by providing a consistent method through which local authorities can meet the requirements of the Habitats Regulations through avoidance and mitigation measures.



Features of European Interest

The Solent & Southampton Water qualifies as a SPA for the following main species:
Article 4.1 and 4.2 Species

- Common Tern *Sterna hirundo*.
- Little Tern *Sterna albifrons*.
- Mediterranean Gull *Larus melanocephalus*.
- Sandwich Tern *Sterna sandvicensis*.
- Roseate Tern *Sterna dougallii*.
- Black-tailed Godwit *Limosa limosa islandica*.
- Dark-bellied Brent Goose *Branta bernicla bernicla*.
- Ringed Plover *Charadrius hiaticula*.
- Teal *Anas crecca*.

Key Environmental Conditions/Vulnerability of the Site

The key environmental conditions that have been identified for this site are:

- Sufficient space between the site and development to allow for managed retreat of intertidal habitats and avoid coastal squeeze.
- No dredging or land-claim of coastal habitats.
- Unpolluted water.
- Absence of nutrient enrichment in the intertidal zone.
- Absence of eutrophication and acidification from atmospheric pollution
- Absence of non-native species.
- Low levels of recreational pressure both on shore and offshore can avoid disturbance

effects during sensitive (over-wintering) periods.

- Freshwater inputs are of value for providing a localised increase in prey biomass for

certain bird species, specific microclimatic conditions and are used for preening and

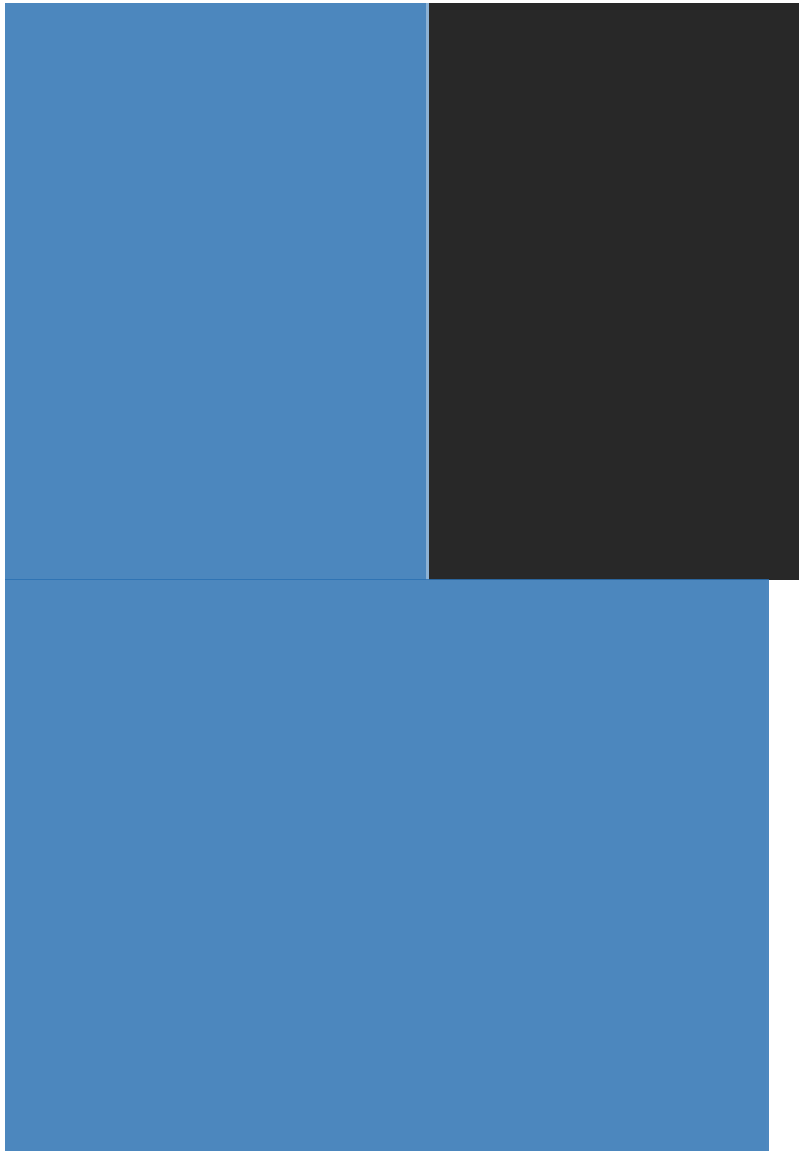
drinking.

- Low amounts of silt loss.
- Short grasslands surrounding the site are essential to maintaining interest features

as they are now the key foraging resource.

The Solent & Southampton Water SPA is vulnerable from 5 main impacts these include: Recreational Activity; Fishing and Harvesting Aquatic

Resources; Pollution to Groundwater; Changes in Abiotic Conditions;
Changes in Biotic Conditions.



Development pressure on adjacent land, urbanisation issues and the cumulative and indirect effects of developments in neighbouring areas pose a potential long-term disturbance problem. A strategic approach to accommodating development whilst ensuring compatibility with the Habitats Regulations is being addressed through the Definitive Solent Recreation Mitigation Strategy this strategy incorporates the Solent & Southampton Water SPA.

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Conservation Objectives

The following conservation objectives have been identified for this site.

With regard to the individual species and/or assemblage of species for which the site has been classified; avoid the deterioration of the qualifying natural habitats and the habitats of qualifying species, and the significant disturbance of those qualifying species, ensuring the integrity of the site is maintained and the site makes a full contribution to achieving the aims of the Birds Directive.

Subject to natural change, maintain or restore:

- The extent and distribution of qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats and habitats of qualifying species;
- The supporting process on which qualifying natural habitats and habitats of qualifying species rely;
- The populations of qualifying species;
- The distribution of qualifying species within the site.

The Ramsar criteria for the Solent & Southampton Water overlap with the features of its equivalent SPA. No additional conservation objectives are defined to assess these features, but those relating to the SPA can be used.

Solent Maritime SAC

Introduction

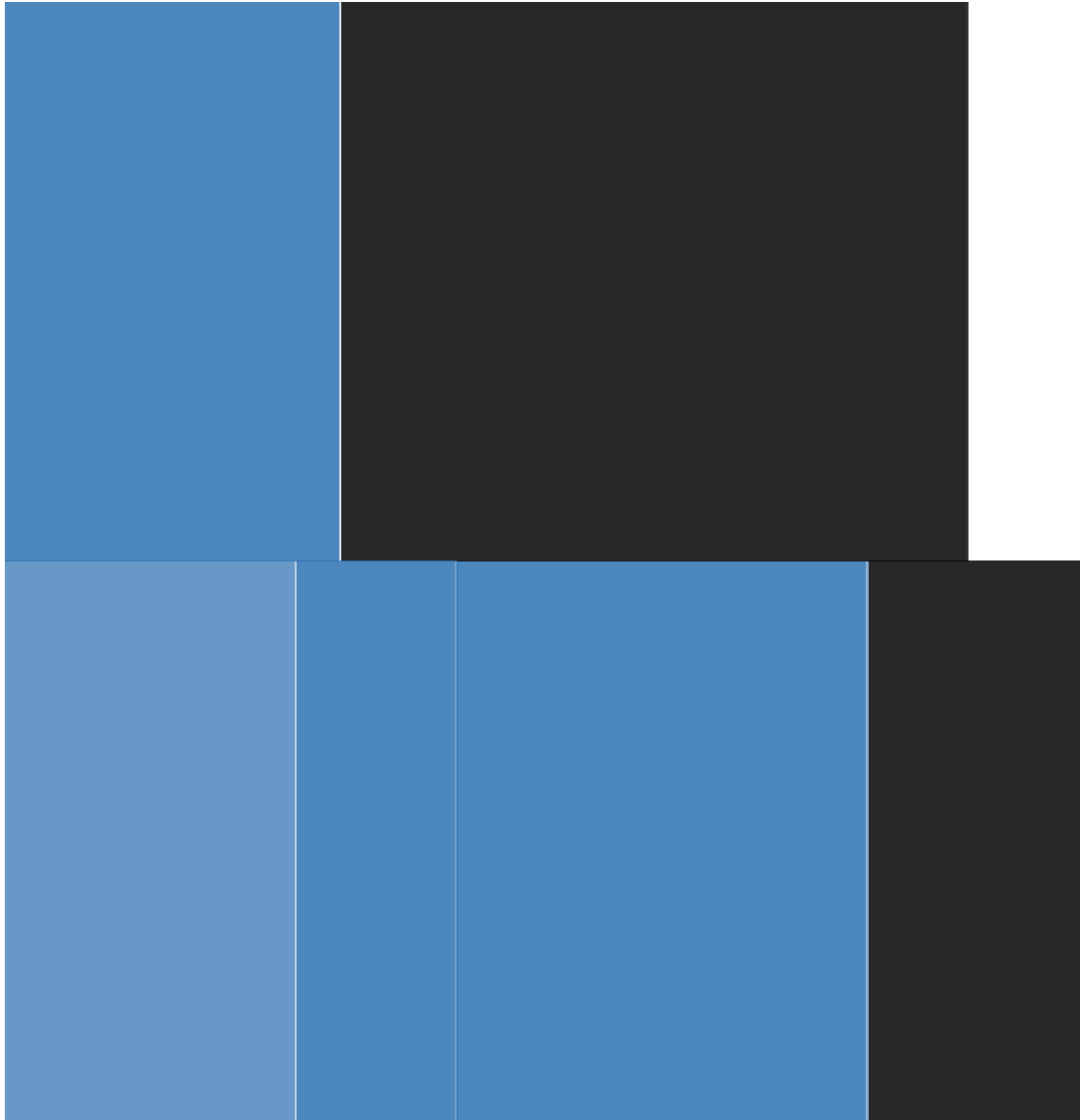
The Solent encompasses a major estuarine system on the south coast of England with four coastal plain estuaries and four bar-built estuaries. It covers approximately 11240 hectares. The area's inlets are unique in Britain and Europe for their hydrographic regime of four tides each day, and for the complexity of the marine and estuarine habitats present within the area. Sediment habitats within the estuaries include extensive estuarine flats, often with intertidal areas supporting eelgrass *Zostera spp.* and green algae, salt marsh, sand and shingle spits, and natural shoreline transitions.

The Solent Maritime SAC is approximately 2km away from the Titchfield Neighbourhood Area Boundary.

Features of European Interest

The Solent Maritime qualifies as a SAC because of the following habitats and species. Annex I Habitats

- Sandbanks which are slightly covered by sea water all the time. 48



- Mudflats and sandflats not covered by seawater at low tide.
- Coastal lagoons.
- Annual vegetation of drift lines.
- Perennial vegetation of stony banks.
- *Salicornia* and other annuals colonising mud and sand.
- Shifting dunes along the shoreline with *Ammophila arenaria* ('white dunes').

Annex

- Desmoulin's whorl snail *Vertigo moulinsiana*

Key Environmental Conditions/Vulnerability of the Site

The key environmental conditions that have been identified for this site are:

- Sufficient space between the site and development to allow for managed retreat of intertidal habitats and avoid coastal squeeze.
- No dredging or land-claim of coastal habitats.
- Unpolluted water.

- Absence of nutrient enrichment in the intertidal zone.
- Absence of eutrophication and acidification from atmospheric pollution.
- Absence of non-native species.
- Maintenance of freshwater inputs.
- Balance of saline and non-saline conditions.
- Maintenance of grazing.

The Solent & Southampton Water SPA is vulnerable from 5 main impacts these include: Recreational Activity; Fishing and Harvesting Aquatic Resources; Pollution to Groundwater; Changes in Abiotic Conditions; Changes in Biotic Conditions.

Development pressure on adjacent land, urbanisation issues and the cumulative and indirect effects of developments in neighbouring areas pose a potential long-term disturbance problem. A strategic approach to accommodating development whilst ensuring compatibility with the Habitats Regulations is being addressed through the Definitive Solent Recreation Mitigation Strategy this strategy incorporates the Solent Maritime SAC.

Avoiding the deterioration of the qualifying habitats is vital to ensure the integrity of the site is maintained.

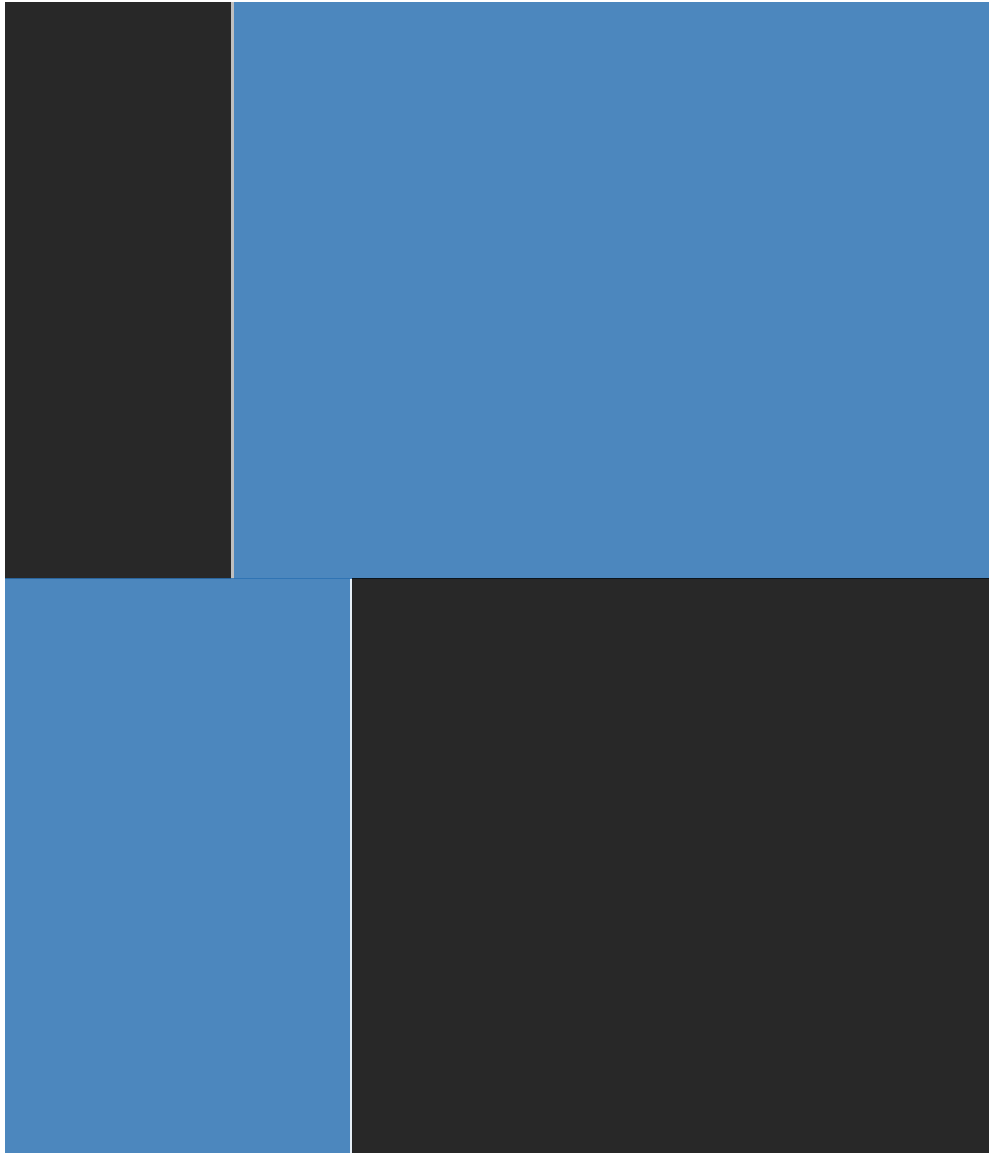
Conservation Objectives

The following conservation objectives have been identified for this site.

Avoid the deterioration of the qualifying natural habitats and the habitats of qualifying species, and the significant disturbance of those qualifying species, ensuring the integrity of the site is maintained and the site makes a full contribution to achieving Favourable Conservation Status of each of the qualifying features.

Subject to natural change, maintain or restore: 49

II Species



- The extent and distribution of qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats and habitats of qualifying species;
- The supporting process on which qualifying natural habitats and habitats of qualifying species rely;
- The populations of qualifying species;
- The distribution of qualifying species within the site.

Solent & Isle of Wight Lagoons SAC

Introduction

The Solent on the south coast of England encompasses a series of Coastal lagoons, including percolation, isolated and sluiced lagoons. The site includes a number of lagoons in the marshes in the Keyhaven – Pennington area, at Farlington Marshes in Langstone Harbour, behind the sea-wall at Bembridge

Harbour and at Gilkicker, near Gosport. The SAC is approximately 36.24 hectares in size.

The lagoons show a range of salinities and substrates, ranging from soft mud to muddy sand with a high proportion of shingle, which support a diverse fauna including large populations of three notable species: the nationally rare foxtail stonewort *Lamprothamnium papulosum*, the nationally scarce lagoon sand shrimp *Gammarus insensibilis*, and the nationally scarce starlet sea anemone *Nematostella vectensis*.

The Solent & Isle of Wight Lagoons SAC is approximately 9km away from the Titchfield Neighbourhood Area Boundary.

Features of European Interest

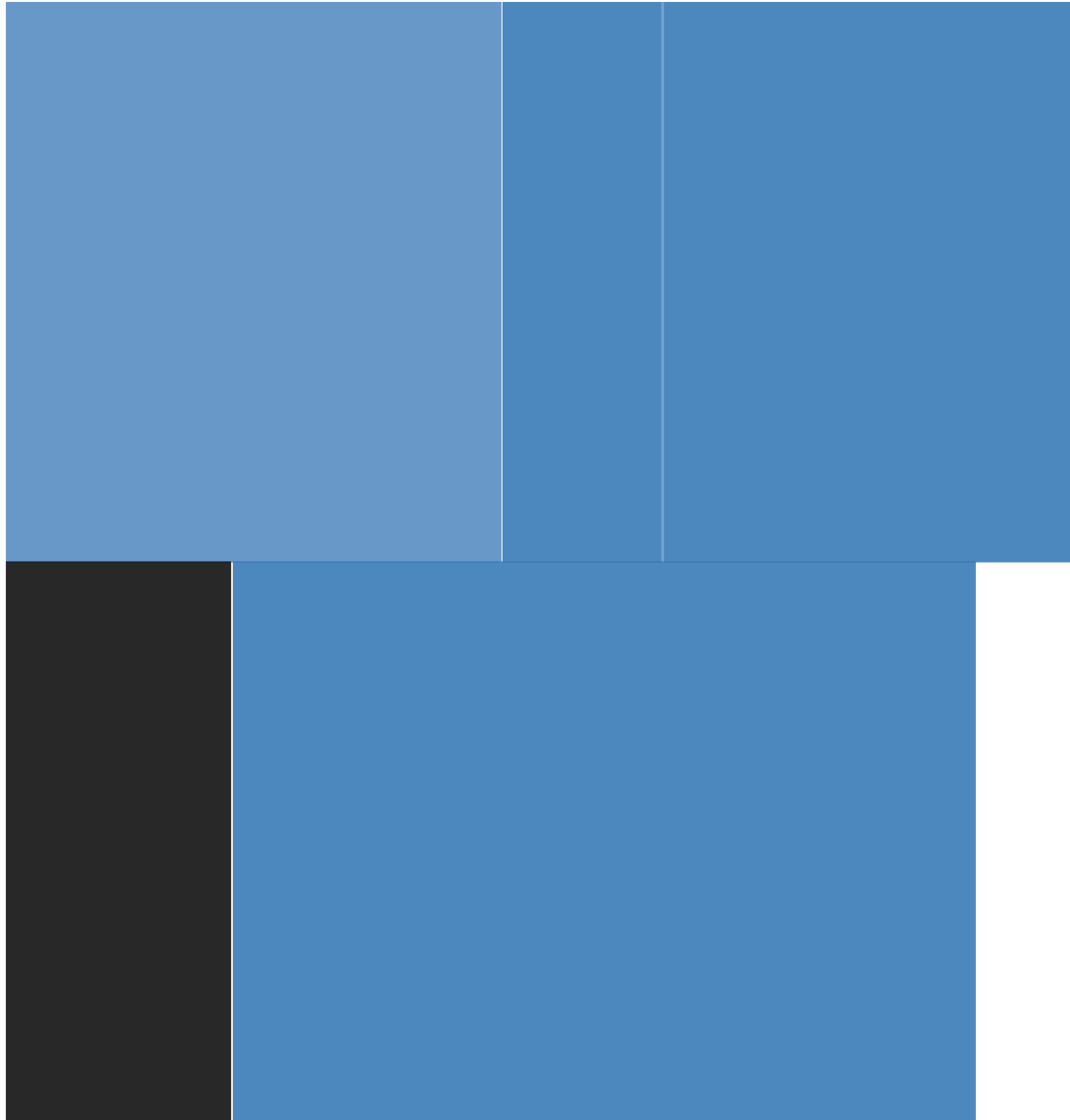
The Solent & Isle of Wight Lagoons qualifies as a SAC for the following habitat. Annex I Habitats

- Coastal Lagoons.

Key Environmental Conditions/Vulnerability of the Site

The key environmental conditions that have been identified for this site are:

- Salinity a key water quality parameter for these lagoons. The relative balance of saltwater to freshwater inputs is critical. At present, most of these lagoons are considered to have a salt concentration that is below the desirable level (15 – 40%).
- Sufficient space between the site and development to allow for managed retreat of intertidal habitats and avoid coastal squeeze.
- No dredging or land-claim of coastal habitats.
- Unpolluted water.
- Absence of nutrient enrichment.



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- Absence of non-native species.

The Solent & Isle of Wight Lagoons SAC is vulnerable from 5 main impacts these include: Air Pollution; Invasive Non-native Species; Human Induced Changes in Hydraulic Conditions; Interspecific Floral Relations; and Changes in Abiotic Conditions.

[Conservation Objectives](#)

The following conservation objectives have been identified for this site.

Avoid the deterioration of the qualifying natural habitats and the habitats of qualifying species, and the significant disturbance of those qualifying species, ensuring the integrity of the site is maintained and the site makes a full contribution to achieving Favourable Conservation Status of each of the qualifying features.

Subject to natural change, maintain or restore:

- The extent and distribution of qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats and habitats of qualifying species;
- The supporting process on which qualifying natural habitats and habitats of qualifying species rely;
- The populations of qualifying species;
- The distribution of qualifying species within the site.

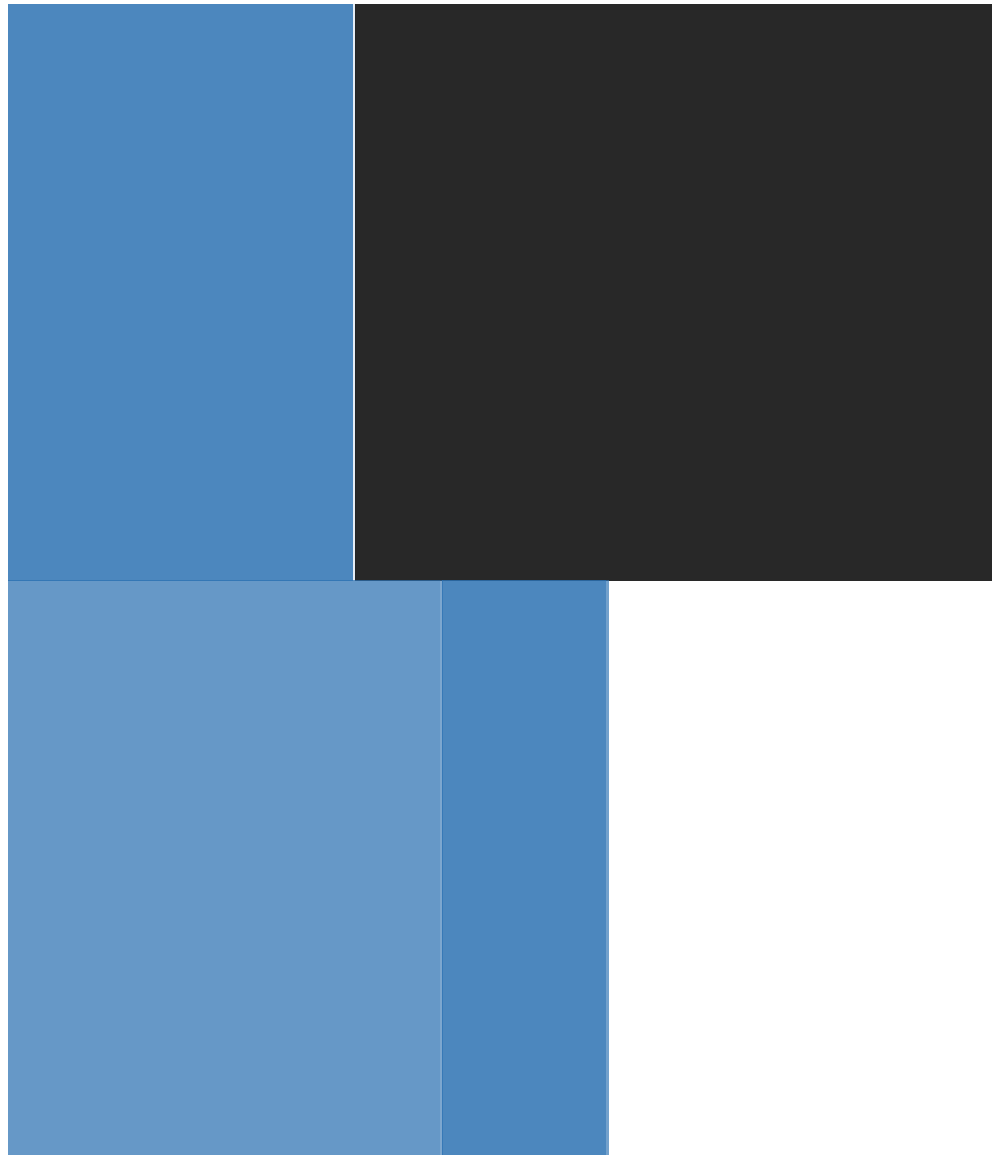
Solent and Dorset Coast pSPA

Introduction

The Solent and Dorset Coast pSPA measures approximately 89078 hectares. The area covered extends from Worbarrow Bay in the west to Middleton-on-Sea in the east. The site comprises a series of open coastline, estuaries and harbours with extensive mud-flats and saltmarshes together with adjacent coastal habitats including saline lagoons, shingle beaches, reedbeds, damp woodland and grazing marsh. The site is of high importance for breeding seabirds particularly 3 species of Terns. Protecting the foraging grounds of these 3 Tern species is the reason for its potential inclusion as an SPA.

The Solent and Dorset Coast pSPA is approximately 800m to the Titchfield Neighbourhood Area Boundary.

Due to the importance of the site and the surrounding development pressures, the Mitigation Strategy that has been created to mitigate the recreational effects on the other SPAs in the area will also be used to target the recreational impacts arising from increased residential development on this pSPA. The Definitive Mitigation Strategy created by the Solent Recreation Mitigation Partnership, sets out a strategic approach for development by providing a consistent method through which local authorities can meet the requirements of the Habitats Regulations through avoidance and mitigation measures.



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Features of European Interest

The Solent and Dorset coast pSPA contains the following qualifying species: Article 4.1 and 4.2 Species

- Common Tern *Sterna hirundo*.
- Little Tern *Sterna albifrons*.
- Sandwich Tern *Sterna sandvicensis*.

Key Environmental Conditions/Vulnerability of the Site

The key environmental conditions that have been identified for this site are:

- Sufficient space between the site and development to allow for managed retreat of intertidal habitats and avoid coastal squeeze.
- No dredging or land-claim of coastal habitats.

- Unpolluted water.
- Absence of nutrient enrichment in the intertidal zone.
- Absence of eutrophication and acidification from atmospheric pollution
- Absence of non-native species.
- Low levels of recreational pressure both on shore and offshore can avoid disturbance

effects during sensitive (over-wintering) periods.

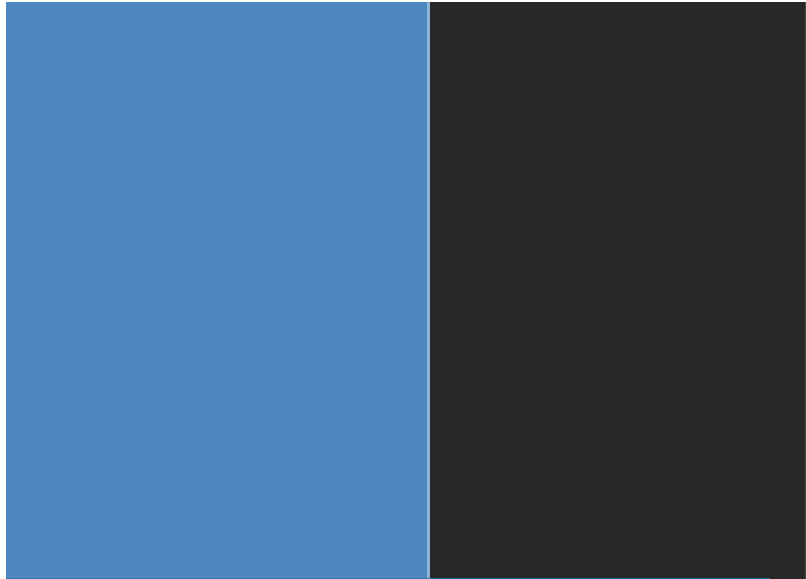
- Freshwater inputs are of value for providing a localised increase in prey biomass for

certain bird species, specific microclimatic conditions and are used for preening and

drinking.

- Low amounts of silt loss.

The Solent and Dorset Coast pSPA is vulnerable from the following impacts these include: Recreational Activity; Fishing and Harvesting Aquatic Resources; Pollution to Groundwater; Changes in Abiotic Conditions; Changes in Biotic Conditions.

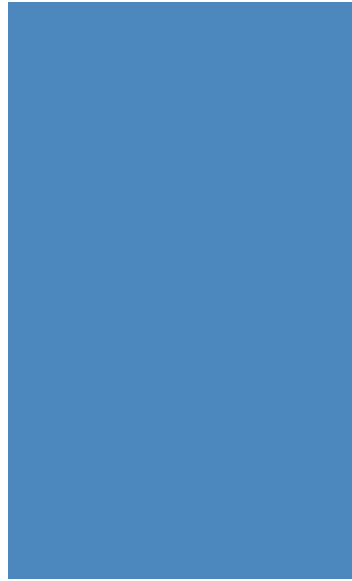


Development pressure on adjacent land, urbanisation issues and the cumulative and indirect effects of developments in neighbouring areas pose a potential long-term disturbance problem. A strategic approach to accommodating development whilst ensuring compatibility with the Habitats Regulations is being addressed through the Definitive Solent Recreation Mitigation Strategy. This strategy will help mitigate the effects of recreation disturbance on the Solent and Dorset pSPA.

Conservation Objectives

The following conservation objectives have been identified for this site.

With regard to the individual species and/or assemblage of species for which the site has been classified; avoid the deterioration of the qualifying natural habitats and the habitats of qualifying species, and the significant disturbance of those qualifying species, ensuring the



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integrity of the site is maintained and the site makes a full contribution to achieving the aims of the Birds Directive.

Subject to natural change, maintain or restore:

- The extent and distribution of qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats and habitats of qualifying species;
- The supporting process on which qualifying natural habitats and habitats of qualifying species rely;
- The populations of qualifying species;
- The distribution of qualifying species within the site.

Sources used:

- HRA Screening Report for the DSP Plan 2012.
- JNCC Natura 2000 Standard Data Form 2017
- Natural England. 2016. Solent and Dorset Coast potential Special Protection Area (pSPA) Departmental Brief.

For Note:

Langstone and Chichester Harbours SPA 11km Away Buster Hill SAC 20km
Emer Bog SAC 20km
River Itchen SAC 11Km

The above European sites fall outside of the 10km radius of the Titchfield Neighbourhood Area Boundary.

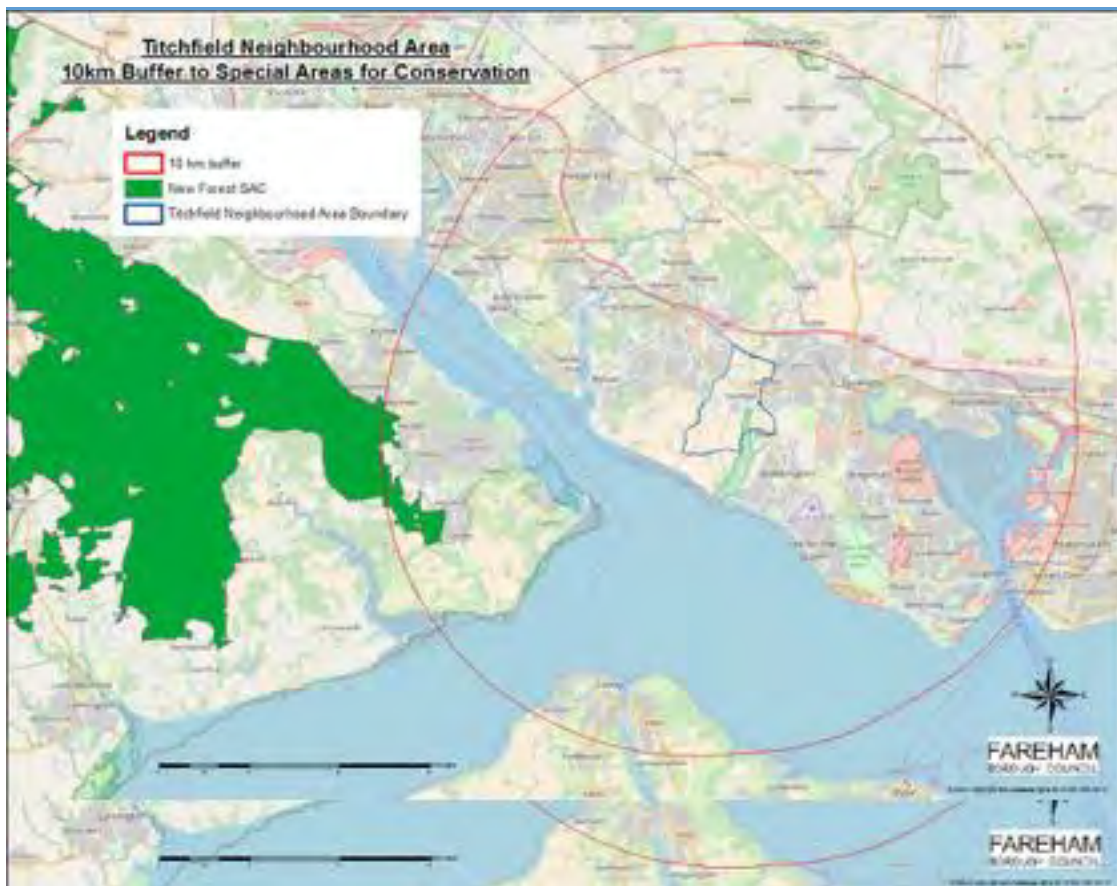
Ramsar Sites have been included within SPA sites.



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Appendix 3 – Maps of European Sites within 10km of Titchfield Neighbourhood Boundary

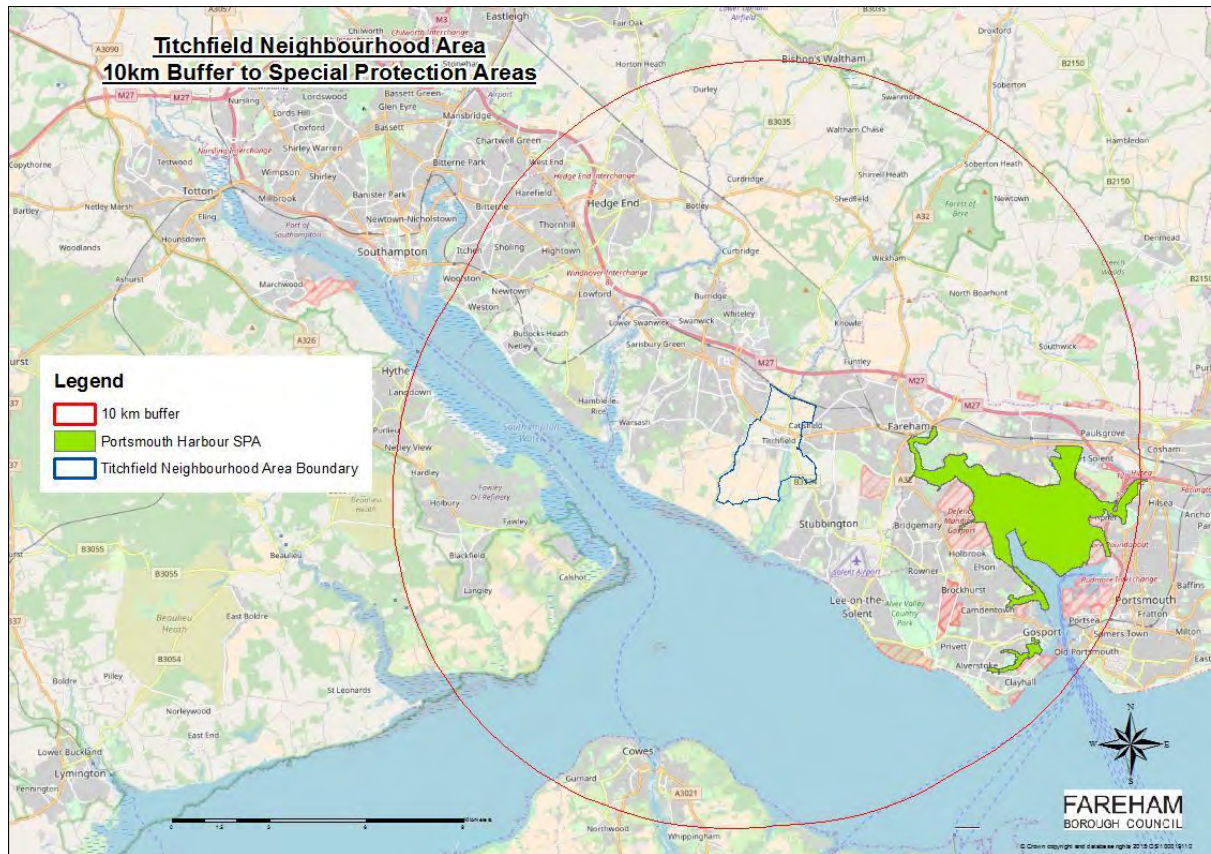
The New Forest SAC



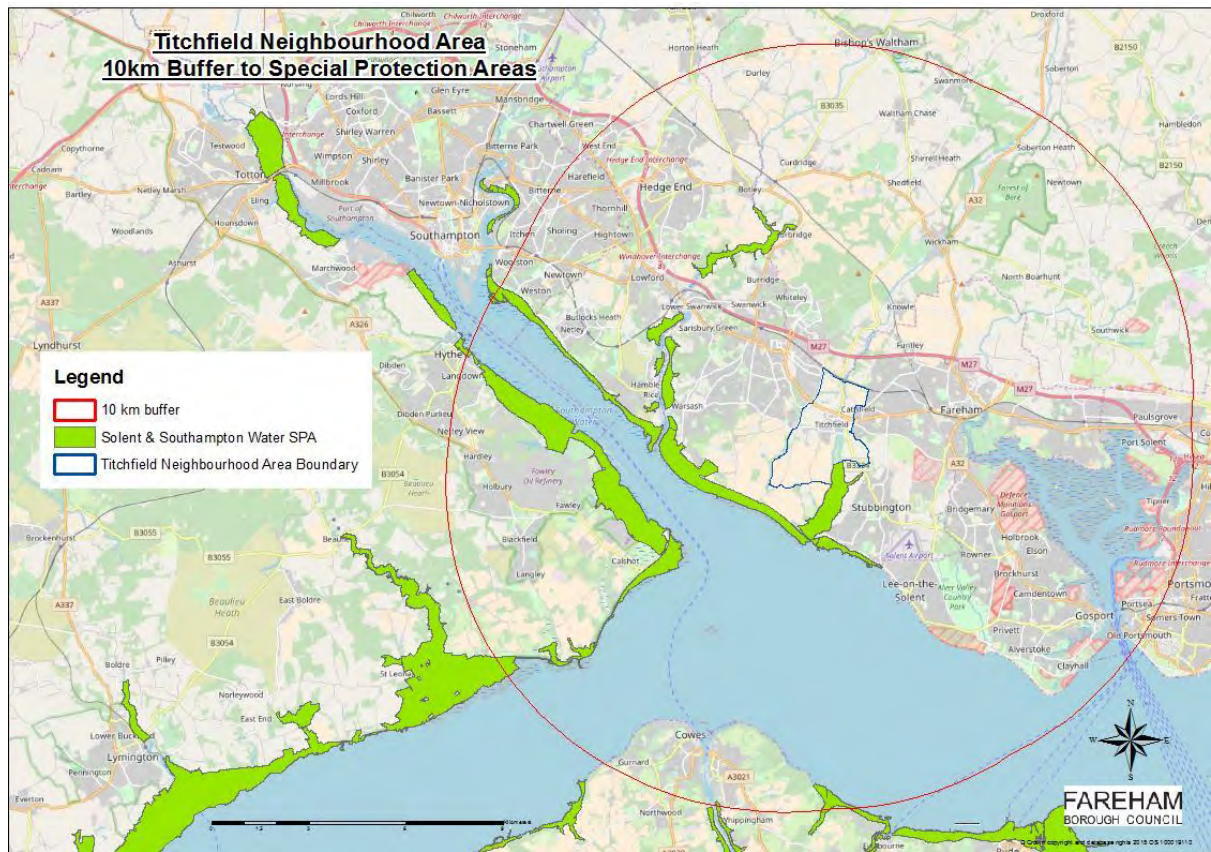
Portsmouth Harbour SPA

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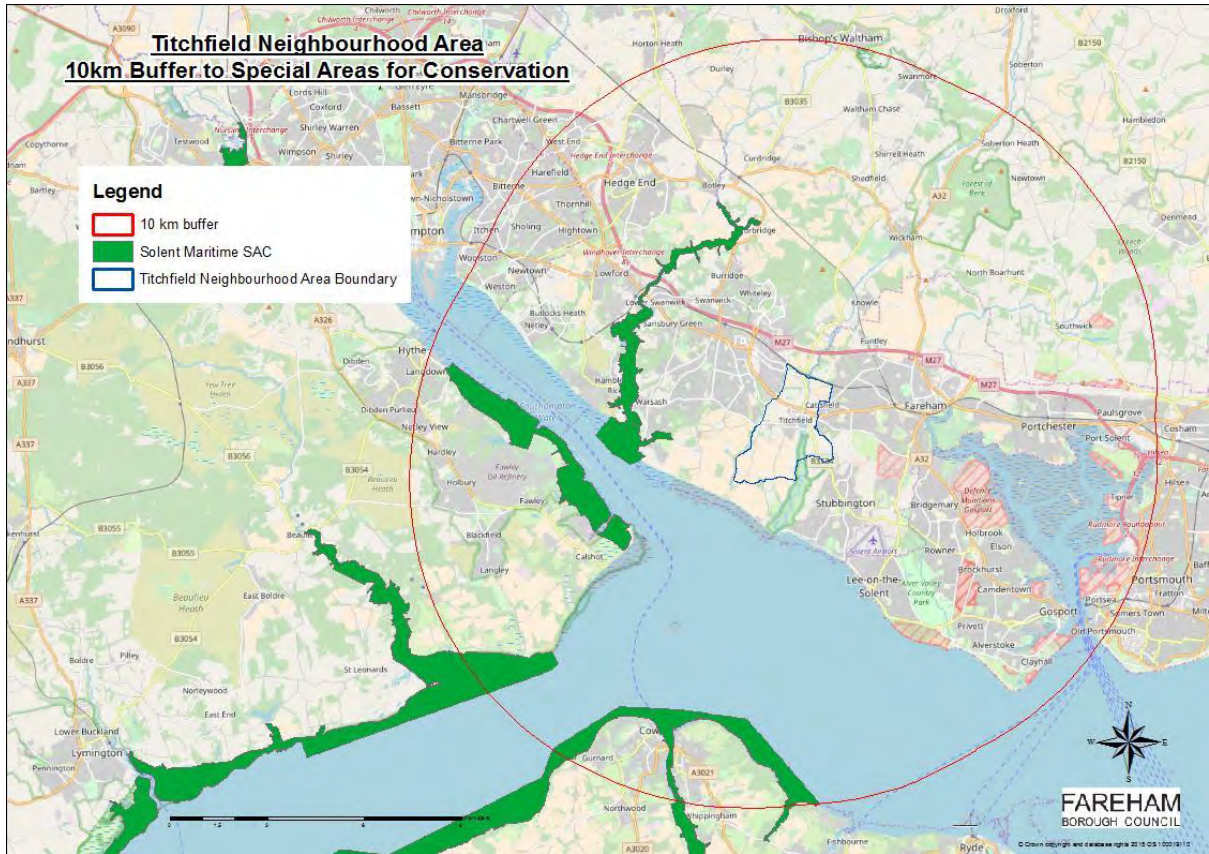
The New Forest SPA



Solent & Southampton Water SPA



Solent Maritime SAC



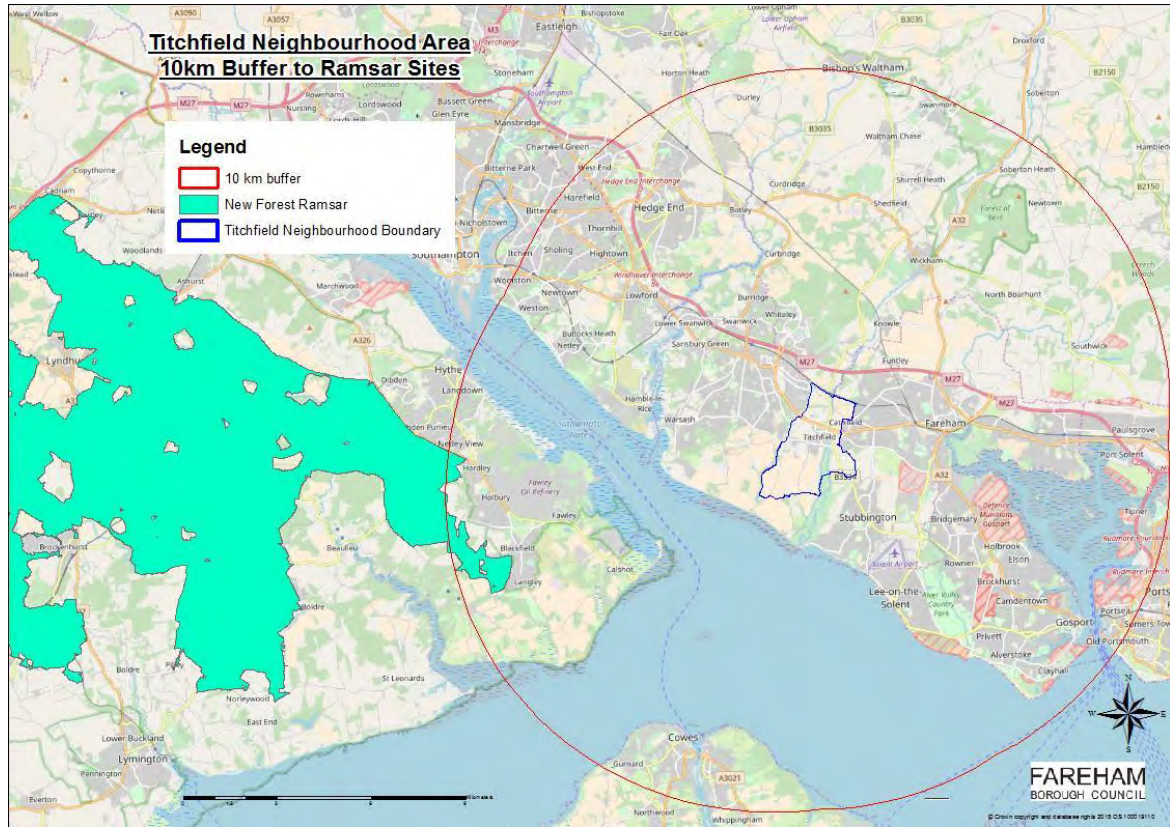
Solent & Isle of Wight Lagoons



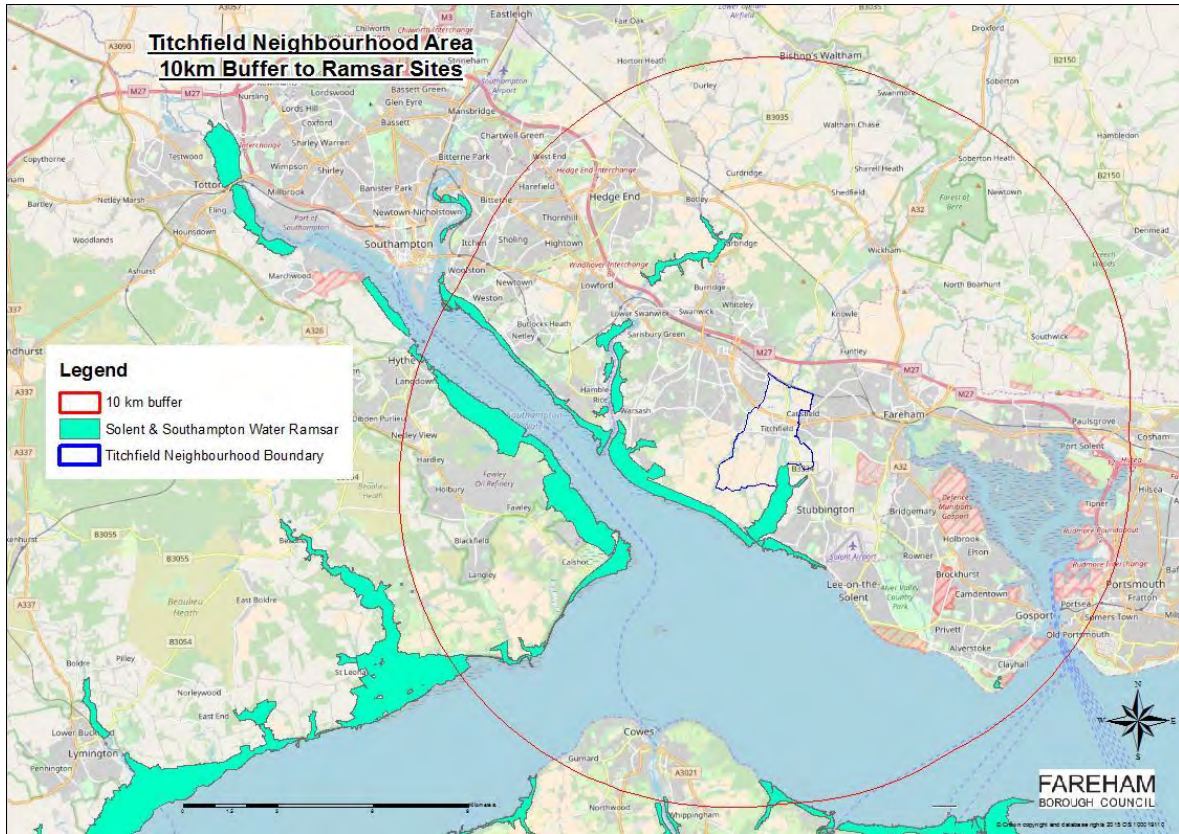
Forest Ramsar

56

New

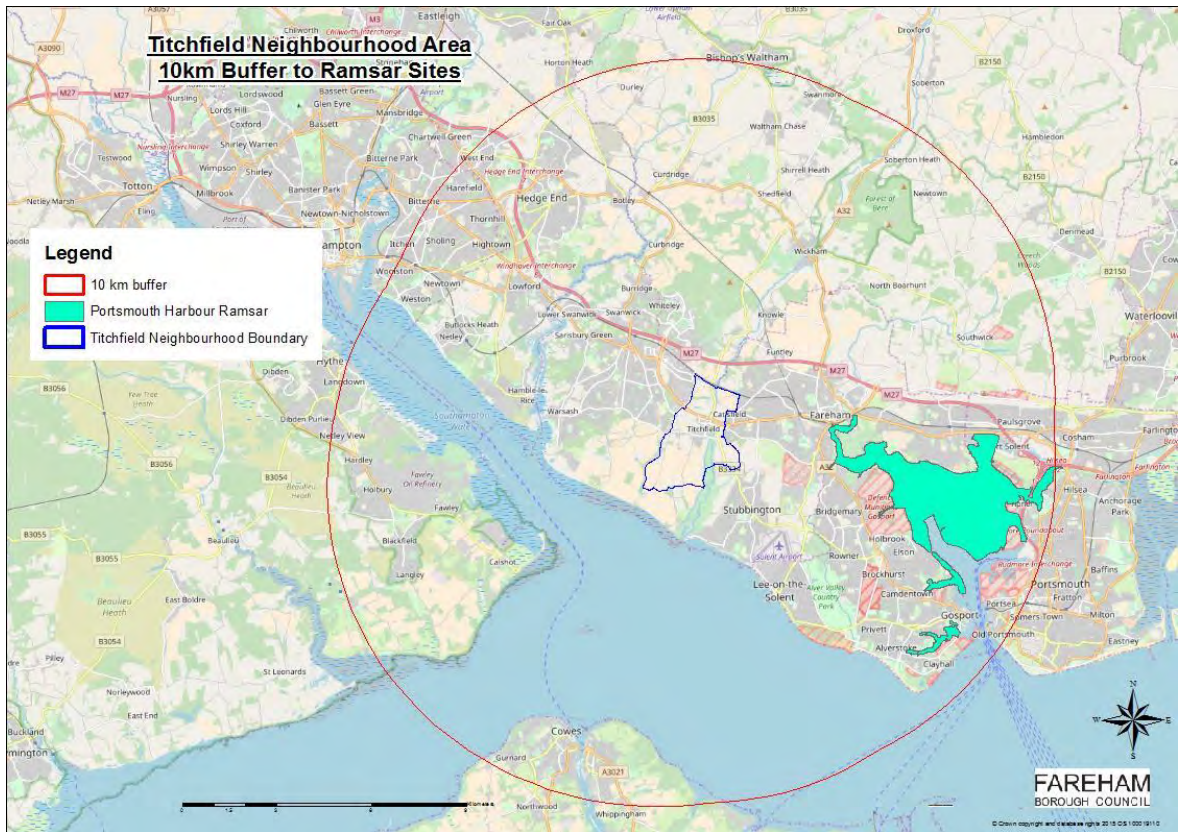


Solent and Southampton Water Ramsar

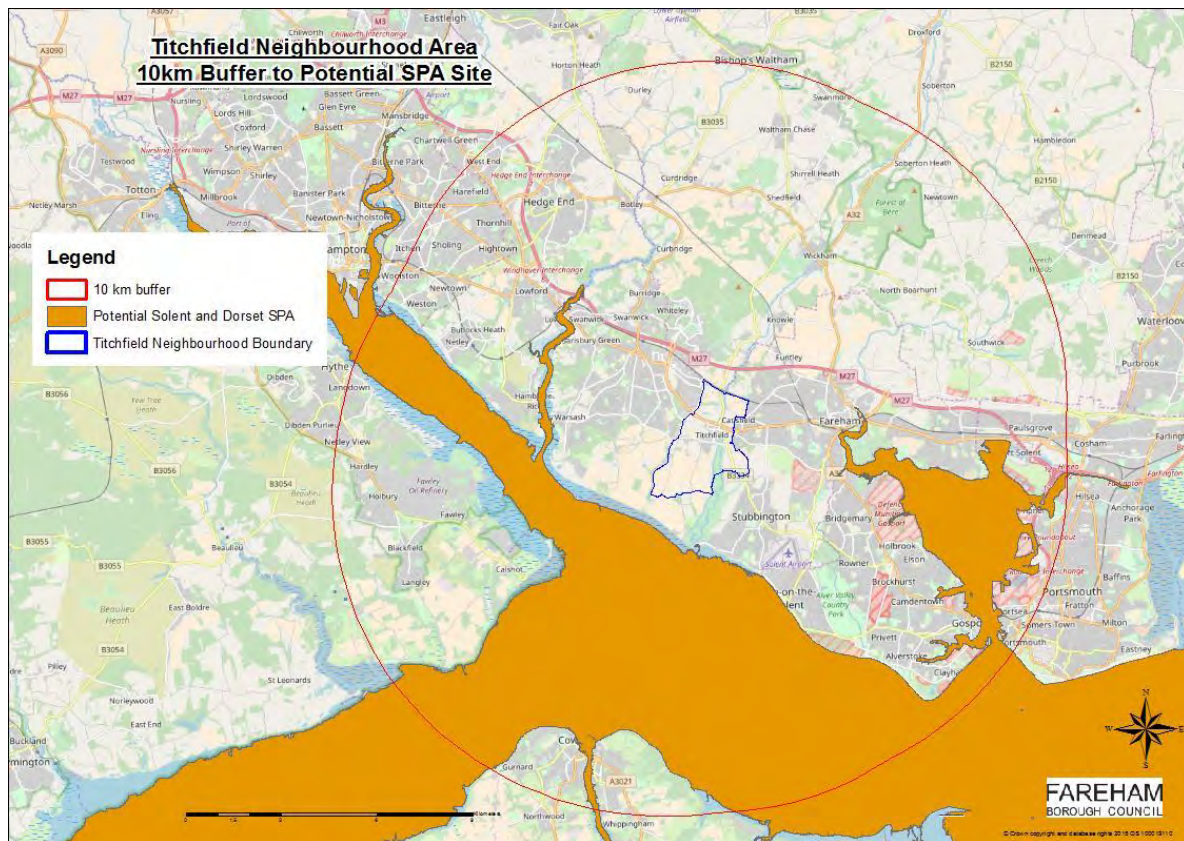


Portsmouth Harbour Ramsar

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Potential Solent and Dorset SPA



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Appendix 4 – Responses from Consultation Bodies



Dear Emma

Thank you for consulting us on the SEA screening opinion for the Titchfield Neighbourhood Plan. We note that the plan will not include any site allocations. We

therefore consider that it would not have a significant environmental effect and as such would not require an SEA in relation to the issues in our remit.

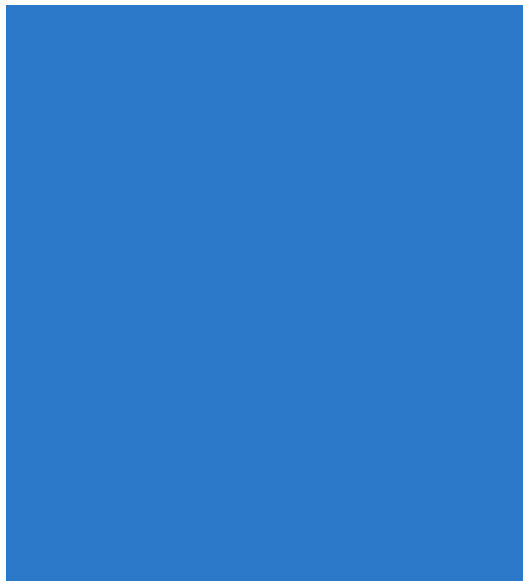
If you have any queries regarding the above please do not hesitate to contact me.

Kind regards Laura

Laura Lax
Sustainable Places Solent and South Downs

Tel: 0208 4745902

Email: laura.lax@environment-agency.gov.uk



59



Historic England

Emma Betteridge
Senior Planner (Strategy and Regeneration)

Department of Planning and Environment Civic Offices
Civic Way
Fareham, PO16 7AZ.

Dear Ms Betteridge,

Our ref: Your ref:

Telephone Fax

HD/P5230/

01483 252040

26th February 2018

Titchfield Neighbourhood Plan - SEA Screening Assessment

Thank you for your e-mail of 22nd January seeking Historic England's opinion on whether or not the proposed Titchfield Neighbourhood Plan would be likely to lead to significant environmental effects and, therefore, whether or not it should be subject to Strategic Environmental Assessment.

As recognised in the draft Screening Opinion, Titchfield has a rich historic environment, with two Conservation Areas, a number of listed buildings including the Grade I Parish of St Peters Church and the Scheduled Monuments of Titchfield Abbey and Stony Bridge.

We note that it is not anticipated that the Neighbourhood Plan will allocate sites for development, but that it would presume in favour of development within the urban area boundary and on brownfield sites. As the draft Opinion also notes "*There are also a number of Listed Buildings and Scheduled Monuments which could be affected (in terms of setting)*".

However, we acknowledge that this approach is consistent with Policy CS6 of the Local Plan Part 1: Core Strategy and that a Sustainability Appraisal (incorporating SEA) has been undertaken for the Local Plan Part 1 and Part 2 (Development Sites and Policies). We also note that the Neighbourhood Plan seeks to preserve the historic environment through a policy in the Plan.

60

We therefore consider that the Plan is unlikely to lead to any significant effects on the historic environment that have not already been assessed and, as the Plan should be read as a whole, it will contain sufficient protection for the heritage assets in the Plan area.

We therefore agree with the Council's draft Screening Opinion that the Titchfield Neighbourhood Plan need not be subject to Strategic Environmental Assessment.

We hope these comments are helpful. Please contact me if you have any queries. Thank you again for consulting Historic England.

Yours sincerely,

Martin Small
Principal Adviser, Historic Environment Planning
(Bucks, Oxon, Berks, Hampshire, IoW, South Downs National Park and Chichester)

E-mail: martin.small@historicengland.org.uk



Martin Small

61

Date: 26 February 2018
Our ref: 236926
Yourref: TitchfieldNeighbourhoodPlan

BY EMAIL ONLY

Emma Betteridge
Planning Policy, Fareham Borough Council



Dear Emma,

Planning consultation: Titchfield Neighbourhood Plan - SEA & HRA Screening Assessment Thank you for your consultation on the above dated 22 January 2018 which was received by

Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

We welcome the opportunity to comment on the SEA and HRA screening document for the Titchfield Neighbourhood Plan and have set out the following issues for consideration.

Timing of the Neighbourhood Plan

A key consideration is the timing of the Neighbourhood Plan in relation to the Local Plan, as the Neighbourhood Plan may need to rely on more strategic avoidance and mitigation measures secured in the higher tier plan. Whilst reference is made in the HRA screening documentation to the Solent Recreational Mitigation Partnership (SRMP) financial contribution to mitigate the effects of recreational disturbance on the European designated sites, it is likely that the Local Plan will include other policies that set out avoidance and mitigation measures in relation to the designated sites.

It is currently understood that the timing of the Neighbourhood Plan will run concurrently to the Local Plan and Natural England would support this approach. This ensures that all development identified in the Neighbourhood Plan is in conformity with the Local Plan. In the absence of an adopted Local Plan, the Neighbourhood Plan can only proceed if adequate avoidance and mitigation measures can be secured at the Neighbourhood Plan level.

Defined urban boundary

The objectives for the Neighbourhood Plan include small scale, sustainable growth, focusing new housing within the urban area boundary and on brownfield sites. This approach is supported by Natural England. We also note that the third objective states that there will be a review of the Titchfield urban area boundary. The area subject to the urban area review is outlined on

62

Customer Services Hornbeam House Crewe Business Park Electra Way

Crewe Cheshire CW1 6GJ

T 0300 060 3900

Settlement Boundary Plan extension (16036 - L01.06 - REV D) submitted by the Titchfield Neighbourhood Forum. Natural England has reviewed the proposed boundary extension and has no concerns to raise.

Environmental constraints

Appendix 1 of the HRA and SEA screening document includes a plan showing the environmental constraints of the Titchfield Neighbourhood Plan area. Natural England recommends that this plan also identifies the supporting habitat to the designated Special Protection Areas. The Solent Wader and Brent Goose Strategy (SWBGS) aims to protect the network of non-designated terrestrial wader and brent goose sites that support the Solent Special Protection Areas (SPA) from land take and recreational pressure associated with new development.

The terrestrial wader and brent goose sites are located on land that falls outside of the Solent SPAs boundaries. However, as this land is frequently used by SPA species (including qualifying features and assemblage species), it supports the functionality and integrity of the designated sites for these features. This land will contribute to the achievement of the SPA's conservation objectives and is therefore protected in this context. This land supports the ecological network by providing alternative roosting and foraging sites. Each site is classified with regard to its importance within the ecological network.

Please find attached a draft plan showing the land within the Neighbourhood Plan area that is identified in the forthcoming Solent Wader and Brent Goose Strategy and the proposed

classifications of these sites. Please note this plan is currently in draft. Further information will be provided in the forthcoming SWBGS Interim Report which will be published mid-2018 along with the published plans.

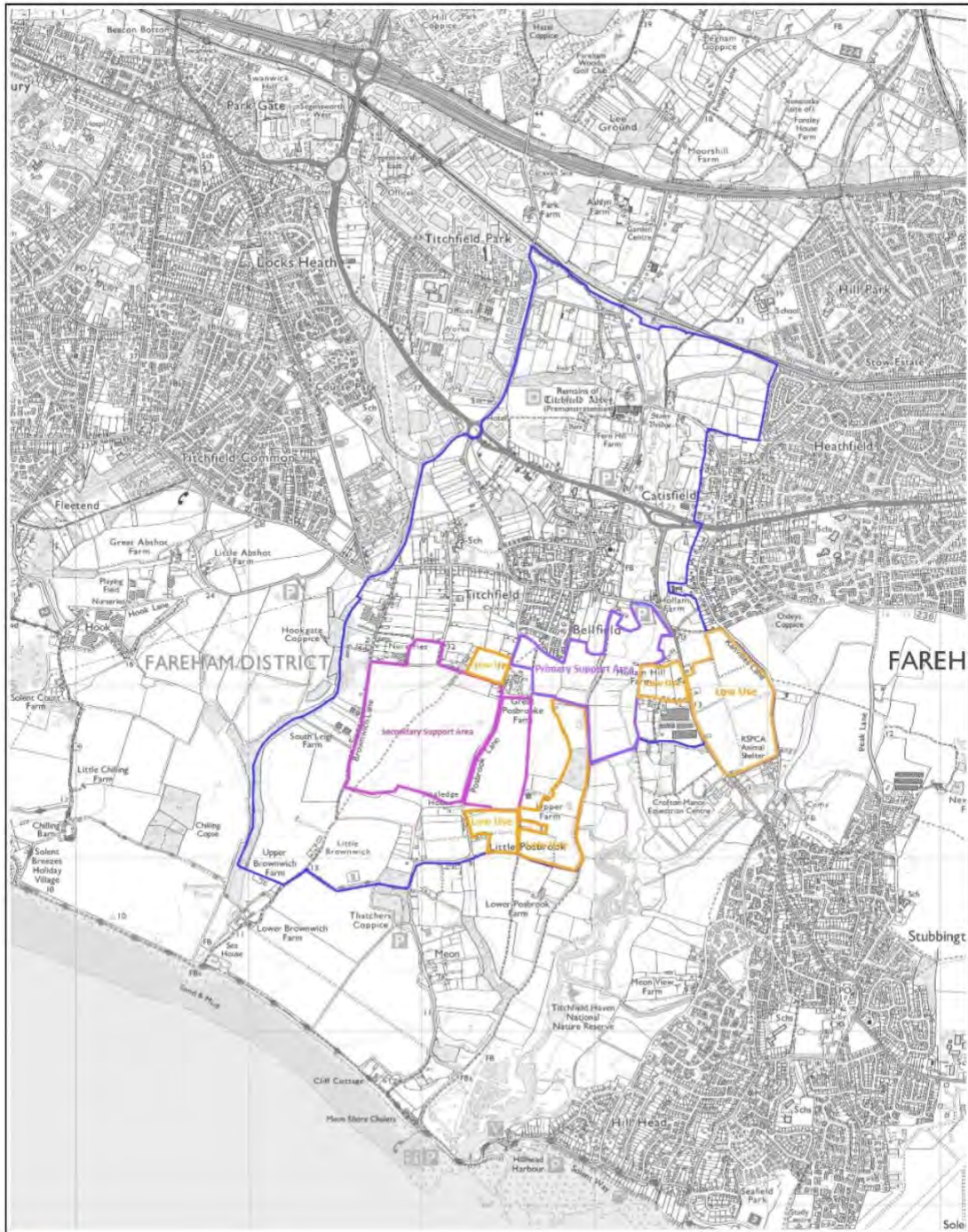
Natural England would advise that these sites are included within the Habitat Regulations Assessment screening document and on the environmental constraints plan to ensure that the long term protection of these sites from land take and recreational pressure is secured.

We would be very happy to comment further as the plan progresses. If you have any queries relating to the detail in this letter please contact me on 07717 808691

Yours sincerely

Rachel Jones
Lead Advisor Solent
Dorset, Hampshire and Isle of Wight Team

Draft Solent Wader and Brent Goose Site Classifications Titchfield Neighbourhood Plan Area



Map Produced from WebMap on 26/02/18
 Map Projection: British National Grid
 Map Scale at A3: 1:20,000

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Titchfield Neighbourhood Planning Forum Housing Needs Assessment

August 2017

Quality information

Prepared by	Checked by	Approved by
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Revision History

Revision	Revision date	Details	Authorized	Name	Position
Full Draft	02/06/17	Full review with comments		Stuart Woodin	Project Director
Final Draft	23/06/17	Review		Mary Kucharska	Project Coordinator
Final Draft	June 2017	Review		Ann Wheal	QB
Final Draft	10/08/17	Adjustments to text		Ivan Tennant	Principal Planner

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Titchfield Neighbourhood Planning Forum

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The methodology adopted and the sources of information used by AECOM in providing its services are outlined in this Report. The work described in this Report was undertaken in the period May– June 2017 and is based on the conditions encountered and the information available during the said period of time. The scope of this Report and the services are accordingly factually limited by these circumstances.

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Glossary of terms used in text

AH	Affordable Housing (NPPF definition)
AMH	Affordable Market Housing
DCLG	Department for Communities and Local Government
FBC	Fareham Borough Council
HNA	Housing Needs Assessment
LPA	Local Planning Authority
NDP	Neighbourhood Development Plan
NPPF	National Planning Policy Framework
MH	Market Housing
OAN	Objectively Assessed Need
ONS	Office for National Statistics
PPG	Planning Practice Guidance
PRS	Private Rented Sector
PSPS	PUSH Spatial Position Statement
SHLAA	Strategic Housing Land Availability Assessment
SHSHMA	South Hampshire Strategic Housing Market Assessment
SHMA (Update)	Objectively-Assessed Housing Need Update
SEZ	Solent Enterprise Zone
SLEP	Solent Local Enterprise Partnership
TNPF	Titchfield Neighbourhood Planning Forum

1. Executive Summary

1.1 Introduction

1. The 2011 Localism Act introduced neighbourhood planning, allowing parishes, town councils or neighbourhood forums across England to develop and adopt legally binding development plans for their neighbourhood area.
2. As more and more parishes, towns and forums seek to address housing growth, including tenure and type of new housing, it has become evident that developing policies need to be underpinned by robust, objectively assessed housing data.
3. In the words of the National Planning Practice Guidance (PPG), establishing future need for housing is not an exact science, and no single approach will provide a definitive answer. The process involves making balanced judgments, as well as gathering numbers and facts. At a neighbourhood planning level, one important consideration is determining the extent to which the neighbourhood diverges from borough-level trends reflecting the fact that a single town or neighbourhood almost never constitutes a housing market on its own and must therefore be assessed in its wider context.
4. The guidance quoted above on housing needs assessment is primarily aimed at local planning authorities preparing Strategic Housing Market Assessments (SHMAs), which are used to determine housing need at a local authority level. However, it helpfully states that those preparing neighbourhood development plans (NDPs) can use the guidance to identify specific local needs that may be relevant to a neighbourhood, but that any assessment at such a local level should be proportionate.
5. Our brief was to advise on data at this more local level to help Titchfield Neighbourhood Planning Forum understand, among other matters, the type, tenure and quantity of housing needed to inform neighbourhood plan policies.

1.1.1 Summary of Methodology

6. Housing Needs Assessment at neighbourhood plan level can be focused either on quantity of housing needed, type of housing need, or both. In most cases, there is a need to focus on quantity where the housing target for the settlement being assessed is unclear, for example where the local authority has not set a specific target for the settlement, or where there is no local plan in place.
7. In the case of TNPF, the current adopted Development Plan, the Fareham Local Plan (FLP), allocates 28 homes for the period until 2026; the Local Plan is however under review. While the PUSH Spatial Position Statement (PSPS), which represents FBC's most recent policy position on housing sites a figure for the Local Housing Market Areas, it does not put forward a figure for smaller geographies.

8. The core purpose of this study is therefore to consider both quantity of housing needed, in light relevant studies, in particular the South Hampshire Strategic Market Housing Assessment (SHSHMA) dated January 2014 and the Objectively-Assessed Housing Update (SHMA Update) dated April 2016, as well as type, in accordance with the wishes of the Neighbourhood Forum.
9. The rationale for this recommended approach is that neighbourhood plans need to pass a number of Basic Conditions to be 'made' by the LPA. One of these, Basic Condition E, requires the Neighbourhood Plan to be in 'general conformity with the strategic policies' of the Local Plan, in this case the FLP. The Government's Planning Practice Guidance indicates that the level of housing development is likely to count as a strategic policy.¹
10. In terms of the types of housing needed, there is generally more flexibility on what neighbourhood plans can cover. In order to understand the types of housing needed in TNPF we have gathered a wide range of local evidence and summarised it into policy recommendations designed to inform decisions on housing characteristics.
11. Data and materials gathered relevant to this HNA have been sourced and analysed in line with PPG;² together, they provide a balance of sources that capture a local perspective.
12. The housing projections set out in this HNA correspond with the Neighbourhood Plan period of 2017-2034; this in turn corresponds with the plan period for the Fareham's emerging Local Plan.

1.1.2 Focus On Demand Rather Than Supply

13. Our approach is to provide advice on the housing required based on need and/or demand rather than supply. This is in line with the PPG, which states that *'the assessment of development needs should be an objective assessment of need based on facts and unbiased evidence. Plan makers should not apply constraints to the overall assessment of need, such as limitations imposed by the supply of land for new development, historic under performance, viability, infrastructure or environmental constraints.'*
14. For this reason, we advise that the conclusions of this report should next be assessed against supply-side considerations (including, for example, factors such as transport infrastructure, landscape constraints, flood risk and so on) as a separate and follow-on study.

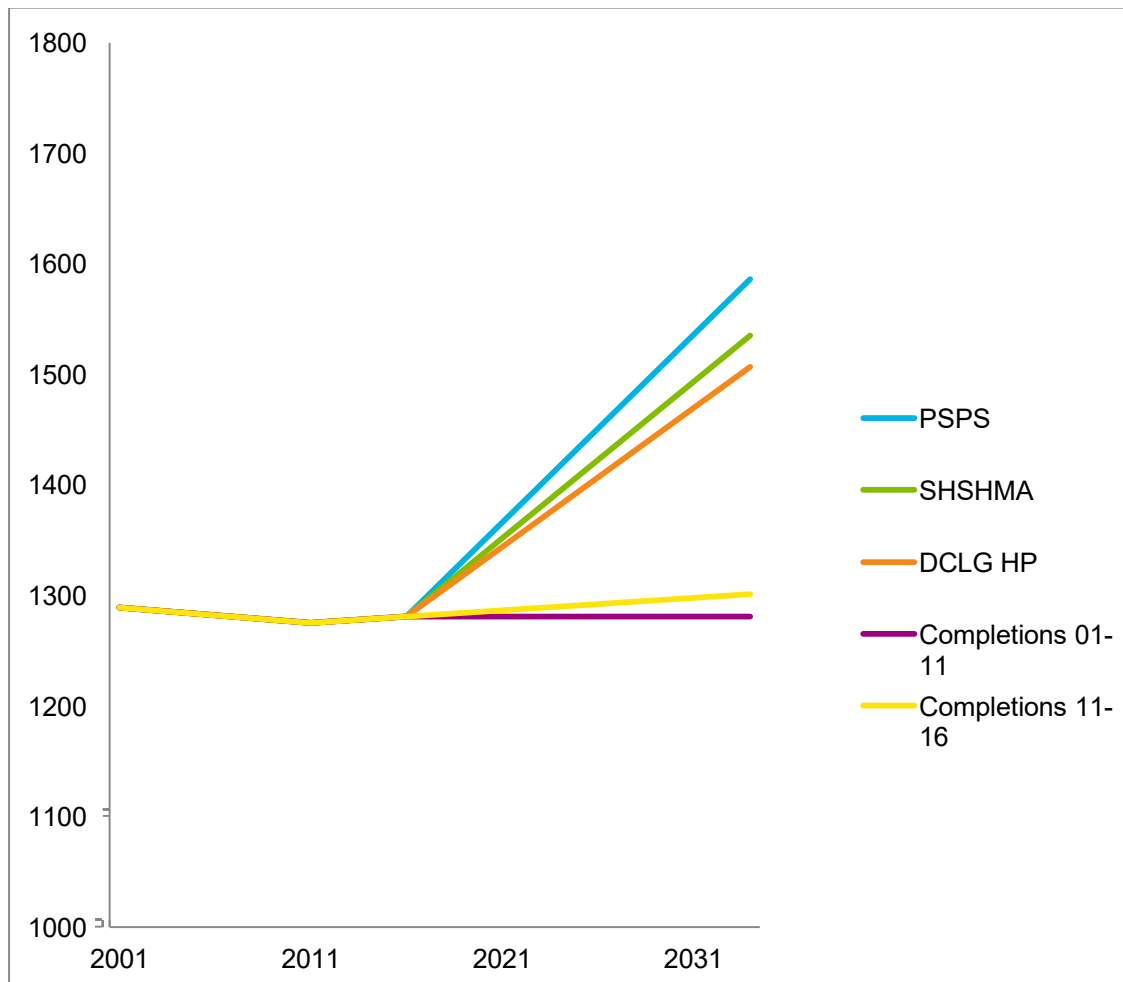
¹ See Planning Practice Guidance Paragraph: 006 Reference ID: 2a-006-20140306

² See Planning Practice Guidance Paragraphs: 014 Reference ID: 2a-014-20140306 and 009 Reference ID: 2a-009-20140306

1.1.3 Quantity of Housing Needed

15. Our assessment of a wide range of data sources identified five separate projections of dwelling numbers for Titchfield NPA between 2017 and 2034 based on:
 - 1 The last PUSH Position Statement (PSPS) which produces a target of **305 dwellings between 2017 and 2034 or 18 homes per year (rounded)**;
 - 2 SHSHMA - proportional share drawn from OAN which produces a target of **254 dwellings over the plan period, or 15 per year**;
 - 3 DCLG Household projections which generates a target of **dwellings of 226, or 13 dwellings per year (rounded) over the plan period**;
 - 4 Net home completion rates 2001-2011 produces a projection of **0 homes over the plan period**;
 - 5 Net home completion rates 2011-2015 a projection of **20 homes over the plan period of 2017-2034**.

Figure 1: Dwelling projections for the Titchfield NPA, 2017-2034



Source: AECOM Calculations

16. The graph above (the vertical axis indicates the number of homes) sets out the total number of homes factoring in each of the projections we have identified in section 1.1.3. So, for example, factoring in SHSHMA derived data (light green line) to the number of dwellings that have already been built in the plan area between 2011 and 1st January

2016 (6) produces a total requirement that there should exist in the NPA of 1535 homes by the end of the Plan Period (adding together existing dwellings, and new homes that are required to be built).

17. A further assessment applied to the five projections set out above indicates that the demography of the NPA and the performance of the housing market are likely to impact on these projections. We have applied our professional judgment on the scales of increase and decrease associated with each factor on a scale from one to three, where one arrow indicates 'some impact', two arrows 'stronger impact' and three arrows indicates an even stronger impact. Factors are in alphabetical but no other order

Table 1: Summary of factors specific to Titchfield with a potential impact on neighbourhood plan housing

Factor	Source(s) (detailed in Chapter 5)	Possible impact on future housing need	Rationale for judgement
Employment trends	SHMA, Census 2011, Solent Strategic Economic Plan	↑	<p>The proportion of Titchfield's residents who are economically active is lower than local and national levels.</p> <p>However evidence from Oxford Economics points to higher housing need in Fareham East based on an economic led scenario.</p> <p>There is also evidence of potential job growth in the economic centres within commuting distance, associated with the Solent Enterprise Zone, the Stubbington Bypass and the Solent Productivity Investment Fund.</p>
Housing Transactions (Prices)	Land Registry Price Paid Data for 2005-2016, Census 2011 data, SHSHMA	↑↑	<p>The price paid data sourced from the Land Registry indicates that the combined mean price for houses has increased in the Titchfield NPA, rising approximately 36% between 2005 and 2016.</p> <p>Average price paid for all housing types in the NPA exceed the district average which is described in the SHSMA as relatively high.</p>
Housing Transactions (Volume)	Land Registry Price Paid Data for 2005-2016, Census 2011 data, SHSHMA	↔	<p>The propositional levels of housing typologies sold in the Titchfield NPA matched the levels sold at the district level. This suggests there is no mismatch between the demand for different housing types within the NPA compared to the district level.</p>
Overcrowding	Census data 2001, 2011	↓	<p>The average household size in the NPA has decreased. The proportion of households in the Titchfield NPA</p>

			with 1 or more persons per a room has remained constant, contrasting the increase seen at the local and national level.
Concealment	Census Data 2001, 2011	↔	The proportion of concealed families within the NPA (1.1%) is equal to the proportion found at the district level and lower than the national average (1.9%). There is no evidence to suggest an adjustment is needed based on this indicator.
Rate of development	Fareham Borough Authority Monitoring Report 2015 – 2016, LPA Data	↔	Fareham has significantly over-delivered against its adopted Local Plan housing targets. Titchfield NPA has only contributed towards 0.4% of the total amount of housing delivered in the borough. This is consistent with local Planning Policy which focuses residential development in urban areas.

18. In arriving at a final figure for homes that reflect demand in the plan area two issues need to be taken into consideration. Firstly, the number derived from dwellings completed in section 1.1.3 (item 4) is supply constrained, meaning that it reflects the difficulty of actually delivering new homes on the ground as a result of environmental factors and standing policy, for example the encouragement of development in urban centres. This makes this figure less reliable as a guide to demand in places like Titchfield where demand significantly outstrips what can be delivered on the ground. Secondly, it is necessary to take into account the influence of the factors set out in Table 1.
19. In order to allow for these two factors, we have taken the mean of projections 1, 2 and 3 only as the basis for our final estimate. This produces a rounded figure of 262 homes (rounded). Taking the second factor into consideration, we look at the balance of 'up' to 'down' arrows. Our study has noted a balance in favour of 'up' arrows of two. The argument in favour on increasing the housing target for the NPA is based primarily on the strength of the housing market. We do not however see this as being of sufficient weight to justify changing the overall housing target.
20. Therefore, in arriving at a final housing figure, we do not judge there is any justification to make an uplift to the figure beyond 262 dwellings for the neighbourhood plan period.

Table 1: Summary of local factors specific to Titchfield with a potential impact on neighbourhood plan housing characteristics

Factor	Source(s) (see Chapter 4)	Possible impact on housing needed	Conclusion
Affordable Housing	Census, SHSHMA; Home.co.uk ; Housing Waiting List	<p>A loss of 5 Affordable homes between the 2001 and 2011 Censuses.</p> <p>The 'Affordability Ratio' of 8.4 suggests market housing is not affordable to most people in the borough.</p> <p>Housing for private rent is affordable for roughly half of all households.</p>	<p>Despite the limited number of affordable homes, and evidence of demand, there is no need for Titchfield to set its own affordable housing target;</p> <p>There is scope for the NDP to express in policy how affordable housing should be apportioned to the different affordable housing types;</p> <p>An appropriate response to affordability is to support the delivery of more affordable market homes (for sale and rent);</p> <p>A higher proportion of affordable housing should be allocated to intermediate projects than is the case for the borough as a whole;</p> <p>Starter homes may be used as a policy instrument to increase the numbers of family households; with this in mind fulfilling the 'policy expectation' of 10% of dwellings on new build sites is appropriate.</p>
Demand/ need for smaller dwellings	SHSHMA, Census	<p>Affordability improves substantially as the size of dwellings falls;</p> <p>A decline in the proportion of the population represented by those of parental age;</p> <p>The overwhelming majority of new market properties should be 2-3 bedrooms in size;</p> <p>The majority of affordable homes should be 1 and 2 bedroom.</p>	<p>The NDP should support the delivery of smaller dwellings to create opportunities for young families to settle in the area to support settlement vitality and viability.</p>
Demographic Change	Census, SHSHMA	<p>A substantial forecast increase in those aged 75+</p>	<p>Given the projected increase of 214 residents aged 75+ in the NPA, the following types of dwellings are appropriate: 13 additional sheltered housing units 13 (rounded); 26 additional leasehold sheltered housing units; 4 additional 'enhanced' sheltered units, split 50:50 between those for rent and those for sale; 3 additional extra care housing units for rent; 6 additional extra care housing units for sale; 1 additional specialist dementia care home</p>

Family-sized housing	Census	Decline in the number of family homes of 4-6 habitable rooms	A legitimate policy aim is to enable people to access housing suitable for growing families as well as those on higher incomes who can afford larger dwellings.
Tenure of housing	Census	Increase in private rented dwellings between the 2001 and 2011 Censuses	The NDP should seek Build to Rent (BTR) dwellings to increase access to affordable market dwellings.

1.1.4 Recommendations for next steps

21. This neighbourhood plan housing needs assessment has aimed to provide Titchfield Neighbourhood Planning Forum (TNPF) with evidence on housing trends from a range of sources. We recommend that TNPF should, as a next step, discuss the contents and conclusions with Fareham Borough Council (FBC) with a view to agreeing and formulating draft housing policies, in particular the appropriate approach to identifying the level of need for new housing in the plan area, bearing the following in mind:
 - Neighbourhood Planning Basic Condition E, which is the need for the NDP to be in general conformity with the adopted strategic local policies;
 - the views of FBC– in particular in relation to the housing need figure that should be used;
 - the views of local residents (as recorded in a Consultation Statement showing how housing policies reflect these views);
 - the views of other relevant local stakeholders, including housing developers; and
 - the numerous supply-side considerations, including local environmental constraints, the location and characteristics of suitable land, and any capacity work carried out by FBC, including but not limited to the SHLAA;
 - the recommendations and findings of this study.
22. Recent changes to the planning system, forthcoming changes to the NPPF, particularly following the proposals in the Housing White Paper 2016 as well as the implementation of the Housing and Planning Act and Neighbourhood Hood Planning Act 2017 will all continue to affect housing policies at a local authority and, by extension, a neighbourhood level.
23. This advice note has been provided in good faith by AECOM consultants on the basis of housing data and national guidance current at the time of writing (alongside other relevant and available information).
24. Bearing this in mind, we recommend that the steering group should monitor carefully strategies and documents with an impact on housing policy produced by the Council or any other relevant body and review the neighbourhood plan accordingly to ensure that general conformity is maintained.
25. At the same time, monitoring ongoing demographic or other trends in the factors summarised in Tables 1 and 2 would be particularly valuable.

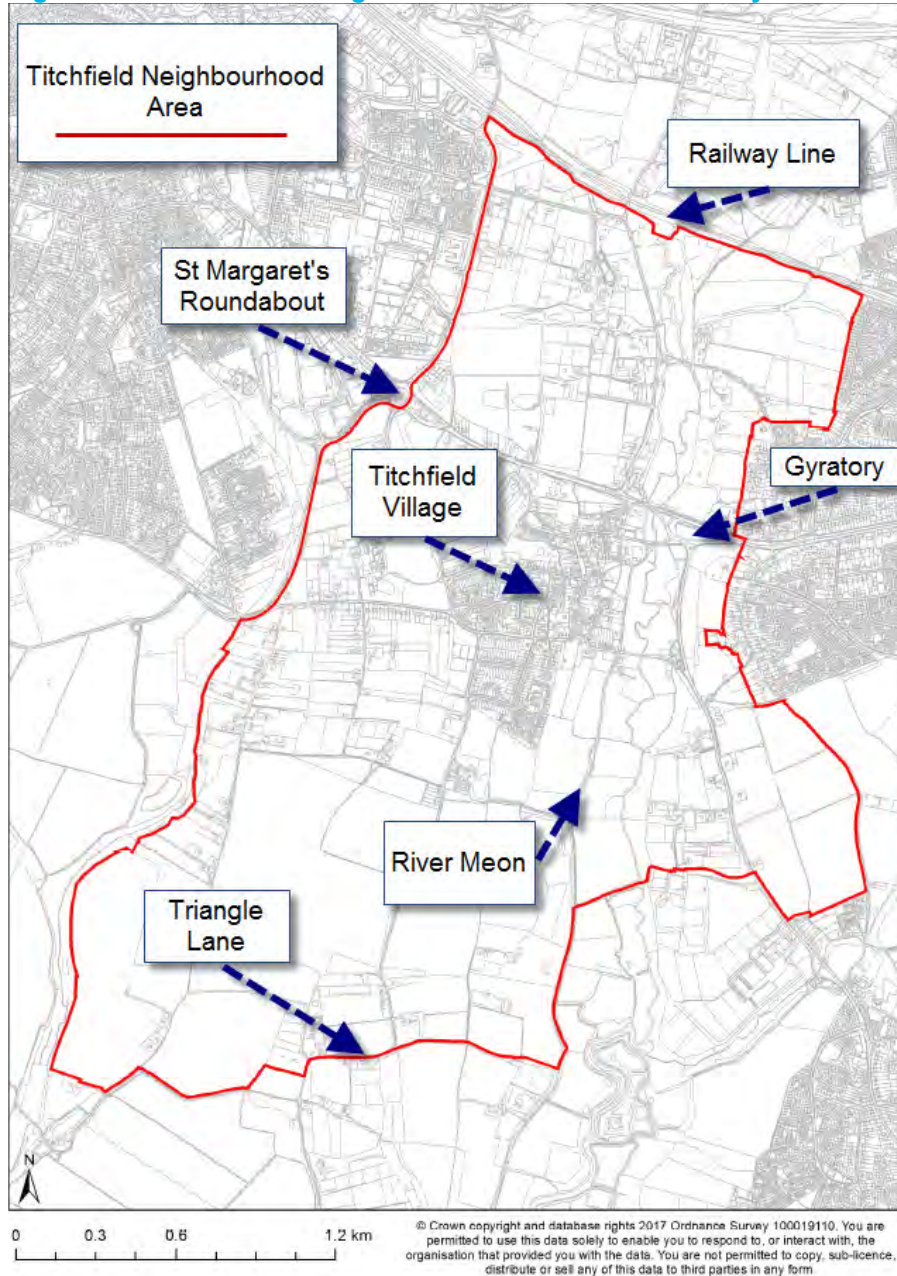
2. Context

2.1 Local Context

26. The Titchfield NPA is situated within the Borough of Fareham in South Hampshire. The Neighbourhood Plan Area (NPA) is comprised of Titchfield Village and the immediate surrounding rural area. The NPA does not follow existing district or parish boundaries. The TNPF decided not follow the Titchfield Ward boundary because the ward includes areas that local people generally do not identify as Titchfield, such as Segensworth Business Park and Whitely Retail Park.
27. The northern boundary of the NPA follows the elevated south coast railway line, which serves as a boundary between Fareham Borough Council and Winchester City Council. The eastern and western boundaries follow the urban edges of Fareham and the Western Wards. The southern boundary extends towards the Meon Shore and is defined by various types of protected public open spaces – including the Chilling woodland and the Titchfield Haven nature reserve.³

³ TNPA, Application for designation as neighbourhood forum and approval of boundary plan, December 2016

Figure 2: The Titchfield Neighbourhood Plan Area boundary



28. Titchfield Village lies approximately 2 miles south of the M27 Junction 9, providing accessible road links to Portsmouth, Southampton and beyond. Fareham train station is located, approximately 2 miles east of Titchfield Village. This station is on the West Coastway Line and has regular services to London, Brighton, Portsmouth, and Southampton.
29. The Fareham Borough Local Plan which sets out the Planning Strategy for the area up to 2026 consists of three parts:
 - Local Plan Part 1: Core Strategy (Adopted 4th August 2011)
 - Local Plan Part 2: Development Sites & Policies (Adopted 8th June 2015)
 - Local Plan Part 3: The Welborne Plan (Adopted 8th June 2015)
30. As part of the examination of Local Plan Part 2, FBC committed to a review of its Local Plan to reflect emerging housing and employment needs until 2036. The Local Plan 2036 is currently being developed by FBC and will form the central part of the Development Plan when adopted. FBC has yet to publish a draft of this plan.
31. The Welborne Plan sets out how the broad framework for the development of a new Garden Village at Welborne (also known as the North of Fareham Strategic Development Area). This is relevant to the NP as the North of Fareham Strategic Development Area (SDA) is located approximately 2 miles to the north east of Titchfield Village. The implications of the Local Plan will be discussed further in the section below.
32. The gathering of statistics for the NPA is complicated by the fact the NPA follows a spatial form rather than a political boundary. Census data for the NPA has been gathered from a combination of Output Areas, these combined Output Areas do not exactly describe the NPA, however they represent the most precise data reasonably available.

2.2 Local Planning Context

33. In line with the basic conditions of Neighbourhood Planning, Neighbourhood Development Plans (NDPs) are required to be in general conformity with the adopted strategic local policies. Consequently, there is a requirement for the relevant Local Plan to be reviewed as part of this HNA. We will discuss Part 1 and 2 of the Local Plan below making reference to Parts 3 of the Local Plan where relevant.

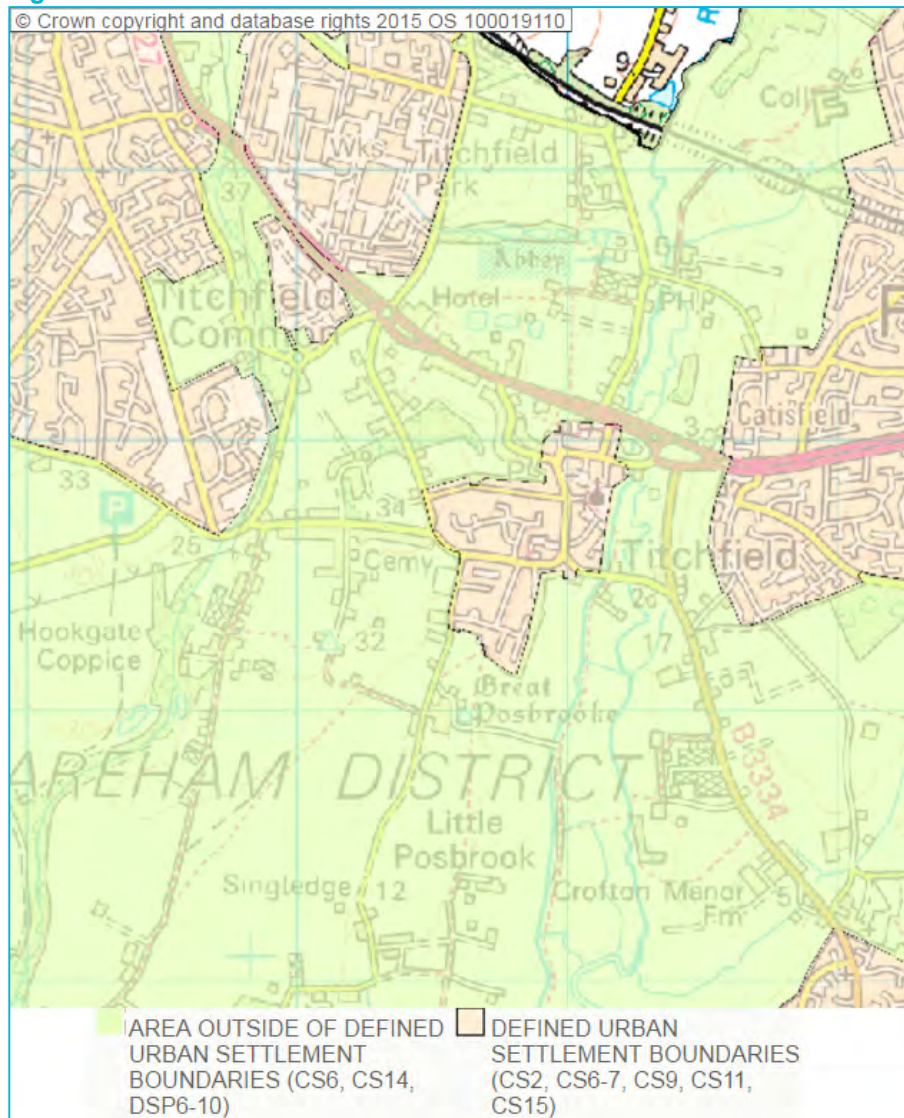
2.3 Local Plan Part 1: Core Strategy

34. The Core Strategy sets out a series of strategic objectives which detail the spatial vision for the borough, the following objective relates to the provision of housing:

“SO6 To plan for housing growth of 3,729 dwellings (between 2006-2026) in a sustainable way, focussing on previously developed land and buildings within the existing urban area and to provide a range of dwelling sizes and tenures which take into account existing and future housing needs. To achieve a target of 100 affordable homes per year until 2016.”

35. To help meet this strategic objective the Core Strategy sets out a number of policies governing housing, and housing development in Fareham. This includes:
36. CS2 Housing Provision, states 3,729 dwellings will be provided within the borough to meet the South Hampshire sub-regional strategy housing target between 2006 and 2026. It is important to note this policy excludes the North of Fareham SDA. The policy goes on to state priority will be given to the reuse of previously developed land within the existing urban areas. The Interactive Policies Map⁴ replicated below in Figure 3, shows that Titchfield Village is defined as an urban area whereas the rest of the NPA is outside the urban settlement boundaries.

Figure 3: Urban Settlement Boundaries



37. **CS13 North of Fareham Strategic Development Area**, states permission will be granted for the development of a SDA to the north of Fareham including provision for between 6,500- 7,500 dwellings. **Policy WEL18** of the Local Plan Part 3, states the site shall deliver approximately 6,000 dwellings, phased to enable completion by 2036. **Policy WEL18** of Part 3 states 30% of the dwellings at Welborne should be affordable

⁴ Fareham Borough Council, https://maps.fareham.gov.uk/LocalViewWeb_External/Sites/PoliciesMap2015/#

housing. In March 2017 a planning application for the Welborne Garden Village, featuring proposals for 6,000 homes, was submitted to FBC, a decision is expected in June. Whatever the outcome of this application it is clear FBC is committed to developing an entirely new settlement on the site. The significant number of dwellings associated with this proposal is likely to relieve future housing need within the NPA.

38. **CS18 Provision of Affordable Housing**, states the FBC will require the provision of affordable housing on all schemes that can deliver a net gain of 5 or more dwellings. On smaller sites (between 5 and 14 dwellings) developers will be expected to provide 30% affordable units, on larger sites (15 or more dwellings) developers will be expected to provide 40% affordable units. Development proposals will also be required to provide a mixture of dwelling types, sizes and tenures reflecting the identified housing needs of the local population.
39. The Core Strategy also contains specific policies governing development within Titchfield. This includes:
40. **CS11 Development in Portchester, Stubbington & Hill Head and Titchfield**, states small scale development will be permitted within the settlement boundaries of Titchfield where it contributes to the residential development target of “around 30 dwellings” over the Plan Period. This figure of 30 dwellings is based on the findings of the Fareham Borough Strategic Housing Land Availability Assessment (SHLAA) (November 2010). Figure 4 below identifies the housing supply needed to meet residual requirement (the difference between completed dwellings and the housing figure for the Plan Period) throughout the borough up until 2026. When comparing the housing targets of each of the settlements it’s clear that FBC does not expect the NPA to play a major role in providing future housing for the borough.

Figure 4: Housing Supply (excluding SDA) against Residual Targets

	2006-2010	2010-2015	2015-2020	2020-2026	Totals
Housing Completions	1,637				1,637
Residual Requirement		943	596	553	2,092
Identified housing supply to meet residual requirement					
Fareham		239	136	301	676
Portchester		10	28	19	57
Stubbington & Hill Head		52	12	0	64
Titchfield		12	16	0	28
Western Wards		1,192	273	13	1,478
Whiteley		160	16	0	176
Total		1,665	481	333	2,479
Surplus/Deficit		+722	-115	-220	+387

Source: Hampshire County Council Housing Monitoring and SHLAA Update⁵

41. However, since the Core Strategy was adopted the South Hampshire Strategy has been updated to take account of revised economic forecasts. **The Borough’s target was revised to 2,200 dwellings to be delivered between 2011 and 2026.** 275 dwellings were delivered in 2011/12 with a further 238 dwellings delivered in 2012/13, this leaves a residual requirement of 1,687 dwellings to be delivered between 2013 and 2026. The difference between the South Hampshire Strategy and the adopted Core Strategy figures is calculated to be 472 units, equating to a new total of 4,201 dwellings for the Borough (excluding Welborne) over the 2006-2026 plan period.⁶

42. **Policy DSP47: Gypsies, Travellers and Travelling Showpeople** allocates 302A Southampton Road shown below in figure 5 as a permanent gypsy and traveller site. Local Plan Part 2 states this site has potential capacity for 5 permanent gypsy and traveller pitches (inclusive of the 2 existing pitches). This site represents one of just two designated traveller sites within the whole borough. These two sites have been proposed to be to meet the needs identified in the Travellers Accommodation Assessment.⁷

⁵ Fareham Borough Council, Strategic Housing Land Availability Assessment (November 2010)

⁶ Fareham Borough Council, Strategic Housing Land Availability Assessment (SHLAA) Update (January 2014)

⁷ Forest Bus Limited, Travellers Accommodation Assessment for Hampshire (April 2013)

Figure 5: Gypsy and Traveller Site GT2: 302A Southampton Road



2.4 Local Plan Part 2: Development Sites and Policies

43. Part 2 sets out the FBC's approach to managing and delivering development identified in the Core Strategy, the plan allocates sites and land for housing, retail, economic development, leisure, recreation and community uses.
44. FBC will consider granting planning permission for affordable housing on sites outside the existing urban area boundaries where it can be demonstrated that the levels of affordable dwellings being delivered in the borough do not meet the target levels set out in Policy CS18 of the Core Strategy. **Policy DSP7: Affordable Housing Exceptions Sites**, states:

“Where there is clear evidence that affordable housing delivery is not meeting the target levels set out in Policy CS18 of the Core Strategy (excluding Welborne), planning permission may be granted for affordable housing on sites outside the existing urban area boundaries. Such proposals will only be permitted where:

- i. 100% affordable (as defined in the NPPF) units (net) are provided;*
- ii. The development is of a small scale and is located adjacent to, and well related to, the existing urban settlement boundaries;*
- iii. It is sensitively designed to reflect the character of the neighbouring settlement and to minimise any adverse impact on the Countryside and, if relevant, the Strategic Gaps;*
- iv. It will be brought forward by, and will be managed by, a not for profit social housing provider who is regulated by the Homes and Communities Agency; and*
- v. It is subject to a legal agreement to ensure that the units will be retained as affordable housing in perpetuity.”*

2.5 Local Plan Review

45. As previously mentioned, the Local Plan is currently being reviewed; the indicative timetable for the production of this document is set out in figure 6.

Figure 6: Timetable of Local Plan Review

Spring 2017	Consultation on Draft Plan
Autumn - Winter 2017/18	Consultation on Publication Plan
Winter 2017/18	Submission of Plan to Secretary of State
Spring - Summer 2018	Examination
Autumn 2018	Post-examination & Adoption

Source: Fareham Borough Council⁸

46. It is important the Titchfield NDP pays close attention to the policy directions that emerge as part of this review. The most up-to-date document that provides a ‘direction of travel’ as regards housing policy is the PUSH Spatial Position Statement (SPSS). This document references the SHSHMA and SHMA Update, reaffirming the role of these documents in providing evidence to inform housing policy across the region.

⁸ <http://www.fareham.gov.uk/planning/farehamlocalplanreview.aspx> (accessed 23/05/17)

3. Approach

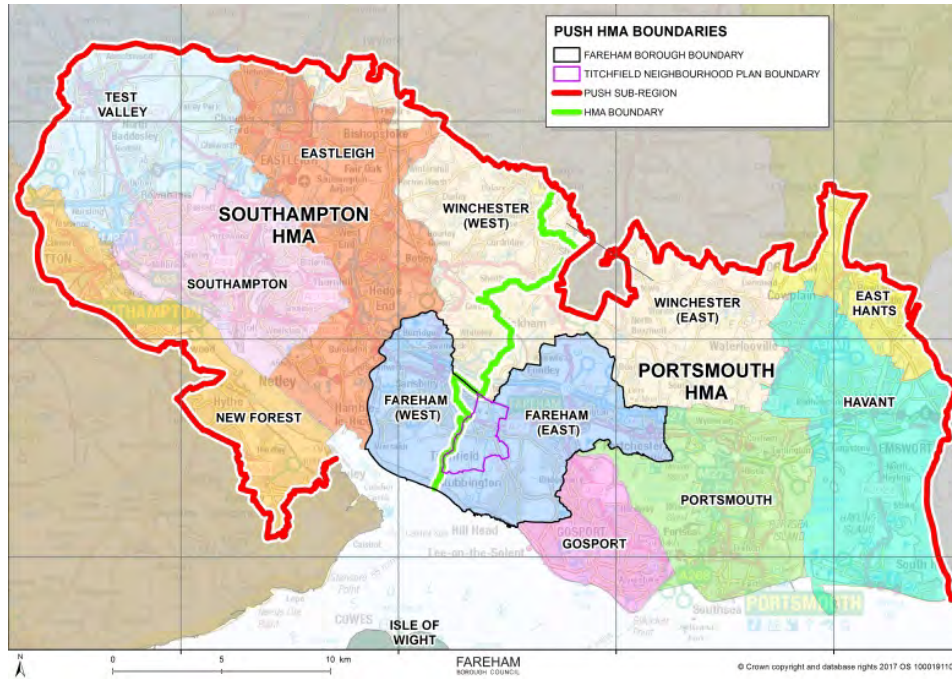
3.1 Housing Market Areas

47. Titchfield is located in the South Hampshire region; the local authorities making up this region have come together to form the Partnership for Urban South Hampshire (PUSH) as a result of a recognition of the benefits of working together to support the sustainable economic growth of the sub region and to facilitate the strategic planning functions necessary to support that growth. The partnership comprises Hampshire County Council, the unitary authorities of Portsmouth, Southampton and the Isle of Wight, and their constituent district authorities, of which Fareham is one.
48. PUSH has taken the lead in spatial planning and has commissioned the South Hampshire Strategic Market Housing Assessment (SHSHMA), dated 2014, to identify the Objectively Assessed Need for housing for the South Hampshire region. This study went through an important update in 2016 (SHMA Update). The findings of these documents are accepted by all the partner LPAs, and establishes an OAN for each.
49. The notion of the 'housing market area' (HMA) is important in developing Housing Needs Assessments. PPG defines a HMA as a geographical area 'defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work.'⁹ In addition, it goes on to remark that 'establishing the assessment area may identify smaller sub-markets with specific features, and it may be appropriate to investigate these specifically in order to create a detailed picture of local need. It is important also to recognise that there are 'market segments' i.e. not all housing types or economic development have the same appeal to different occupants.'¹⁰
50. The SHSHMA therefore identifies two levels of HMA for the purpose of understanding housing need at the sub-regional level. These are a *Strategic* Housing Market Area based on 77.5% commuting self-containment, and *Local* Housing Market Areas based on 50% migration self-containment. 'Commuting self-containment' refers to travel to work patterns and 'migration self-containment' relates to people moving house. These criteria require that, in the case of Strategic HMAs, that 77.5% of commuting journeys take place within the geographical boundaries of the HMA and, in the case of Local HMAs, that 50% of house transactions involve people moving within the boundaries of the HMA.
51. Southampton and Portsmouth form two Strategic Housing Market Areas. The district authority of Fareham falls into the Portsmouth SHMA and is itself split into two LHMA's, that of West Fareham and East Fareham. Titchfield falls into the East Fareham HMA (EFHMA). These relationships are described in Figure 7 below.

⁹ Planning Practice Guidance Paragraph: 010 Reference ID: 2a-010-20140306 Revision date: 06 03 2014

¹⁰ Planning Practice Guidance Paragraph: 008 Reference ID: 2a-008-20140306 Revision date: 06 03 2014

Figure 7: Housing Market Boundaries



52. In line with PPG,¹¹ we draw on data in the SHSHMA and SHMA Update to understand housing needs in Titchfield. To produce the OAN, these documents draw upon a range of data including population projections, housing market transactions and employment scenarios. It is from the OAN for Fareham East that we derive one of the projections for housing in the NPA, using the notion of the ‘fair share.’
53. In addition, these documents contain data of relevance to other topics addressed in this Housing Needs Assessment, for example tenure. The fact that Titchfield falls into the EFLHMA suggests that, broadly speaking, Titchfield shares similar characteristics with this wider area in respect of key demographic trends, such as age structure and important indicators such as house prices (and their movements), household migration, travel to work patterns and economic characteristics. For this reason we bring the findings presented in these documents into our study as they provide a robust evidence base allowing us to understand the nature and characteristics of the subject area.
54. Both the SHSHMA and SHMA Update present data for both Fareham East and the whole borough. In line with the PPG, any evidence we have uncovered from other sources, such as Census, that are specific to the NPA that suggest differences with these geographies are drawn out in our findings if they carry a policy implication.

¹¹ Planning Practice Guidance Paragraph: 006 Reference ID: 2a-006-20140306 Revision date: 06 03 2014

3.2 Research Questions (RQ)

55. As a result of dialogue with the group, the following research questions were identified.

Quantity

56. While the number of dwellings has not been specified in the current Local Plan, this position may change as a new plan is being assembled by FBC. It would therefore be helpful to the group to establish a better idea of quantity of homes to be delivered over the Plan Period so they are able to engage proactively with the Local Plan process. The first RQ is therefore,

RQ1. What quantity of housing is appropriate for the plan area?

Tenure

57. Furthermore, there is a concern that the range of market housing available is too expensive for young people; as a result, people who were born in the area are unable to stay and people wishing to move cannot find property they can afford. The forum is therefore interested in the types of affordable housing will meet local need, and what proportions these should achieve.

RQ2. What type of affordable housing (social housing, affordable rented, shared ownership, intermediate rented) should be included in the housing mix?

RQ3. What is the role of 'Starter Homes' and other forms of discounted market housing in the plan area?

RQ4. What type of market housing (private rented, co-operative, shared equity and open market housing) should be included in the housing mix?

Type and size

58. As well as younger people needing suitable accommodation, people wish to remain in the community as they get older.

RQ5. Given the different housing requirements of people at different stages of life what provision should be made for smaller dwellings?

RQ6. What type (terrace, semi, bungalows, flats and detached) of housing is appropriate?

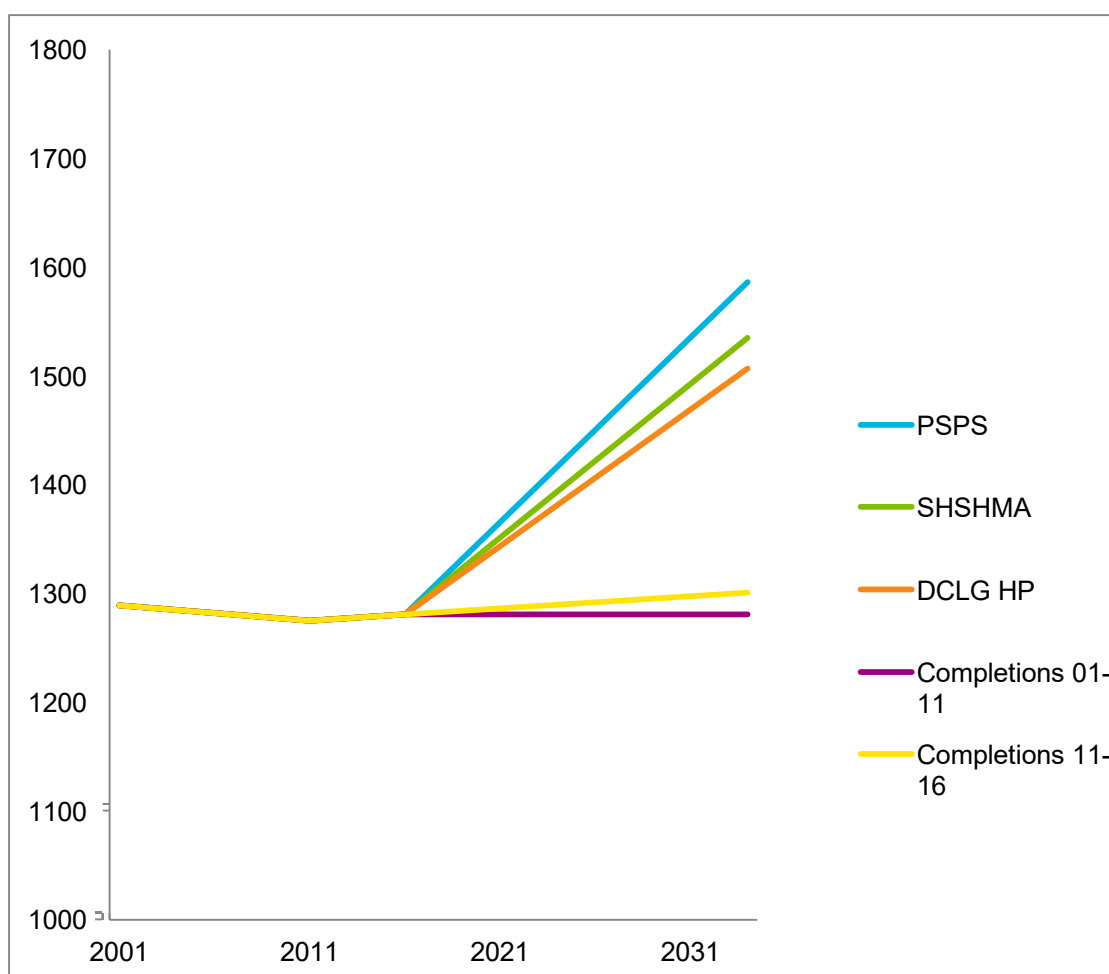
59. These RQs provide the structure of the report that follows.

4. Relevant Data

RQ1. What quantity of housing is appropriate for the plan area?

60. We have estimated the quantity of housing needed in NPA using to five different sources; these are:
- 1 The PUSH Position Statement which allows calculation of a 'fair share' target of **305 dwellings between 2017 and 2034 or 18 homes per year (rounded)**;
 - 2 SHSHMA – a proportional share drawn from the OAN produces a target of **254 dwellings over the plan period, or 15 per year**;
 - 3 DCLG Household projections generates a target of **dwellings of 226, or 13 dwellings per year (rounded) over the plan period**;
 - 4 Net home completion rates 2001-2011 produces a projection of **0 homes over the plan period**;
 - 5 Net home completion rates 2011-2015 a projection of **20 homes over the plan period of 2017-2034**.

Figure 8: Dwelling projections for the Titchfield NPA, 2017-2034



Source: AECOM Calculations

61. Figure 8 (the vertical axis indicates the number of homes) sets out the total number of homes factoring in each of the projections we have identified in above. So, for example, factoring in SHSHMA derived data (light green line) to the number of dwellings that have

already been built in the plan area between 2011 and 1st January 2016 (6) produces a total requirement that there should exist in the NPA of 1535 homes by the end of the Plan Period (adding together existing dwellings, and new homes that are required to be built). These calculations are set out below.

PUSH Spatial Position Statement June 2016

62. The PSPS puts forward a housing requirement for 8,410 for the Fareham East HMA over the Plan Period between 2011 and 2034.¹² A proportional share may be calculated for the NPA based on the proportion of the total number of dwellings it contains of all dwellings in the HMA. At the time of the last Census there were 1,275 dwellings in the NPA and 34,204 in the wider HMA, or 3.7% of all homes (rounded). Therefore, 311 homes (3.7% of 8410) homes becomes the 'fair share' of the HMA target.
63. In arriving at a final total for the Plan Area, it is important to take into consideration that 6 dwellings were built within it between 2011 and 2016¹³. Allowing for these completed dwellings, a housing target that shoulders the area's 'fair share,' and is therefore in conformity emerging district policy, equates to **305 dwellings (311 - 6) between 2017 and 2034 or 18 homes per year (rounded)**
64. PSPS is not yet adopted policy; nevertheless, it should be taken into consideration when calculating the volume of housing that the NDP should seek to deliver given that, subject to statutory consultation, it is likely become adopted policy in the short to medium term, and reflects the LPA's assessment of the district's housing needs.

SHSHMA

65. It is important to remember that the SHSHMA presents a demand-side only, or 'unconstrained' assessment of need (often also identified as Objectively Assessed Need, or OAN¹⁴), as opposed to a final housing target. The final housing target will take into account a number of other factors, including for example the availability of land, viability, infrastructure and environmental constraints and the results of consultation.
66. Nonetheless, the SHSHMA presents an appropriate starting point for deriving need at the NP level, because it contains the most up-to-date evidence available, and importantly, because it takes into account the latest population and household projections, as set out in the 2014 Sub-National Population Projections on which the Household Projections are based, which the PPG guidance suggests should be taken as a 'starting point' in determining need at the local authority level.

¹² PSPS (June 2016), page 34

¹³ Confirmed by email from Fareham Borough Council on 24/5/17

¹⁴ The OAN includes the baseline demographic need, plus any adjustments made to official forecasts to account for projected rates of household formation post 2021, past suppression of the formation of new households, the effect of past under-supply, employment forecasts, market signals and affordable housing need (as set out in paragraph ID2a-004 of the NPPG). This is sometimes described as 'policy off' because it does not take account of final policy responses as a result of taking into account capacity, environmental and infrastructure constraints.

67. As we have seen, the SHSHMA, initially published in 2014 was updated in 2016. The 2016 version identifies an OAN for Fareham East over the period 2011 - 36 of 7,625 homes.¹⁵ This reflects a significant upward adjustment from the base demographic need to ease affordability and projected household formation, and reducing levels of concealed households. Expressed as a per year figure, this equates to 305 dwellings per year¹⁶. To arrive at a comparable figure with the Plan Period, we have deducted two years' worth of dwellings, producing an OAN of 7,015 dwellings.
68. For the purposes of this study, we propose to use this figure to calculate the NPA's 'fair share' of this target, it is again possible to use Titchfield's proportion of all housing in the HMA (3.7%). This produces a figure of 260 dwellings (rounded). Furthermore, it is necessary to take into consideration homes built in the NPA in recent years; since 2011, as set out above, 6 dwellings have been built; producing a final target of **254 dwellings over the plan period, or 15 per year. (rounded)**.

DCLG Household Projections

69. The Department for Communities and Local Government (DCLG) periodically publishes household projections. The NPPG recommends that these household projections should form the starting point for the assessment of housing need.
70. The most recent (2014-based) household projections were published in July 2016¹⁷, and extend to 2039. Although population projections are only available at a local authority level, a calculation of the share for the NPA is nevertheless possible for the household projections based on the NPA's household numbers in the 2011 Census.
71. At the 2011 Census, FBC had 47,941 households and the NPA 1,275 households, or 2.7% of the total (rounded).
72. In the 2014-based household projections, the projection for 2034 is for 55,577 households in Fareham. Assuming it continues to form 2.7% of the borough total, the NPA's new total number of households would then be 1501 (rounded) or 226 new households forming in the NPA between 2011 and 2034 (or a rate of growth of 10 households per year).
73. The number of households does not, however, equate precisely to number of homes, with the latter slightly higher in most places. The NPA is no exception; in the 2011 Census, there were 1,221 households but 1,275 homes. This gives a ratio of 0.96 households per home. In the case of NPA, then, a projection of (226/.96) new households translates into a need for 235 homes (rounded to the nearest whole number).

¹⁵ PSPS (June 2016), page 14

¹⁶ OAHNU (April 2016) page 110

¹⁷ See 2014-based DCLG Household Projections live tables at <https://www.gov.uk/government/statistical-data-sets/live-tables-on-household-projections>

74. These figures are based on the assumption that 2014-based government projections as to household growth at the Local Authority level are accurate. As the annual mid-year population estimates have now been released for 2015, the 2014-based household projections may need to be 'rebased' for accuracy. The mid-2015 population estimates give the actual number of people in the NPA at that point, meaning the difference between the estimated and the previously projected number of households can be taken into account in future projections.
75. The 2014-based household projections were based on the 2014-based Sub-National Population Projections, which estimated that by 2015 there would be 115,013 people in Fareham. The mid-2015 Estimates show that based on the latest information there were estimated to be 114,799 people, which is lower than the projections by 214 people. Assuming average household sizes remain constant (in 2011 there were an average of 2.4 people per household, obtained by dividing population (111,581) by number of households (46,579) in 2011. This equates to 89 fewer households across Fareham.
76. Taking 55,488 (55,577 - 89) as our revised household number for Fareham at 2034, this equates to 1498 households in the NPA (rounded), producing a revised growth in the number of households between 2011 and 2034 of 223. Taking into account the disparity between household numbers and dwelling numbers (223/.96), this produces figure of 232 homes. Netting off the 6 dwellings completed since 2011, we arrive at a **re-based household projections-derived dwellings of 226, or 13 dwellings (rounded) per year over the plan period.**
77. This projection is an entirely unconstrained, theoretical figure comprising a relative proportion of the overall projected increase, and thus does not take into account political, economic, demographic or any other drivers that might have influenced, or may in future influence, the Local Plan distribution across the District and hence any difference between this figure and a future Local Plan-derived figure. In other words the figures arrived at here do not guarantee that land is or has to be available for potential development.

Home growth 2001 – 2011

78. Consideration of home growth 2001-2011 provides a projection based on the rate of delivery of net new homes between the two censuses. As we have seen, there was fall in the number of homes in the NPA between these two dates, from 1,289 dwellings in 2001 to 1,275 in 2011. This reflects the constraints on development that exists in the NPA.

Home growth since 2011

79. It is also helpful to consider a projection based on the rate of delivery of net new homes since the last census (2011), using data gathered and monitored by the LPA. As we

have seen, between 1st April 2011 and the 31st March 2016, 6 new dwellings were completed. This equates to an annual rate of delivery of 1.2 homes (6 divided by 5, the number of years elapsed). If this rate of delivery was continued to 2034, this would equate to **a projection of just 20 homes (1.2x17) over the plan period of 2017-2034**. Again, this reflects the constraints on development that exists in the NPA.

RQ2. What type of affordable housing should be included in the housing mix?

80. PPG states that, once the overall housing figure has been identified, Plan makers should look at the household types, tenure and size in the current stock and in recent supply, and assess whether continuation of these trends would meet future needs.¹⁸ On the basis of this assessment, a judgement can be made as to whether policy should seek to maintain this current tenure profile, or whether there is evidence to suggest a change is appropriate.

Current tenure

81. Table 3 below sets out the tenure of dwellings that exist within the neighbourhood; from this it can be seen there is a preponderance of dwellings in owner-occupation; moreover, there is a higher proportion of social and privately rented accommodation compared with the borough, but lower than national levels.

Table 3 Tenure (households) in Titchfield, 2011

Tenure	Titchfield	Fareham	England
Owned; total	73.3%	80.4%	63.3%
Shared ownership	0.2%	0.6%	0.8%
Social rented; total	13.0%	8.1%	17.7%
Private rented; total	12.2%	10.0%	16.8%

Source: Census 2011, AECOM Calculations

82. Table 4 below shows the change that has taken place to the tenure profile between the 2001 and 2011 Censuses. There has been a fall in the overall proportion of social rented housing and in owner occupation, while there has been a substantial increase in proportion of dwellings privately rented, albeit from a low base. In the case of social dwellings, this reflects not just a proportional shift but an actual loss of 5 dwellings, from 164 to 159 homes. This is part of an overall decline in the number of homes (explained by conversions and demolitions) over this 10 year period from 1289 to 1275 units.

¹⁸ Planning Practice Guidance Paragraph: 021 Reference ID: 2a-021-20160401 Revision date: 01 04 2016

Table 4: Rates of tenure change in Titchfield, 2001-2011

Tenure	Titchfield	Fareham	England
Owned; total	-2.7%	0.5%	-0.6%
Shared ownership	0.0%	9.1%	30.0%
Social rented; total	-3.0%	13.4%	-0.9%
Private rented; total	109.9%	182.7%	82.4%

Source: Census 2001 and 2011, AECOM Calculations

83. The fall in the number of dwellings makes the increase on private rented dwellings particularly remarkable, and may result from the conversion of homes into HMOs to cater to demand from younger people. The table below suggests a decline in the numbers of family homes of 4-6 habitable rooms, and increase in the number of large dwellings of seven or more rooms. The increase of 667% of one room homes arises from the number of dwellings of this size increasing from 3 in 2001 to 23 in 2011.

Table 5: Rates of change in number of rooms per household in Titchfield, 2001-2011

Number of Rooms	Titchfield	Fareham	England
1 Room	666.7%	38.3%	-5.2%
2 Rooms	5.9%	29.2%	24.2%
3 Rooms	9.1%	21.2%	20.4%
4 Rooms	-4.1%	-7.3%	3.5%
5 Rooms	-15.6%	-9.0%	-1.8%
6 Rooms	-4.5%	8.9%	2.1%
7 Rooms	15.2%	16.5%	17.9%
8 Rooms or more	22.8%	31.7%	29.8%

Source: Census 2001 and 2011, AECOM Calculations

Understanding Local Need

84. To understand local need for Affordable Housing (AH) and whether the tenure profile in the NPA is suited to current and future need, it is necessary firstly to identify that portion of the resident population unable to access market housing without subsidy and, secondly, the demand emanating from the NPA for affordable housing.
85. To answer the first of these questions, we consider of two key indicators: the Affordability Ratio (AR) and Lower Quartile Affordability Ratio (LQAR). These show the relationship between household income and house prices, for example an AR of 5 would indicate that house prices are five times income. The LQAR shows the relationship between

households that fall into the Lower Quartile of incomes and entry-level house prices in the LHMA. Below we reproduce SHSHMA Table 18 which provides this data at the borough level

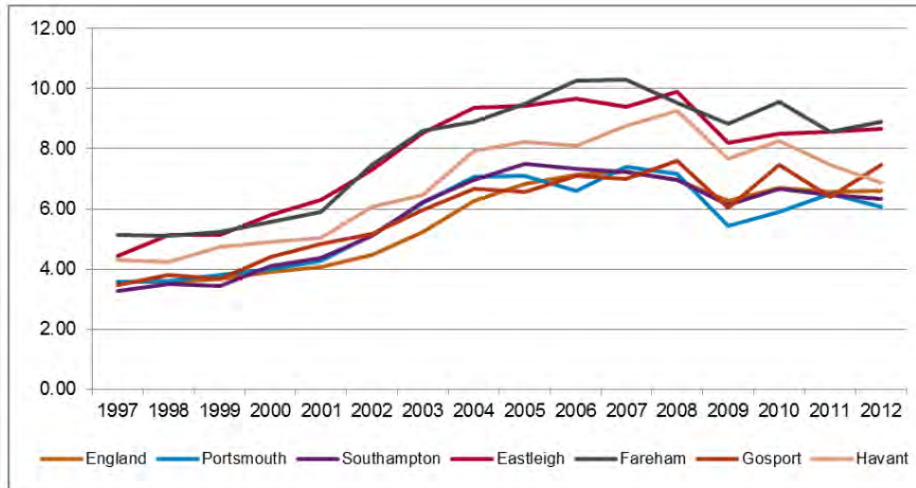
Figure 9: Comparison of Median and Lower Quartile Affordability, 2012

	Median Ratio	Lower Quartile Ratio
Portsmouth	5.45	6.06
Southampton	5.80	6.34
Eastleigh	7.78	8.68
Fareham	8.04	8.89
Gosport	6.36	7.45
Havant	6.71	6.87
New Forest	9.51	9.38
Test Valley	8.47	8.60
Winchester	9.36	9.60
East Hampshire	10.00	10.32
England	6.74	8.35

Source: DCLG Affordability tables

86. These ratios are useful given that, to access market housing, mortgage lenders use a multiple of household income. The AR of 8.04 indicates that house prices are over 8 times average household income. In the wake of the financial crisis of 2008, many financial institutions tightened their lending criteria; as a result, the maximum salary multiple generally considered achievable when applying for a mortgage is around 4.5 times, and in some cases is significantly lower.
87. For the purposes of this study we have opted to use 3.5, a conservative figure that reflects the likely minimum income required to be granted a mortgage on a property while at the same time leaving households with enough resources after mortgage payments to cover unforeseen expenses and enjoy an acceptable standard of living.
88. The AR of 8.4 therefore indicates market housing is beyond the reach of many people in the borough. It is also worth noting that affordability has worsened considerably since 1997. Below we reproduce SHSHMA figure 27 that describes how the LQAR has changed over time.

Figure 10: Lower quartile affordability (price/income) – Core Authorities (1997-2012)



Source: DCLG Affordability Tables

- 89. FBC recognises these statistics; a recent publication cites evidence that, in 2013, the average cost of a home was £236,067. Using an income multiple of 3.5, they calculate the income needed for an 80% mortgage was £52,991.¹⁹
- 90. In Table 25, the SHMA Update presents income data for East Fareham Local Housing Market Area (EFLHMA) in 2014. This is reproduced below as figure 11.

Figure 11: Income levels by Area

	Mean income	Median income
East Hampshire (part)	£48,336	£36,764
Fareham (East)	£42,155	£32,062
Gosport	£36,310	£27,617
Havant	£37,192	£28,287
Portsmouth	£34,897	£26,542
Winchester (part-East)	£50,458	£38,377
PUSH EAST (Portsmouth)	£37,714	£28,455
Eastleigh	£43,507	£33,091
Fareham (West)	£53,376	£40,597
New Forest (part)	£40,375	£30,709
Southampton	£32,839	£24,977
Test Valley (part)	£50,467	£38,385
Winchester (part-West)	£52,250	£39,740
PUSH WEST (Southampton)	£39,947	£29,840
Isle of Wight	£32,930	£25,046
PUSH TOTAL	£38,114	£28,558

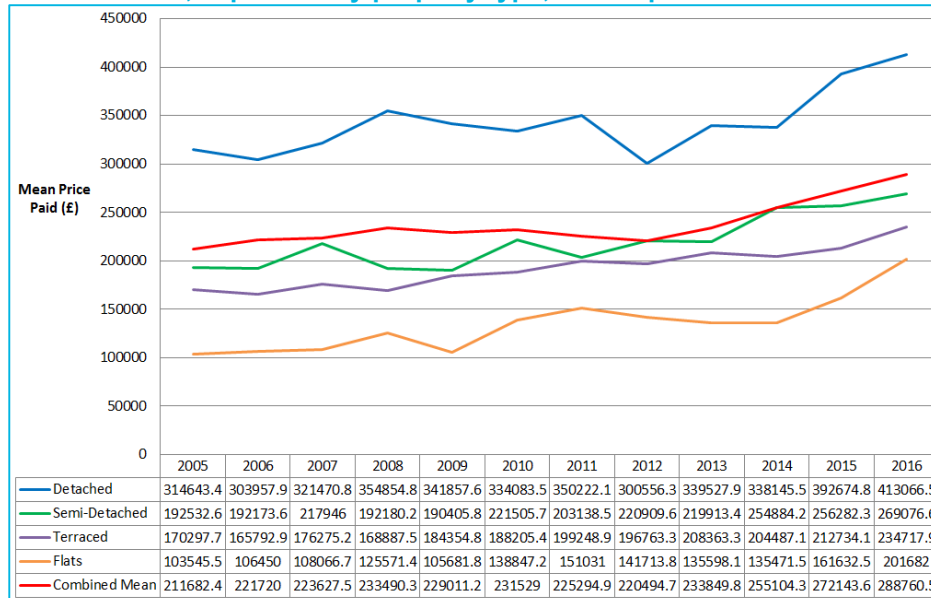
Source: Derived from ASHE, EHS, CACI and ONA data

- 91. Combining this with an understanding of house prices in Titchfield, it is possible to arrive at an approximate AR for the Neighbourhood Plan Area (NPA). Figure 12 below shows how house prices have moved in Titchfield in the last decade. Until 2012, house prices remained quite flat, reflecting the impact of the financial crisis. Since then prices have performed strongly, increasing on average by roughly 24% between 2012 and 2016.

¹⁹ Fareham Today Housing Special Update, Where next for housing? November 2015, page 7

Figure 12 below shows that, in 2014, the ‘combined mean’ for housing in the NPA stood at £255,104; from this we can estimate an AR for Titchfield of 6 (255,104/42,155) It is also possible to generate a minimum income required to purchase such a property, using the 3.5 multiple. Assuming an 80% mortgage as above, this comes to £ 58,309.

Figure 12: Mean Price Paid Data showing annual mean property prices in the Titchfield NPA, separated by property type, for the period 2005-201



Source: Land registry, AECOM Calculations

92. It is worth noting however that the price for a terraced property, suitable for young family, stood at £204,487 in 2014. For those on mean incomes, again assuming an 80% mortgage, this size of dwelling is almost within reach, again using an income multiple of 3.5. Likewise, the AR at this level is 4.9. This shows that affordability improves considerably as the size of the property falls. While unsuitable for households other than single people and couples without children, flats will be within reach of those on average incomes.
93. It is important to note, however, that the majority of households earn lower than the mean. At the median income of £32,062, there are no market dwellings households could afford; this suggests the majority of households rely on other tenures, such as the various forms of affordable housing and private rent, for their accommodation needs.
94. In figure 13 below we show data gathered as part of community engagement activity. The Report on Housing Questionnaire surveyed 200 local residents, of whom 32 people responded. While this should not be treated as a representative sample, the majority of those who responded indicated they would support additional affordable housing, and this should include a substantial number of dwellings for social rent.

Figure 13: What type of homes should be included in the Plan - social housing, affordable rented, shared ownership or rented owner-occupied? (No. responses on x axis, multiple answers permitted)



Source: Report on Housing Questionnaire, Titchfield Neighbourhood Planning Form, May 2017

Private Rent

95. To understand affordability of rental properties, we employ the notion of ‘affordability thresholds’. This suggests that no more than a certain percentage of household income should be spent on housing costs if the household in question is to have enough remaining money to achieve an acceptable standard of living. The SHMA Update comments as follows, ‘analysis of housing costs in the area and how these compare with costs nationally and regionally suggests that an affordability threshold in the range of 30%-35% is probably appropriate.’²⁰

96. In Table 6 below we present rental data using the postcode area PO14 as a proxy for Titchfield. This suggests rents in Titchfield are on average 14% higher in the NPA compared with Fareham generally. Drawing from mean and median income shown in Table 6 above, the monthly income for each is £3,513 and £2,672 respectively. This results in a recommended monthly budget for housing costs of no more than £1,230 and £935 respectively.

²⁰ SHMA Update, page 94

Table 6: Rental sector statistics in Titchfield versus borough average

	Titchfield	Fareham	Difference
Average time on market (days)	84	102	-18%
Average property rents (pcm)	£956	£835	14%

Source: Home.co.uk

97. This suggests that housing for private rent is affordable for roughly half of all households in the NPA. Beneath this level, households will be unable to access market housing without subsidy. Below we reproduce SHSHMA Table 34 which suggests that, at the Strategic Housing Market Area (i.e. Southampton and Portsmouth) level, 43.7% of all households fall into this category. This proportion is broadly in line with the data we have gathered looking at market housing to buy and rent in the EFLHMA.

Figure 14: Estimated Proportion of Households Unable to Afford Market Housing without Subsidy.

Area	Number unable to afford	Estimated households (2013)	% of households unable to afford
SOUTHAMPTON HMA	100,382	225,199	44.6%
PORTSMOUTH HMA	97,677	223,557	43.7%
PUSH	198,059	448,755	44.1%

Source: Online Estate and Letting Agents Survey (June 2013) and Income Modelling

Housing Waiting List

98. So far, we have considered housing need based on a statistical understanding of affordability based on household income. A necessary additional component to quantify need for AH in the NPA is identifiable demand expressed through entries on a housing needs register. In the absence of such a register that is specific to the NPA, the data contained in the Housing Waiting List for the whole borough maintained by FBC may be used.
99. We contacted FBC for their assessment of the number of households currently on the waiting list that live in Titchfield. They reported back there are currently 549 applicants on the housing waiting list that have an expressed an interest in living in Titchfield/Titchfield Common. These are broken down as follows:

Urgent band	3
High band	11
Medium band	108
Low band	427

100. However, many of the applicants have expressed interest in other areas of the borough as well as Titchfield. Unfortunately, the housing team are unable to provide information on how many of these applicants currently live in Titchfield.
101. As indicated above, like most affordable housing waiting lists, the list for Fareham is banded, whereby the three top bands (urgent, high and medium) comprise identified affordable housing need while the lowest band (low) is named 'non-priority housing'. In line with standard housing needs assessment practice, we have discounted households designated 'low' so that our assessment covers only those in genuine priority need of affordable housing.
102. Although the waiting list is only a snapshot in time, there are 122 households in need of affordable housing at present who have expressed an interest in Titchfield. This represents 47% of the average of the dwelling number projections. As we have seen, Local Plan policy CS18 suggests a provision of 30% affordable units on smaller sites and 40% on larger. Bearing in mind these enquiries are from people whose needs could be addressed elsewhere in the borough there does not appear to be a requirement for the Titchfield Neighbourhood Plan to set its own affordable housing target. Nevertheless, it may reference the need to monitor Fareham's list and mention the need to work closely with the Borough Council in general to ensure the needs of those on the housing waiting list continue to be met. In addition, given there is no requirement for Affordable Housing on schemes of 1-4 dwellings, the Neighbourhood Plan should consider a policy for off-site contributions or 1 dwelling in the case of schemes of 3-4 homes.

Types of Affordable Housing

103. The National Planning Policy Framework (NPPF) defines Affordable Housing (AH) in terms of a number of categories, social rented, affordable rented and intermediate housing.²¹ A new type that has attracted much discussion in housing policy is that of 'starter homes.' The Housing and Planning Act 2016 provides the statutory framework for the delivery of this form of discounted home ownership, and defines them as new homes costing up to £250,000 to be available at a minimum 20% discount on market value to eligible first-time buyers.
104. The Housing White Paper, published in February 2017, includes 'Discounted Market Sales Housing' (DMSH), 'starter homes' and 'Affordable Private Rent Housing' (APRN) among a range of housing products to be included within an amended definition of Affordable Housing. DMSH and APRN are market products offered at prices at least 20% lower than market rates, with eligibility determined with regard to local incomes and house prices.²²

²¹ NPPF, page 50

²² DCLG, Fixing our broken housing market, page 100

105. For the purposes of this HNA, we treat these as additional forms as ‘intermediate housing’ given they fit within the NFFP’s definition, ‘homes for sale and rent provided at a cost above social rent, but below market levels.’

FBC Affordable Housing Policy

106. As we have seen, FBC’s currently adopted Core Strategy sets out AH policy in CS 18, ‘on smaller sites (between 5 and 14 dwellings) developers will be expected to provide 30% affordable units, on larger sites (15 or more dwellings) developers will be expected to provide 40% affordable units.’
107. In terms of how this plays out on a site-by-site basis, this is driven largely by viability. The SHMA Update comments as follows, ‘GL Hearn has not considered residential development viability in detail, but existing studies which do so conclude that between 25-40% affordable housing would potentially be achievable. Not all sites however are able to viably deliver policy compliant levels of affordable housing, and more typically delivery of affordable housing will range from between 20-30%’.²³ This suggests that, aside from the upper threshold of 40%, there is scope for policy to form a judgement as to the AH provision, depending on local need.

Apportioning need to different AH types

108. As regards proportions of Affordable Homes, the SHMA provides the following guidance at the Strategic Housing Market Area level, ‘the analysis overall indicates that around a quarter of affordable housing need within the PUSH area could be met through provision of intermediate housing, with three-quarters of the need for social or affordable rented homes. Within the rented element, the assessment favours social rented provision.’²⁴ In figure 15 below we reproduce SHSHMA Table 46 which sets out these ratios.

Figure 15: % New Need for Different Types of Affordable Housing (2013-18)

Area	Intermediate	Affordable rent	Social rent	Total
SOUTHAMPTON HMA	29.4%	19.9%	50.7%	100.0%
PORTSMOUTH HMA	27.4%	14.1%	58.5%	100.0%
PUSH	28.4%	17.3%	54.4%	100.0%

Source: Housing Needs Assessment Analysis

109. Considering needs at the borough level, the following qualification is provided, ‘the analysis points to a higher potential need for intermediate housing in those parts of Winchester and Test Valley in the PUSH area, as well as Fareham Borough and Southampton²⁵ and that ‘in Fareham, our analysis shows a need to deliver around 150

²³ SHMA Update, page 89

²⁴ SHSHMA, page 180

²⁵ SHSHMA, page 15

additional affordable homes per annum, which could be deliverable at an overall housing figure of 480-500 homes per year.²⁶

110. On the basis of the evidence gathered, there is support for a higher proportion of AH being allocated to intermediate products in the NPA than for the Strategic Housing Market Area generally. This is because a substantial number of households currently eligible for AH would be able to take advantage of these products on account of the relatively affordable (compared with elsewhere in southern England) levels of smaller family homes.
111. Furthermore, there is evidence from changes in the age structure (see table 7) of the neighbourhood that families are being displaced from the area; 'starter homes' in particular are targeted specifically at this market segment and could be employed as a policy instrument to increase their numbers. This is discussed in greater detail in the next section.

RQ3. What is the role of 'Starter Homes' and other forms of discounted market housing in the plan area?

112. Housing and Planning Act 2016 (HPA) includes provisions to introduce a general duty on planning authorities in England to promote the supply of 'starter homes,' and a specific duty to require a minimum number or proportion of 'starter homes' on certain residential development sites. The relevant legislative provisions are, however, not yet in force and no specific proportion or minimum has been put forward.
113. The Housing White Paper sheds further light on the government's intentions in this area, however. It states that, 'in keeping with our approach to deliver a range of affordable homes to buy, rather than a mandatory requirement for 'starter homes,' we intend to amend the NPPF to introduce a clear policy expectation that housing sites deliver a minimum of 10% affordable home ownership units. It will be for local areas to work with developers to agree an appropriate level of delivery of starter homes, alongside other affordable home ownership and rented tenures'.
114. This is a substantial watering-down of the 'starter home' requirement as envisaged when policy contained in the Housing and Planning Act was first conceived. In effect, leaves it to local groups, including neighbourhood plans, to decide an appropriate level of affordable home ownership products, while taking note of the 10% policy expectation.
115. The decision whether to treat DMSH as affordable housing should be determined by whether lowering the asking price of new build homes of a size and type suitable to first time buyers by 20% would bring them within reach of people currently unable to access AMH for purchase.

²⁶ SHSHMA, page 132

116. As we have seen, those on average incomes of £42,155 are unable to access terraced housing at an income multiple of 3.5 at market prices. If, however, prices were reduced by 20%, from £234,717 (2016 prices) to £187,774, assuming a substantial deposit of 20%, this would bring these dwellings within reach of households at this level of income. Moreover, in the real world, some households are able to secure a higher multiple of their income than 3.5 from lenders.

Bringing the strands together

117. On the basis of the evidence we have gathered, we would recommend DMSH ?form part of the AH quota within the NPA, with policy seeking to fulfil the 10% policy expectation. We note that 20% is a minimum discount and, of course, greater discounts will make the policy more effective in enabling households on modest incomes afford to buy their own home. The ultimate level of discount should be arrived at on a site-by-site basis and will be determined by viability as well as other calls on finite resources stemming from planning gain, such as other forms of AH and infrastructure requirements.
118. While the Housing White Paper does not specify size of development, it is appropriate for this to be taken into account when considering how the 10% policy expectation should be applied in practice. When the policy was conceived, it was linked to the notion of rural exception sites, land that would normally not be considered for housing to bring forward substantial numbers of affordable dwellings where there is evidence of local need.
119. It is important to note affordable Housing policy only applies to schemes of 10 units or above, therefore in the absence of relatively substantial schemes coming forward, given the relatively modest levels of additional housing our house projections envisage, this issue may not apply to Titchfield.

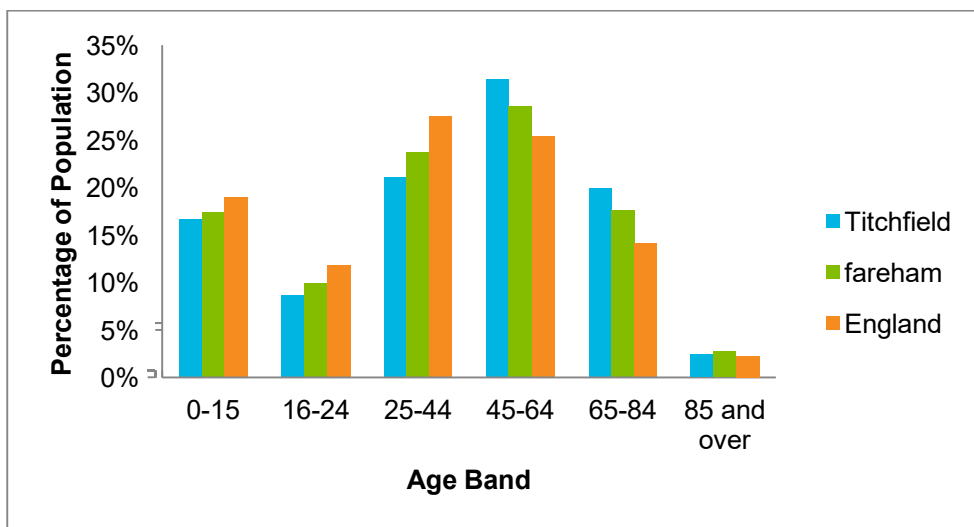
RQ4. What type of market housing (private rented, co-operative, shared equity and open market housing) should be included in the housing mix?

120. Given the limited quantity of Affordable Housing in the NPA, the needs of the great majority of the people will be served by the market. People on higher incomes will be able to access a variety of market dwellings; their choices will be driven principally by how much they can afford to spend, the extent to which old age is driving their choice of home as well as personal taste.
121. The operation of the market is the best means of addressing the demand for different types of housing for sale. It is important planning policy does not place unnecessary burdens on the market to preventing its ability to respond to demand; this is after all the principal way equilibrium is achieved in the housing market and house price growth kept in check. In this way the notion of viability is essential. It is important not to deter development in the context of clear housing need; to do so will not only frustrate the

delivery of new housing but also may deprive the community of resources for infrastructure improvements.

122. Planning policy has a vital role of bringing about change in the profile of housing stock over time where there is evidence of a misalignment between demand and supply that the market is unlikely to correct without intervention. The needs of those unable to access market housing without subsidy is one example. Others concerns are, firstly, that build to rent (BTR) will be held back as a result of for-sale developments generating higher land values, allowing developers to make higher bids for land; and, secondly, long term demographic shifts that foresee a dramatic growth of a household type with specific needs (for example those suited to older people) that impose greater costs on development. For these reasons, early discussions with potential land-owners is desirable to explain any aspiration to encourage SME developers, self-builders, co-housing groups or co-ops, where the sale price is critical.
123. Turning first to BTR, for those households unable to access market housing to buy, and who do not qualify for affordable housing, private rented housing is the only remaining option. Given the trends identified in this HNA, Titchfield should seek build to rent (BTR) development, which may include an element of APRH, brought forward by specialist developers funded by institutional investors. This will provide accommodation of consistently higher quality than is available through the traditional small private landlord.
124. Secondly, looking at significant demographic shifts, below we set out in Figure 16 the age structure for the NPA. This indicates a significantly higher proportion of people aged 65+ than the regional and national picture.

Figure 16: Age Structure, in Titchfield 2011



Source: Census 2011, AECOM calculations

125. In addition, it is worth considering how the age structure of the neighbourhood has changed between 2001 and 2011. This suggests a substantial decline in the numbers of people of an age where they are most likely to be bringing up children - reinforced by the

fall in the proportion of those falling into the youngest age bracket. Conversely, there has been a significant increase in those aged 85 and over.

Table 7 Rate of change in the age structure of the population of Titchfield, 2001-2011

Age group	Titchfield	Fareham	England
0-15	-17.0%	-8.2%	1.2%
16-24	4.9%	14.3%	17.2%
25-44	-19.2%	-12.4%	1.4%
45-64	9.7%	13.3%	15.2%
65-84	4.0%	19.0%	9.1%
85 and over	25.0%	36.9%	23.7%

Source: Census 2001 and 2011, AECOM calculations

126. To clarify the projected growth of the population of older residents, we reproduce SHSHMA Table 55 as figure 17 below. The SHSHMA notes that demographic projections suggest a 45% increase in the population aged over 85 from 2011 to 2021 with Census data suggesting that 81% of this age group have some level of disability.²⁷

Figure 17: Projected change in population of Older Persons (2011 to 2021)

Age group	Southampton HMA	Portsmouth HMA	PUSH	South East	England
Under 55	2.7%	1.3%	2.1%	4.0%	4.4%
55-64	12.6%	18.6%	15.6%	15.7%	13.5%
65-74	21.4%	21.0%	21.2%	22.7%	20.3%
75-84	22.2%	22.8%	22.5%	26.2%	22.6%
85+	44.4%	45.7%	45.1%	40.4%	38.5%
Total	7.4%	7.5%	7.4%	9.3%	8.6%
Total 55+	19.8%	22.5%	21.2%	22.1%	19.4%

Source: ONS 2011-based SNPP

127. The fall in the proportion of people of parental age is also a cause for concern; as we have seen, this may be addressed through the provision of more affordable housing as well as 'starter homes'. Planning policy may also encourage the delivery of more AMH through the provision of sizes and types of housing more likely to be affordable, for example flats, terraced dwellings of 3-5 habitable rooms.
128. In addition, the NDP is also well placed to bring forward alternative forms of housing, for example self- and custom-build plots and affordable housing schemes delivered through Community Land Trusts (CLTs). The data provided by the local authority suggest some local demand for self-build plots, 'the self and custom build register was established on the 21st March 2017 and since it was set up there are already 73 people on the register. Out of the applicants 48, or 73% of those specified preference for a self or custom build plot located in Titchfield.'²⁸ While some of these applicants may have specified one or

²⁷ SHSHMA, page 17

²⁸ Email received from Fareham Borough Council, 23rd May 2017

more preferred locations in the borough, this supports the finding that a further route to addressing demand for market housing in Titchfield is through developing policy that allocates sites for self and custom-build development.

RQ5. Given the different housing requirements of people at different stages of life what provision should be made for smaller dwellings?

- 129. Smaller to medium sized dwellings that provide appropriate accommodation for singles, couples without children and families of three individuals. Indeed, the provision of smaller homes could ease the demand for larger family homes by facilitating down-sizing. Moreover, as we have seen, on account of the relative affordability (compared with southern England generally) of dwellings in Titchfield, the provision of more smaller dwellings of 2 and 3 bedroom properties could help overcome affordability issues.
- 130. Below we re-produce SHSHMA Table 52 as figure 18; this provides data at the LHMA level that supports the finding that the over-whelming majority of new homes should be 2 and 3 bed dwellings in the case of market properties.

Figure 18: Estimated Dwelling Requirement by number of Bedrooms (2011 to 2036) – Market Sector

Sub-area	1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms
Eastleigh	7.7%	30.5%	45.5%	16.3%
Fareham (West)	14.3%	45.0%	42.4%	-1.7%
New Forest (part)	7.8%	33.9%	47.9%	10.4%
Southampton	13.6%	30.3%	42.3%	13.8%
Test Valley (part)	10.3%	32.9%	43.5%	13.3%
Winchester (part-west)	6.0%	29.4%	39.5%	25.2%
SOUTHAMPTON HMA	10.5%	31.7%	43.9%	13.9%
East Hampshire (part)	5.6%	27.3%	44.1%	23.1%
Fareham (East)	12.3%	40.6%	44.4%	2.8%
Gosport	10.3%	36.4%	43.0%	10.3%
Havant	8.9%	34.2%	45.2%	11.6%
Portsmouth	10.3%	30.6%	46.8%	12.2%
Winchester (part-east)	5.7%	28.5%	38.6%	27.2%
PORTSMOUTH HMA	10.0%	33.8%	45.0%	11.3%
PUSH	10.2%	32.8%	44.5%	12.5%

Source: Housing Market Model

- 131. Conversely, within the Affordable Sector, one bedroom homes represent over half the recommended requirement.

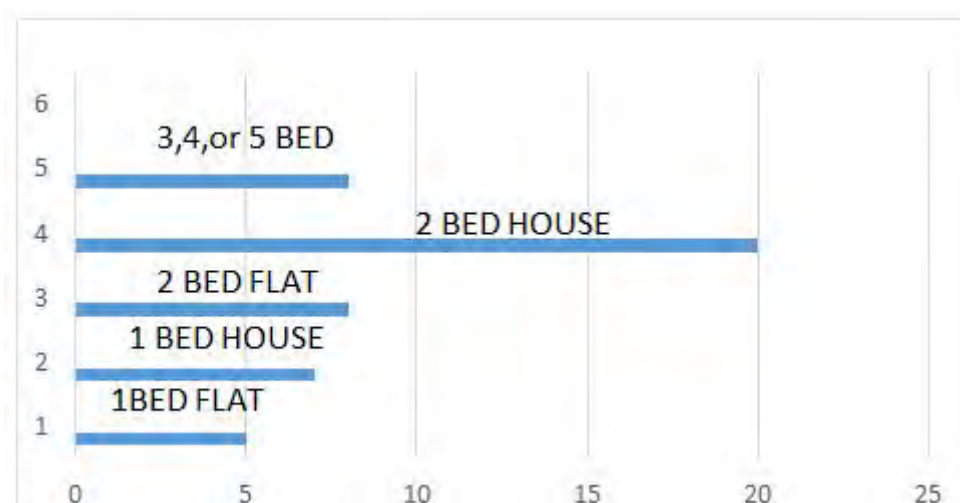
Figure 19: Estimated Dwelling Requirement by number of Bedrooms (2011 to 2036) – Affordable Sector

Sub-area	1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms
Eastleigh	33.0%	43.0%	22.1%	1.9%
Fareham (West)	51.4%	30.8%	15.8%	2.0%
New Forest (part)	33.6%	36.0%	27.5%	3.0%
Southampton	48.0%	31.2%	17.7%	3.1%
Test Valley (part)	45.9%	34.8%	17.9%	1.4%
Winchester (part-west)	43.1%	31.8%	22.6%	2.5%
SOUTHAMPTON HMA	41.5%	35.7%	20.3%	2.5%
East Hampshire (part)	38.3%	40.5%	19.4%	1.8%
Fareham (East)	51.0%	31.1%	16.5%	1.5%
Gosport	56.7%	25.1%	16.5%	1.8%
Havant	41.6%	36.0%	19.6%	2.8%
Portsmouth	41.2%	33.7%	21.9%	3.2%
Winchester (part-east)	44.2%	29.7%	23.8%	2.4%
PORTSMOUTH HMA	45.9%	32.2%	19.4%	2.5%
PUSH	43.8%	33.9%	19.8%	2.5%

Source: Housing Market Mode

132. In figure 20 below, we reproduce the figure from The Report on Housing Questionnaire displaying community preferences for size of dwelling; this clearly shows a preference for 2 bedroom houses in the Titchfield.

Figure 20: What size homes should be included: 1 bedroom flats, 1 bedroom houses, 2 bedroom flats, 2 bedroom houses, Larger properties – such as 3, 4 or 5 bedroom places? (No. responses on x axis)



Source: Report on Housing Questionnaire, Titchfield Neighbourhood Planning Form, May 2017

Housing for older people

133. As we have seen, given the significant increases of people aged 75+ that are forecast, it is appropriate for policy to provide support for a significant quantum of sheltered²⁹ and

²⁹ Sheltered housing (also known as retirement housing) means having your own flat or bungalow in a block, or on a small estate, where all the other residents are older people (usually over 55). With a few exceptions, all developments (or 'schemes') provide independent, self-contained homes with their own front doors. Referred to in our Accommodation Directory as 'housing with support'. There are many different types of scheme, both to rent and to buy. They usually contain between 15 and 40 properties, and range in size from studio flats (or 'bedsits') through to 2 and 3 bedroomed. Properties in most schemes are designed to make life a little easier for older people - with features like raised electric sockets, lowered worktops, walk-in showers, and so on. Some will usually be designed to accommodate wheelchair users. And they are usually linked to an

extra care³⁰ housing as part of the delivery of new housing. Table 8 below estimates the growth in the population of over 75s between 2011 and 2034. As population projections related to age are not available at a lower spatial geography than the borough, we have assumed the increase in the proportion of residents aged over 75 in 2034 will be the same in Titchfield as it is in Fareham. We are aware this may under-estimate the number for the NPA given that, as shown in the table, at the time of the last Census, the proportion is for the NPA is greater than the borough by a full 3 percentage points. Nevertheless, this provides a reasonable estimate of growth.

Table 8: Residents aged 75+ in Titchfield

	2011		2034	
	Fareham	Titchfield	Fareham	Titchfield
Total pop	140,664	2,735	128,062	3,139
Age 75+	10,955	289	20,513	503
% pop	8%	11%	16%	

Source: Census AECOM Calculations

134. In arriving at an appropriate level of housing for older people of different types, we have applied the Housing Learning and Improvement Network's suggested numbers per 1,000 of the 75+ population³¹. The reference is provided below, and we would encourage TNF to peruse this to understand the background and rationale for these calculations.
135. Table 8, shows an estimate of the increase in the numbers of older people aged over the age of 75 stands at 214 (503-289). For the purposes of the calculations that follow we have used a percentage 21.4% (214/1000*100). This will result, over the plan period, in a need for:
- additional conventional sheltered housing units = 60 x 21.4% = 13 (rounded)
 - additional leasehold sheltered housing units = 120 x 21.4% = 26 (rounded)
 - additional 'enhanced' sheltered units, split 50:50 between those for rent and those for sale = 20 x 21.4% = 4

emergency alarm service (sometimes called 'community alarm service') to call help if needed. Many schemes also have their own 'manager' or 'warden', either living on-site or nearby, whose job is to manage the scheme and help arrange any services residents need. Managed schemes will also usually have some shared or communal facilities such as a lounge for residents to meet, a laundry, a guest flat and a garden. <http://www.housingcare.org/jargon-sheltered-housing.aspx> (visited 11/04/17)

³⁰ New forms of sheltered housing and retirement housing have been pioneered in recent years, to cater for older people who are becoming more frail and less able to do everything for themselves. Extra Care Housing is housing designed with the needs of frailer older people in mind and with varying levels of care and support available on site. People who live in Extra Care Housing have their own self-contained homes, their own front doors and a legal right to occupy the property. Extra Care Housing is also known as very or enhanced sheltered housing, assisted living, or simply as 'housing with care'. It comes in many built forms, including blocks of flats, bungalow estates and retirement villages. It is a popular choice among older people because it can sometimes provide an alternative to a care home. In addition to the communal facilities often found in sheltered housing (residents' lounge, guest suite, laundry), Extra Care often includes a restaurant or dining room, health & fitness facilities, hobby rooms and even computer rooms. Domestic support and personal care are available, usually provided by on-site staff. Properties can be rented, owned or part owned/part rented. There is a limited (though increasing) amount of Extra Care Housing in most areas and most providers set eligibility criteria which prospective residents have to meet. <http://www.housingcare.org/jargon-extra-care-housing.aspx> (visited 11/04/17)

³¹ Housing LIN (2011) Strategic Housing for Older People: Planning, designing and delivering housing that older people want, available online at: http://www.housinglin.org.uk/_library/Resources/Housing/SHOP/SHOPResourcePack.pdf

- additional extra care housing units for rent = 15 x 21.4% = 3 (rounded)
 - additional extra care housing units for sale = 30 x 21.4% = 6
 - additional specialist dementia care homes = 6 x 50% = 1 (rounded)
136. The recommendations for increased housing for older people based on the Housing LIN method are robust, but do not take account of current supply. They are the additional units that, assuming the necessary resources exist, should be provided to deal with the increase in the population of older people set out in this document. An audit of current provision would be essential before investing further resources in specialist housing for older people.
137. Below we reproduce a table provided by FBC that provides data concerning supply at the borough level. This supports the conclusion there is a significant under-provision of specialist accommodation for older people.

Figure 21: SHOP Forecasts for Specialist Accommodation in Fareham

Accommodation Type	Ratio per 1,000 of 75+ population	Current Demand (2014) Units	Current Supply (2014) Units	Current Shortfall/ Surplus	Future Demand (2025) Units	Future Requirement (2025)* (including shortfall)
Sheltered	125	1,488	1,183	-305	2,213	1,335
Enhanced Sheltered	20	234	46	-188	354	469
Housing with Care eg Extra Care	25	298	0	-298	443	741
Residential Care	65	774	465	-309	1,115	959
Nursing Care	45	536	514	-22	797	305
All Types	~	3,330	2,208	-1,122	4,922	3,836

Source: Housing LIN SHOP Toolkit. Ratios from ‘More Choice; Greater Voice’ Report

4.1.1 Retirement villages

138. Projects that involve the delivery of multiple homes satisfy the desire on the part of many older people to live in an environment with people facing similar challenges; retirement villages are often a cost-effective means of delivering sheltered and extra care housing together with the facilities and services these settlements imply. Given the numbers of units that result from the LIN analysis, it may not be justified to consider the delivery of such a village at the neighbourhood level, but contribute to dialogue at the borough level about how this need should be addressed, possibly identifying a site that would address wider need.
139. Issues of viability have been raised, given the nature of the facilities required, and the need for space within each home to be suited to the needs of older occupants. It is therefore appropriate for dispensations of affordable housing quotas to be taken into consideration, as well as Community Infrastructure Levy, working within the Local Authority’s policy framework.

4.1.2 Senior Co-housing

140. Co-housing has been identified as being particularly suited to the needs of older residents. It offers a way for a group of people with similar interests and needs to come together to create an environment suited specifically to their needs. Moreover, it can be designed to help address one of the most important issues for older people: isolation and loneliness. A number of successful case studies exist of both projects developed specifically with the needs of older people in mind, and others that encourage multi-generational housing, such as Featherstone Lodge in Forest Hill³² and LILAC in Leeds³³. In the first example, the design facilitated the creation of public areas that encouraged social interaction between members of the community, moreover, a 'common house' was built in the grounds of the scheme that provided a shared space in which people could come together for meeting and shared activities.

4.1.3 Multi-generational homes

141. Multi-generational living has been identified as a possible solution not only for older people, but all generations where it makes financial sense to share accommodation, particularly younger people who are struggling to set up their own house-holds. This gives rise to not only designs for new homes, but conversions to existing dwellings, introducing internal subdivisions and peripheral extensions to create internal layouts that balance the private needs of different generations with the benefits of over-lapping, shared communal spaces.³⁴ The phenomenon of the aging population has an up-side; with increases in the quality of health-care, older people are able to live active lives for longer, the so-called 'third age' after retirement when people still want to live fully active lives. Within a household or community where tasks and facilities are shared, they are in a good position to take on both voluntary and paid work, for example looking after grandchildren or taking care of the elderly.

4.1.4 Lifetime Homes

142. Many local authorities incorporate policy into their Local Plans that a proportion of new homes should be built according to 'lifetime homes' principles; these are ordinary homes incorporating 16 Design Criteria that can be universally applied to new homes at minimal cost, for example parking that makes getting in and out of the car as simple as convenient as possible and ensuring movement in hallways and through doorways should be as convenient to the widest range of people, including those using mobility aids or wheelchairs, and those moving furniture or other objects.³⁵

³² <http://www.featherstonecohousing.co.uk/> (visited 12/04/17)

³³ <http://www.lilac.coop/> (visited 12/04/17)

³⁴ RIBA, *Silver Linings, The Active Third Age and the City*, Page 17-18

³⁵ <http://www.lifetimehomes.org.uk/pages/about-us.html>

4.1.5 Planning flexibility

143. Planning policy can be mobilized to help properties to become more adaptable in the context of an increasingly elderly population. This includes allowing the conversion of conventional dwellings or groups of dwellings (for example terraced housing) into multiple homes, particularly where additional features are included to address 'lifetime homes' criteria and to encourage interaction with the wider community. This can incorporate bigger community open space as a result of joining up different gardens.³⁶ This is not dissimilar the phenomenon of 'alley-gating' where alleyways between the backs of terraced housing have been gated off, and turned into shared community spaces.

4.1.6 Lifetime neighbourhoods

144. Creating an environment in which older people feel both welcome and comfortable does not end at the front door. Research exists that considers Life-time neighbourhoods, in which the public realm is designed to address the needs of older people, and activate the benefits they can bring in supporting local businesses and encouraging improved public realm for everyone, for example more greenery and more walkable, better connected places.

4.1.7 The role of the Local Authority

145. As suggested above, it is appropriate for the neighbourhood group to work closely with the LPA to develop policy and approaches to address the need for housing for elderly people in the area. The LPA is under an obligation through national policy to address the needs of older people,³⁷ it is therefore appropriate they should play the strategic role in co-ordinating efforts by housing providers, adult care services, primary care and health trusts, private and third sector organisations to meet the housing needs of older people across the district.

³⁶ Gobber, S, *A Bright Grey Future*, Urban Design Group Journal, Spring 2016, page 29

³⁷ NPPF, para 50

RQ6. What type of housing is appropriate?

146. This considers demand for dwellings of different types (terrace, semi, bungalows, flats and detached) based evidence from local Estate Agents and surveying work carried out by the community.
147. Initially, however, it is worth reviewing the distribution of dwellings types at the time of the last Census. From this it is clear preponderance of housing, as distinct from flats, is apparent.

Table 9. Accommodation type (households) in Titchfield, 2011

Dwelling type		Titchfield	Fareham	England
Whole house or bungalow	Detached	35.5%	36.0%	22.4%
	Semi-detached	31.8%	31.8%	31.2%
	Terraced	22.3%	19.0%	24.5%
Flat, maisonette or apartment	Purpose-built block of flats or tenement	7.5%	11.3%	16.4%
	Parts of a converted or shared house	1.3%	0.8%	3.8%
	In commercial building	1.6%	0.7%	1.0%

Source: Census 2011, AECOM calculations

148. To answer the question as to whether this balance of types is suited to current demand, we turn to interviews with Keys and Domum. There is broad agreement that the greatest demand is for bungalows, semi-detached and detached dwellings. This suggests the current housing stock broadly reflects current demand.

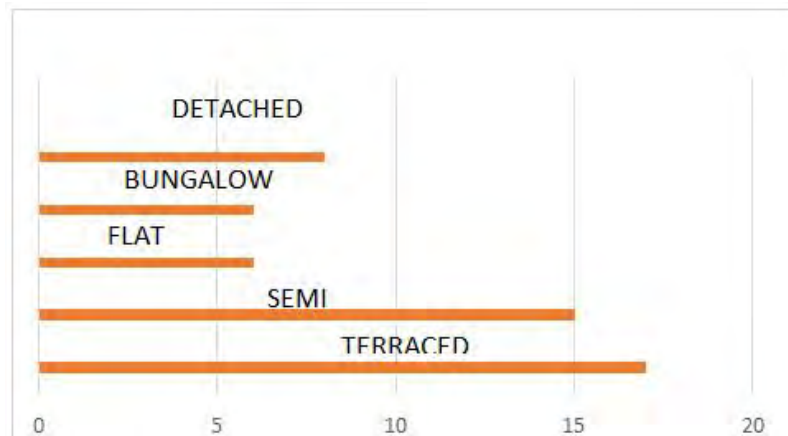
Table 10. Local Agent Survey: What is the current demand (2016) in terms of housing types? Please assign 1 to 5 for each type of housing to indicate the level of demand where 1 equals very high demand, and 5 very low demand.

Agent Name	Bungalow	Flats	Semi-detached	Detached	Terrace	
Keys Property		3	4	2	1	3
Domum		2	4	3	2	3

Source: AECOM research

149. These findings can be compared with feedback set out in the TNPF's Report on Housing Questionnaire; this shows that those types of housing that residents would most support are detached (adding 'bungalows' and 'detached' homes together for the purposes of making comparisons with the Census data), terraced and semi-detached homes. Again, this would support the finding that the distribution of the current housing stock among the different types of dwelling is broadly consistent with local demand.

Figure 22: What sort of homes would you like to see included in the Plan: terraced houses, semi-detached, bungalows, flats or detached houses? (Responses in x axis)



Source: Report on Housing Questionnaire, Titchfield Neighbourhood Planning Form, May 2017

5. Market Signals

150. The PPG highlights the importance of taking market signals into account when assessing housing need, given they provide an indication of the balance between demand and supply. This is particularly important to consider given the significant and well-documented changes in the housing market over recent years, which were exacerbated by the economic downturn and subsequent issues in obtaining mortgage finance.
151. The PPG states: The housing need number suggested by household projections (the starting point) should be adjusted to reflect appropriate market signals, as well as other market indicators of the balance between the demand for and supply of dwellings. Prices rising faster than the national/local average may well indicate particular market undersupply relative to demand.
152. These market signals relate to trends discernible within the housing market, and broader economic trends that have an impact on the housing market.
153. The PPG goes on to assert that where there is evidence of an imbalance in supply and demand, an uplift in planned housing numbers – compared to those derived solely from household projections – is required in order to increase the supply of housing to meet demand and tackle affordability issues.
154. This includes comparison with longer term trends (both in absolute levels and rates of change) in the: housing market area; similar demographic and economic areas; and nationally. A worsening trend in any of these indicators will require upward adjustment to planned housing numbers compared to ones based solely on household projections.
155. In areas where an upward adjustment is required, plan makers should set this adjustment at a level that is reasonable. The more significant the affordability constraints

(as reflected in rising prices and rents, and worsening affordability ratio) and the stronger other indicators of high demand (e.g. the differential between land prices), the larger the improvement in affordability needed and, therefore, the larger the additional supply response should be.

156. To establish the condition of the current housing market in the NPA, a number of quantitative factors were therefore analysed. These include extrapolating data prepared as part of the evidence base for wider areas, as well as applying wider trends to the established population of Milton.
157. These were supplemented by judiciously used qualitative data obtained from local agents to create an overall depiction of Titchfield's Housing market at a more nuanced level than available through higher level deliberation, such as though PLHMA data.
158. These market signals are therefore used to adjust the HNA to anticipate discernible trends and respond to projections likely to influence future demand. As a result, information discerned in the previous chapter is also included in the final conclusions of this section, notably demographic trends, to generate a more holistic overview.
159. The following market signals are reviewed:
 - Employment trends;
 - Housing transactions (prices);
 - Housing transactions (volume);
 - Overcrowding;
 - Concealment; and
 - Rate of development (change in housing stock);

5.1 Employment trends

160. Local employment trends can greatly influence housing needs as employment opportunities can stimulate demand in the local area. On the other hand, a relative lack of growth can negatively affect house prices as dwellings located far from employment opportunities may be less attractive to those in full time work.
161. Table 10 shows that Titchfield's proportion of economically active residents is lower than Fareham and England, and the proportion of economically inactive residents is higher than the local and national levels. Full-time employee levels in the NPA are significantly greater than the national rate, whilst lower than the local average. Levels of retired people are higher than the local average and national averages. The proportion of students is less than across England of the borough as a whole.

Table 10: Economic activity in Titchfield, 2011

Economic Category		Titchfield	Fareham	England
Economically active	Total	68.9%	72.7%	69.9%
	Employee: Full-time	36.6%	42.4%	13.7%
	Employee: Part-time	14.2%	15.2%	38.6%
	Self-employed	12.3%	9.3%	9.8%
	Unemployed	3.2%	2.6%	4.4%
	Full-time student	2.6%	3.2%	3.4%
	Economically inactive			
Total	31.1%	27.3%	30.1%	
Retired	18.9%	17.3%	13.7%	
Student	3.2%	3.4%	5.8%	
Looking after home or family	3.6%	3.2%	4.4%	
Long-term sick or disabled	2.9%	2.2%	4.1%	
Other	2.6%	1.2%	2.2%	

Source: ONS, Census 2001 and 2011 AECOM calculations

162. Titchfield lies within the Solent Local Enterprise Partnership (SLEP); SHMA Table 21 reproduced below as Figure 23 profiles the expected growth in employment and Gross Value Added (GVA) within the SLEP. The forecasts show 2.7% per annum economic growth across the PUSH area, which sits between that forecast for the region and at a national level. This translates into 0.8% compound annual growth rate (CAGR) in employment – consistent with that forecast nationally.

Figure 23: Econometric Forecasts for Solent LEP, 2011-30**Table 21: Econometric Forecasts for Solent LEP, 2011-30**

	Total Employment, Jobs	Resident Employment, People	CAGR, Employment	CAGR, GVA
Eastleigh	9,500	9,800	0.7%	3.3%
Fareham	9,000	9,200	0.8%	2.9%
Gosport	5,800	3,900	1.1%	2.8%
Havant	10,000	6,900	1.1%	2.7%
IOW	7,600	11,300	0.6%	2.1%
Portsmouth	11,800	10,900	0.5%	2.0%
Southampton	23,500	18,100	1.0%	2.9%
East Hampshire	100	1,300	0.1%	2.1%
New Forest	2,500	6,900	0.4%	2.0%
Test Valley	4,600	2,800	1.3%	2.9%
Winchester	17,400	5,200	1.7%	3.5%
PUSH	97,700	86,300	0.8%	2.7%
South East			0.9%	2.8%
UK			0.8%	2.6%

Source: GLH Analysis of Oxford Economics 2015 forecasts

163. The Oxford Economics (OE) model translates these levels of employment growth into forecasts for expected population growth and housing need (based on occupied dwellings). SHMA Figure 17 reproduced below as figure 24 compares two demographic-led scenarios for housing need against the OE economic-led scenario. The SHMA states that Scenario 2 uses the more recent evidence from the 2013 and 2014 mid-year estimates and is therefore considered as the most appropriate demographic-led scenario³⁸. Relative to Scenario 2 the economic evidence points to higher housing need in Fareham East. This evidence would suggest that an uplift in housing provision may be suitable in the Titchfield NPA based on the economic projections.

³⁸ SHMA, Page 105

Figure 24: Housing Need from Economic and Demographic-Led Scenarios – 2011-30 per Annum**Figure 17: Housing Need from Economic and Demographic-Led Scenarios – 2011-30 per Annum**

	SCEN1	SCEN2	OE
East Hampshire (part)	78	67	85
Fareham East	306	295	318
Gosport	288	321	372
Havant	365	428	408
Portsmouth	802	709	617
Winchester (part-east)	67	58	92
PUSH EAST	1,905	1,879	1,893
Eastleigh	523	546	527
Fareham West	106	110	120
New Forest (part)	210	198	154
Southampton	865	1,066	934
Test Valley (part)	128	180	177
Winchester (part-west)	88	71	117
PUSH WEST	1,919	2,171	2,029
Isle of Wight	567	570	708
PUSH TOTAL	4,391	4,620	4,630

Source: GL Hearn Analysis

164. Table 11 below shows the average commuting distance for Titchfield residents is 14.9km, major employment centres within this average commuting distance include Fareham, Portsmouth, Gosport and Southampton. It is reasonable to assume that growth in these centres and the wider Solent area will impact the Titchfield NPA.

Table 11: Distance to work

Location of work	Titchfield	Fareham	England
Less than 10km	44.5%	51.6%	52.3%
10km to less than 30km	24.3%	22.6%	21.0%
30km and over	7.8%	7.3%	8.0%
Work mainly at or from home	14.5%	9.9%	10.3%
Other	8.8%	8.5%	8.5%
Average distance travelled to work	17.1km	15.9km	14.9km

Source: ONS, Census 2001 and 2011 AECOM calculations

165. The Solent Strategic Economic Plan (SEP)³⁹ is SLEP's overarching plan for growth through to 2020, setting the overall context and priorities for other more detailed plans and strategies that help to achieve economic growth. It should be noted that this is an aspirational document used to bid for funds, and has not been fully tested at examination; the information should be used cautiously.

³⁹ Solent Local Enterprise Partnership, Transforming Solent, Solent Strategic Economic Plan 2014-20 (January 2014)

166. The SEP sets a target of creating an additional 15,500 new jobs in the SLEP by 2020. One of the key objectives of the plan is to support the continued growth of the Solent Enterprise Zone (SEZ) at Daedalus Airfield with view to delivering 3000 jobs on the site by 2026. The SEZ is located between Portsmouth and Southampton, approximately 5km from Titchfield Village.
167. In February 2017, Communities Secretary Sajid Javid announced £31.02 million of funding for the Solent. SLEP hopes to use £25.7m of the funding to bring forward the Stubbington Bypass, which is hoped will transform connectivity of the SEZ and the wide area. SLEP will use the remaining funding to establish a Solent Productivity Investment Fund for the area, enabling the SLEP to invest in local skills and infrastructure projects. This latest award of Local Growth Funding is on top of £151.9m of Growth Deals funding already awarded to the SLEP. The total award could see 6,500 jobs created, 12,000 homes built and attract £600 million in additional investment over the next 5 years⁴⁰.

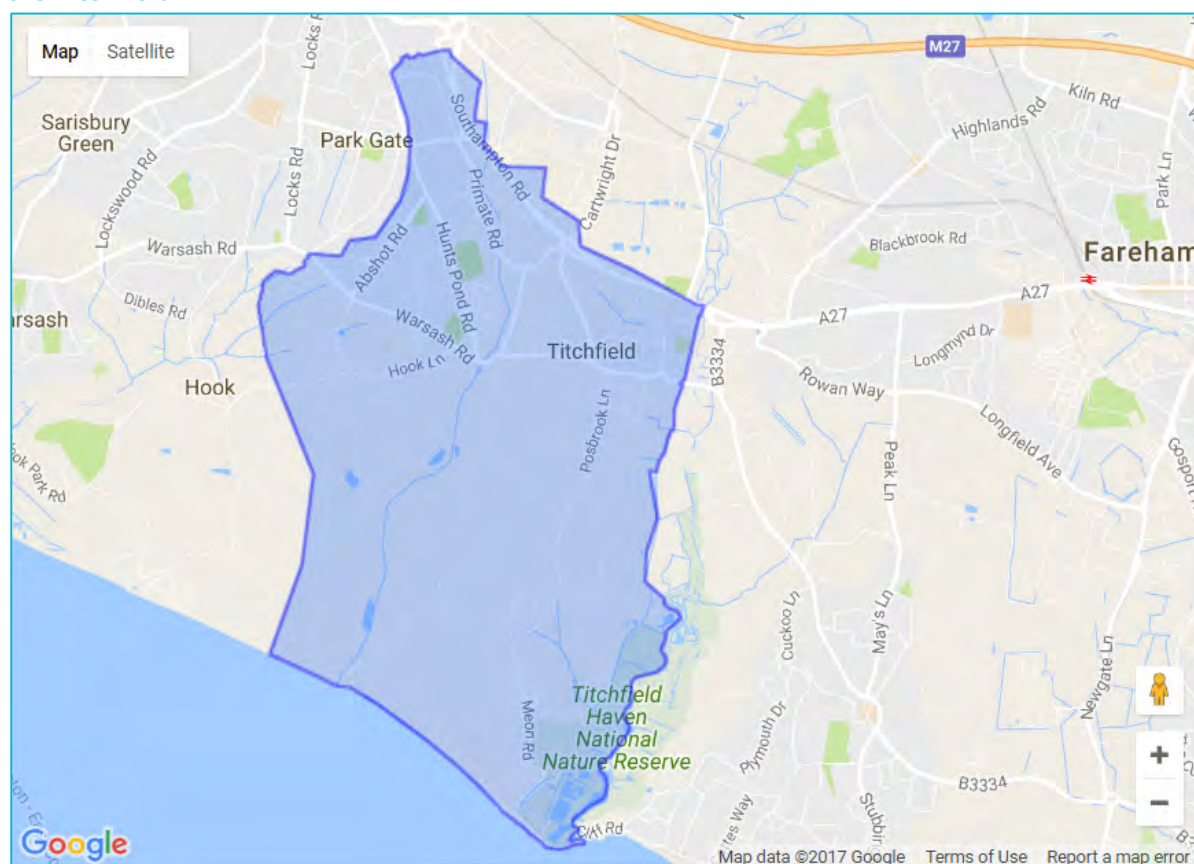
5.2 Housing transactions (prices)

168. The PPG advises that house prices should be used as an indication of the strength of demand for housing, and adequacy of supply to meet demand⁴¹. The PPG states house prices can be used to provide a 'market-base' enabling: *"the identification of areas which have clearly different price levels compared to surrounding areas. The findings provide information about differences across the area in terms of the price people pay for similar housing, market 'hotspots', low demand areas and volatility."*
169. To assess the housing market in the Titchfield NPA, data from the Land Registry was analysed. This data provides price paid, housing type and date of transaction information which allows housing market trends to be identified. To replicate the NPA, the "PO14 4" sub postcode area was used, as shown in Figure 25, collecting data for all housing transactions between 2005 and 2016. Although this data set does not directly reflect the NPA, this data source was the closest reasonably available at a replicable scale and provided a 2093 sample size.

⁴⁰ Solent Local Enterprise Partnership (SLEP) <https://solentlep.org.uk/what-we-do/news/3102m-cash-boost-for-the-solent-to-help-create-local-jobs-and-growth>

⁴¹ <https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments>

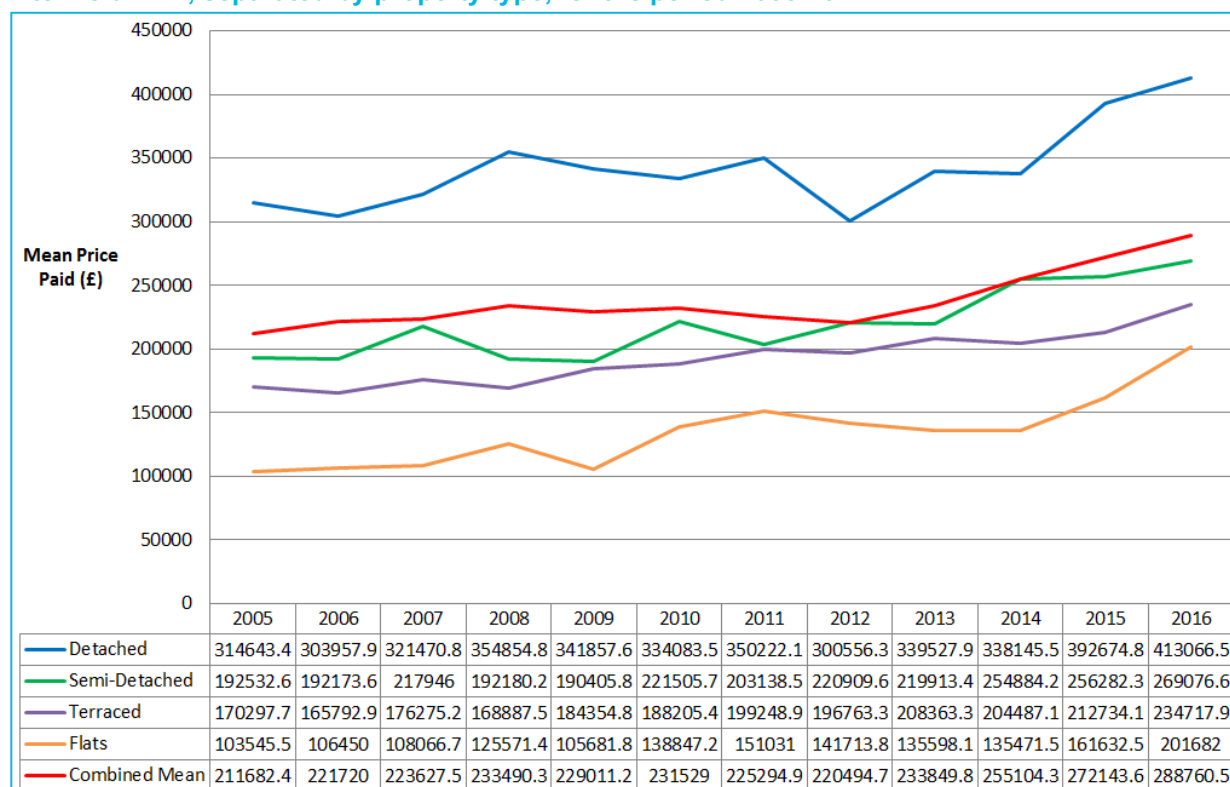
Figure 25: A map showing the extent of the P014 4 postcode area, used as a proxy for the Titchfield NPA



Source: Geopunk.com <http://www.geopunk.co.uk/postcode-district/PO14-4>

170. Figure 26 below shows the annual mean property prices in the NPA, separated by property type. Table 12 shows the percentage change in the annual mean property prices between 2005 and 2016. The data shows between 2005 and 2016 the average house price for all property types rose. Detached properties were consistently the most expensive property type, significantly higher than the combined mean. The prices for semi-detached, terraced or flats all failed to noticeably surpass the combined mean throughout the period.

Figure 26: Mean Price Paid Data showing annual mean property prices in the Titchfield NPA, separated by property type, for the period 2005-201



Source: Land registry, AECOM Calculations

Table 12 Percentage change in the annual mean property prices between 2005 and 2016.

Property Type	Percentage Change
Detached	31%
Semi-Detached	40%
Terraced	38%
Flats	95%
Combined	36%

Source: Land registry, AECOM Calculations

- 171. Flats experienced the greatest price increase over the period with the average price almost doubling, although the initial low base must be noted. Detached properties were the only property type to experience an increase below the combined mean; however this is likely due to the significantly higher starting point.
- 172. The SHSHMA describes Fareham’s median house prices as relatively high when compared to the other surrounding authorities⁴². Appendix R from the SHSHMA Appendices reproduced below as Figure 27 shows the House Prices for the whole of

⁴² SHMA Update, page 75

Fareham. When we compare these prices to the prices for Titchfield over the same time period as shown above in figure 26 we can see that each of the property types are more expensive in Titchfield than the Fareham average. This would indicate that the mean house price in the NPA is higher than the average house value in Fareham.

Figure 27: SHMA Appendix R: House Prices by Type (Districts, Apr 2012 – Mar 2013)

	Detached	Semi - Detached	Terraced	Flat
East Hampshire (Part)	£290,000	£215,750	£170,000	£123,000
New Forest (Part)	£249,999	£191,000	£165,000	£139,000
Test Valley (Part)	£346,250	£227,475	£206,667	£210,000
Winchester	£387,167	£231,000	£210,750	£140,167
Eastleigh	£300,000	£205,875	£177,000	£138,000
Fareham	£293,125	£208,744	£168,248	£126,100
Gosport	£277,000	£165,500	£130,500	£106,687
Havant	£295,500	£195,667	£150,050	£110,500
Portsmouth	£318,750	£182,250	£149,467	£120,800
Southampton	£219,583	£177,125	£147,667	£125,600

Source: GLH Analysis of HMLR Data

Source: SHMA, Version 1: January 2014 Appendices Page 19

5.3 Housing transactions (volume)

173. The Land Registry data reveals the relative proportion of different housing typologies sold between 2005 and 2016; this is set out in Table 13. The table shows the number of transactions for detached, semi-detached and terrace is relatively balanced, with the proportion of transactions for flats being noticeably lower.

Table 13: Volume of housing transactions in the 'PO14 4' sub post code area between 2005 and 2016

Housing Type	Count	Proportion
Detached	607	29%
Semi-detached	595	28%
Terrace	647	31%
Flat	244	12%
Total	2093	100%

Source: Land Registry, AECOM Calculations

174. Terraced housing comprised 31% of all transactions in the 2005-2016 period, however as shown in Table 14 terraced housing only accounts for 22.3% of the housing stock. This data would indicate that terraced housing has a relatively high turnover rate in the area, suggesting terraced housing is both in high demand, but also frequently traded, identifying its status as a transitional property type.

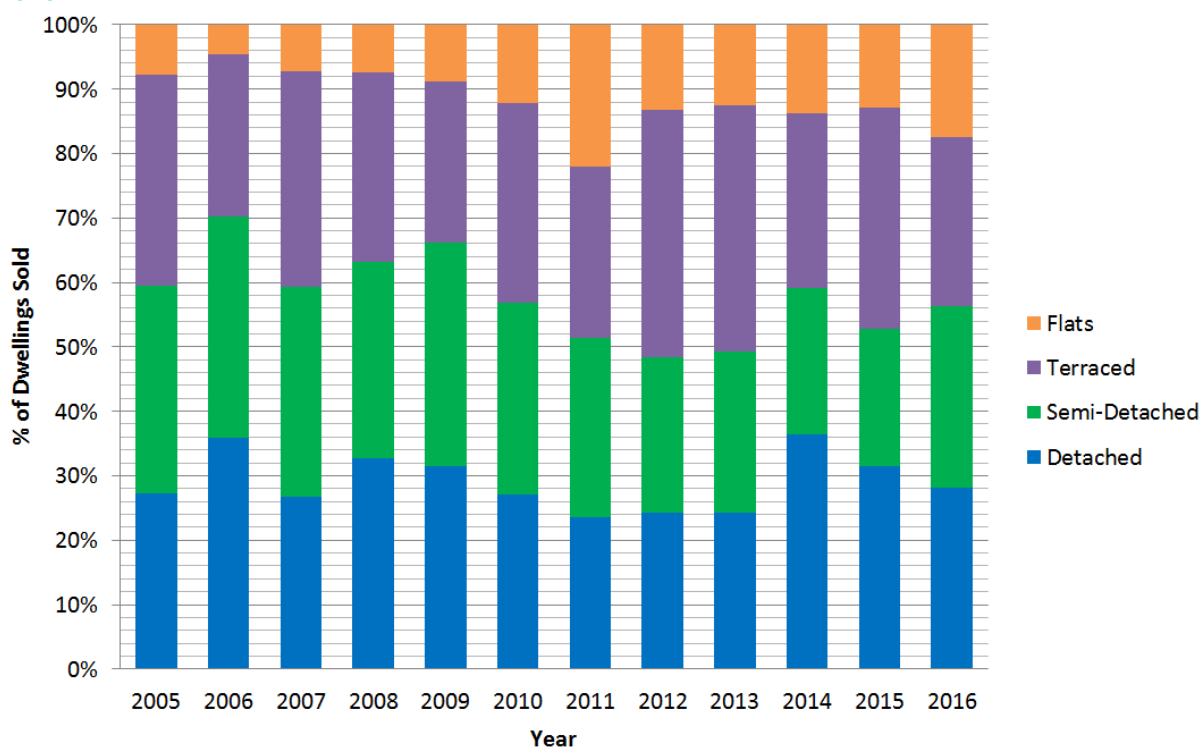
Table 14: Accommodation type (households) in Titchfield, 2011

Dwelling type		Titchfield	Fareham	England
Whole house or bungalow	Detached	35.5%	36.0%	22.4%
	Semi-detached	31.8%	31.8%	31.2%
	Terraced	22.3%	19.0%	24.5%
Flat, maisonette or apartment	Purpose-built block of flats or tenement	7.5%	11.3%	16.4%
	Parts of a converted or shared house	1.3%	0.8%	3.8%
	In commercial building	1.6%	0.7%	1.0%

Source: Census 2011, AECOM Calculations

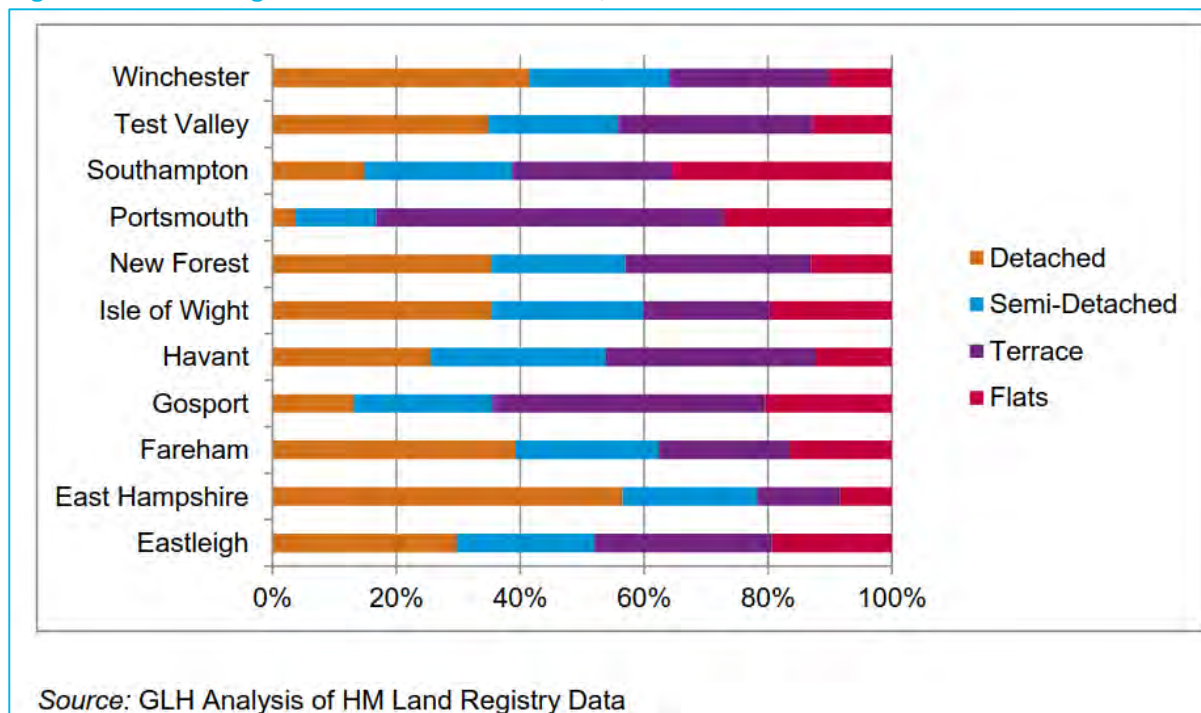
175. We can use figure 28 and figure 29 below to compare the relative proportion of property types sold in both Titchfield and Fareham in 2014. The graphs show the mix of properties sold in Titchfield is largely in line with the mix sold in the borough. This would suggest that within the NPA no housing type is currently experiencing a demand beyond that which is already ready present at the district level. Therefore, there is no need to adjust the proportion of housing types provided within the NPA.

Figure 28: The relative proportions of housing typologies sold, shown as a percentage of the annual total of housing sold, separated by year for the period 2005-2016.



Source: Land Registry, AECOM Calculations

Figure 29: SHMA Figure 23: Mix of Homes Sold, 2014



Source: PUSH, SHMA, Objectively-Assessed Housing Need Update (April 2016)

5.4 Overcrowding

176. Another indicator of demand in the housing market is shown by the prevalence of overcrowding in the NPA. This is because demand for housing in the area can manifest itself in the over occupation of housing stock as increased demand does not always result in an increase in supply; moreover, people are willing to live in unsuitable accommodation in order to live in an attractive place.
177. Table 15 below shows the change in house size over the census period. An increase in the number of households and a decrease in population have resulted in the average household size within the NPA decreasing at a rate almost double that found within the borough as a whole.

Table 15: Change in household numbers and size in Titchfield, 2001-2011

Key indicator	Percentage change, 2001-2011		
	Titchfield	Fareham	England
Population	-3.8%	3.3%	7.9%
Households	2.3%	6.9%	7.9%
Household Size	-6.0%	-3.3%	0.0%

Source: ONS, Census 2011 AECOM calculations

178. Table 16 below shows the change in the number of persons per room over the census period. The number of households with 1 or more persons per room in Titchfield has remained constant, contrasting the increase found at a national and local level. These

figures for household size and persons per room seem to suggest that overcrowding isn't a significant issue in the NPA.

Table 16: Trends in number of persons per room in Titchfield, 2001-2011

Persons per room	Titchfield	Fareham	England
Up to 0.5 persons per room	5.0%	10.4%	7.9%
Over 0.5 and up to 1.0 persons per room	-10.7%	-4.2%	7.0%
Over 1.0 and up to 1.5 persons per room	0.0%	23.3%	27.3%
Over 1.5 persons per room	0.0%	11.9%	2.5%

Source: ONS, Census 2011 AECOM calculations

5.5 Concealment

179. The prevalence of concealed families can be a potential indicator of a lack of affordability. A concealed family is a family living in a multi-family household, in addition to the primary family, such as a young adult couple living with parents. These are often people who have difficulties affording a home of their own. Table 17 below shows the level of concealment in the NPA is lower than the national average, at the same level found within the borough as a whole. These figures would suggest that unaffordability is not a major issue affecting younger families within the NPA.

Table 17: Concealed families in Titchfield, 2011

Concealed families	Titchfield	Fareham	England
All families: total	835	34,288	14,885,145
Concealed families: total	9	393	275,954
Concealed families as % of total	1.1%	1.1%	1.9%

Source: ONS, Census 2011 AECOM calculations

5.6 Rate of development (change in housing stock)

180. The Fareham Borough Authority Monitoring Report 2015 – 2016⁴³, provides details on housing delivery for Fareham. Table 2 of the report reproduced below as figure 30 sets out annual housing completions since the beginning of the Core Strategy plan period in 2006-07. The table demonstrates that the LPA has considerably over delivered against its adopted Local Plan targets. This has been largely attributed to a significant housing windfall. Housing windfall sites are those which have not been specifically identified as available in the Local Plan process but have unexpectedly become available.

⁴³ Fareham Borough Authority Monitoring Report 2015 – 2016, http://www.fareham.gov.uk/PDF/planning/local_plan/AMR2015_2016Final.pdf

Figure 30: Annual housing completions in Fareham Borough, 2006 – 2016

Table 2: Annual housing completions in Fareham Borough, 2006 – 2016

Year	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	Total
Housing completions ³	608	546	318	188	339	315	391	152	285	367	3,509
Housing Requirement	340	340	340	340	340	252	252	252	252	147	2,855
Annual Balance	+268	+206	-22	-152	-1	+63	+139	-100	+33	+220	+654

Source: Fareham Borough Authority Monitoring Report 2015 – 2016

181. Turning now to look at housing completions within the NPA, according to data supplied by the local authority, there were 6 new dwellings delivered in Titchfield between 2011 and 2016. Therefore, of the 1,510 homes delivered across the borough over this time period, 0.4% of all new homes were built in the plan area. This represents a relatively low rate of development given that, at the last census, homes in the NPA accounted for approximately 2.6% of the borough total. Local Plan Policy supporting development in the borough’s urban centres goes some way to explaining this lack of development.

6. Conclusions

6.1 Quantity of Housing Needed

Table 18: Summary of factors specific to Titchfield with a potential impact on neighbourhood plan housing

Factor	Source(s) (detailed in Chapter 5)	Possible impact on future housing need	Rationale for judgement
Employment trends	SHMA, Census 2011, Solent Strategic Economic Plan	↑	<p>Titchfield's proportion of economically active residents is lower than local and national levels.</p> <p>However evidence from Oxford Economics points to higher housing need in Fareham East based on an economic led scenario.</p> <p>There is also evidence of potential job growth in the economic centres within commuting distance, associated with the Solent Enterprise Zone, the Stubbington Bypass and the Solent Productivity Investment Fund.</p>
Housing Transactions (Prices)	Land Registry Price Paid Data for 2005-2016, Census 2011 data, SHSHMA	↑↑	<p>The price paid data sourced from the Land Registry indicates that the combined mean price for houses has increased in the Titchfield NPA, rising approximately 36% between 2005 and 2016.</p> <p>Average price paid values for all housing types in the NPA exceed the district average which is described in the SHSMA as relatively high.</p>
Housing Transactions (Volume)	Land Registry Price Paid Data for 2005-2016, Census 2011 data, SHSHMA	↔	<p>The propositional levels of housing typologies sold in the Titchfield NPA matched the levels sold at the district level. This suggests there is no mismatch between the demand for different housing types within the NPA compared to the district level.</p>
Overcrowding	Census data 2001, 2011	↓	<p>The average household size in the NPA has decreased. The proportion of households in the Titchfield NPA with 1 or more persons per a room has remained constant, contrasting the raise seen at the local has and national level.</p>
Concealment	Census Data 2001, 2011	↔	<p>The proportion of concealed families within the NPA (1.1%) is equal to the proportion found at the district level and lower than the national average (1.9%). There is no evidence to suggest an adjustment</p>


Rate of development	Fareham Borough Authority Monitoring Report 2015 – 2016, LPA Data		needed based on this indicator. Fareham has significantly over delivered against its adopted Local Plan housing targets. Titchfield NPA has only contributed towards 0.4% of the total amount of housing delivered in the borough. This is consistent with local Planning Policy which focuses residential development in urban areas.
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Table 19: Summary of local factors specific to Titchfield with a potential impact on neighbourhood plan housing characteristics

Factor	Source(s) (see Chapter 4)	Possible impact on housing needed	Conclusion
Affordable Housing	Census, SHSHMA; Home.co.uk ; Housing Waiting List	<p>A loss of 5 Affordable homes between the 2001 and 2011 Censuses.</p> <p>The 'Affordability Ratio' of 8.4 suggests market housing is not affordable to most people in the borough.</p> <p>Housing for private rent is affordable for roughly half of all households.</p>	<p>Despite the limited number of affordable homes, and evidence of demand, there is no need for Titchfield to set its own affordable housing target;</p> <p>There is scope for the NDP to express in policy how affordable housing should be apportioned to the different affordable housing types;</p> <p>An appropriate response to affordability is to support the delivery of more affordable market homes (for sale and rent);</p> <p>A higher proportion of affordable housing should be allocated to intermediate projects than is the case for the borough as a whole;</p> <p>Starter homes may be used as a policy instrument to increase the numbers of family households; with this in mind fulfilling the 'policy expectation' of 10% of dwellings on new build sites is appropriate.</p>
Demand/ need for smaller dwellings	SHSHMA, Census	<p>Affordability improves substantially as the size of dwellings falls;</p> <p>A decline in the proportion of the population represented by those of parental age;</p> <p>The overwhelming majority of new market properties should be 2-3 bedrooms in size;</p>	<p>The NDP should support the delivery of smaller dwellings to create opportunities for young families to settle in the area to support settlement vitality and viability.</p>

The majority of affordable homes should be 1 and 2 bedroom.

Demographic Change	Census, SHSHMA	A substantial forecast increase in those aged 75+	Given the projected increase of 214 residents aged 75+ in the NPA, the following types of dwellings are appropriate: 13 additional sheltered housing units 13 (rounded); 26 additional leasehold sheltered housing units; 4 additional 'enhanced' sheltered units, split 50:50 between those for rent and those for sale; 3 additional extra care housing units for rent; 6 additional extra care housing units for sale; 1 additional specialist dementia care home
Family-sized housing	Census	Decline in the number of family homes of 4-6 habitable rooms	A legitimate policy aim is to enable people to access housing suitable for growing families as well as those on higher incomes who can afford larger dwellings.
Tenure of housing	Census	Increase in private rented dwellings between the 2001 and 2011 Censuses	The NDP should seek Build to Rent (BTR) dwellings to increase access to affordable market dwellings.

Housing needs

Current stock of dwellings

The 2011 census showed that there were 1275 dwellings in Titchfield. This may not be exactly the same Titchfield that is delineated in our neighbourhood plan! but it is close enough to give a good idea.

The census also showed the percentage owned and rented, as shown below, compared to Fareham as a whole

	Titchfield %.	Fareham %
Owned.	73.3.	80.4
Shared ownership.	0.2.	0.6
Social rented.	13.	8.1
Private rented.	12.2.	16.8

The different types of dwellings are shown as a percentage and from that the actual numbers can be seen:

	%.	Number
Detached.	35.5.	453
Semi-detached.	31.8.	405
Terraced.	22.3.	284
Flats, maisonettes, apartments.	7.5.	96
Shared homes.	1.3.	20
In commercial buildings.	1.6.	20

To this number must be added another six houses built since 2011 and the 14 apartments completed at Titchfield Meadows, bottom of Southampton Hill in 2017.

The proposed development at Friary Meadows, near St. Margaret's roundabout is scheduled to be completed by December 2018. This was originally called a "care village". But is now a "retirement village".

The developers are not able to say exactly how many of each type of dwelling will be built. It depends on demand. but a cautious estimate shows 6 town houses, 7 bungalows and 73 apartments. If that transpires the housing stock by the end of 2018 might be as follows:

Detached.	466
Semi - detached.	411
Terraced.	284
Flats, maisonettes, apartments.	183
Shared homes.	17
In commercial buildings.	20
Total.	1381

A Brief History of Titchfield - the Medieval Ages to 1781

- In the Medieval Ages, Titchfield was the most important port on the south coast between Southampton and Chichester until the founding of Portsmouth and the growth of Fareham as a community.
- The Town of Titchfield is situated on the west bank of the River Meon, 2 miles from the Solent. The River Meon was used, throughout history, for access to settlements in the Meon Valley, from the Bronze Age onwards. It has been identified as an important, but small, port from the early Anglo-Saxon period.
- The ancient Parish of Titchfield stretched from the river Hamble in the west to Portsmouth harbour in the east, and from Wickham and Bishops Waltham in the north to the Solent in the south. It was the largest Parish in the whole of Hampshire. The Parish included the south-west corner of the Forest of Bere and was a mixture of woodland and heathland.
- About half-a-mile westward from the west bank of the Meon, just to the north of the town, a late Iron-Age/Romano British Settlement has been identified, yet to be excavated.
- The earliest known settlers of the lower Meon Valley were the Jutes, who were conquered by the Anglo-Saxons. The Jutes were, also, occupants of the Isle of Wight.
- St. Wilfrid founded St. Peter's Church in 680AD, the oldest church on the South Coast. Parts of the Church Tower are of Anglo-Saxon origin, using Roman tiles in places.
- It is recorded in the Domesday Book that Titchfield had a mill and a market.
- In 1232, King William III granted the Parish of Titchfield to the Premonstratensian Order of Monks, and Titchfield Abbey was founded about half-a-mile to the north of the town, close to the only road going east across the River Meon, at that time; in early history, this would have been the inland extent of the Meon tidal region, and would have been the first accessible crossing point, going east, and now known as Stony Bridge. Titchfield Abbey became a convenient stopping-off point for the elite who wished to visit the surrounding area (Portsmouth, Southampton, and the Isle of Wight) or travel to the Continent.
- The Black Death Pandemic, in 1348, entered Hampshire through the port of Titchfield, and devastated much of the local population.
- Mill Lane, the access road to the Abbey, has a unique and incredible history.
- King Richard II visited Titchfield Abbey in 1393 with his Queen, Anne of Bohemia.
- King Henry V stayed at Titchfield Abbey three times before embarking, in August 1415, on his military campaign to France, culminating in the Battle of Agincourt.
- The Great Barn, adjacent to the Abbey, dates from 1409, and it is accepted that it was built to house the campaign equipment of the King's army.
- Titchfield is one of the few towns in England which can claim to have hosted the wedding of a King of England. In 1445, Henry VI, the son of Henry V, was married in Titchfield Abbey, to Catherine of Aragon.
- The last of the Plantagenets, Arthur, Viscount Lisle, illegitimate son of King Edward IV, known as the "Bastard", lived in Segensworth House, just to the north of Titchfield; he was the uncle of Henry VIII.

- Following the Dissolution of the Monasteries, Titchfield Abbey, in 1538, was acquired by Sir Thomas Wriothesley, a senior administrator for King Henry VIII, and he demolished the majority of the Abbey, and built Place House on the footprint of the Abbey. This became his country residence,; on the death of Henry VIII in 1547, Thomas Wriothesley became the 1st Earl of Southampton. He died in 1550.
- The young King, Edward VI came to Titchfield in 1552, accompanied by the Duke of Northumberland.
- Henry Wriothesley, who became the 2nd Earl of Southampton, in 1565 married Mary Browne, the daughter of Viscount Montague, and she was one of the most important contributors to the Tudor history of Titchfield.
- Queen Elizabeth visited Titchfield on two occasions, 1569 and 1591, with her huge entourage.
- Henry, the son of the 2nd Earl and Mary Browne, became the 3rd Earl in 1581, the most significant of the Earls of Southampton. He was one of the first entrepreneurs, and supporters of American and far-eastern colonisation, and was strongly associated with William Shakespeare, and became his patron.
- The 3rd Earl employed the most knowledgeable man in England as his tutor, the eminent lexicographer and translator John Florio, and it is a very plausible hypothesis that Florio, the walking encyclopaedia, was largely responsible for providing the outstanding level of erudition shown by Shakespeare. Equally plausible is that Shakespeare might have been a schoolmaster at Titchfield in the Old Grammar School, close to the Abbey.
- In 1611, as one of his entrepreneurial projects, the 3rd Earl closed off the River Meon Estuary, and organised parts of the Titchfield Canal. An outstanding engineering achievement at any time.
- King Charles I visited Titchfield twice, the first on his honeymoon in 1625, and the second in 1647, spending his last day of freedom at Place House.
- It is recorded in his diary that Samuel Pepys visited Titchfield in 1662.
- The last 2 of the 8 monarchs who visited Titchfield were Charles II 1675, and James II 1686.
- Place House was sold in 1741 by the then owner, the Duke of Portland, and became derelict in 1781.

Ken Groves
January 2018

Traffic and Titchfield – Some background information

In the days of horse drawn transport Titchfield sat astride the main route connecting Portsmouth/Fareham and Southampton. Later, as motorised transport took over and volumes increased Titchfield became a traffic nightmare with congestion in East Street and on Southampton Hill. Eventually local mothers blocked Southampton Hill by sitting in the road. A solution was found in the form of the A27 Titchfield by-pass. The so-called by-pass cut a horizontal swathe through the centre of Titchfield leaving the village centre south of the road and many amenities – the Abbey, the Tithe Barn, houses, three lakes, two pubs and huge expanses of countryside on the north side of the road. The two areas are now accessed via a pedestrian crossing on A27 by the traffic lights that join the two halves of the once continuous Mill Lane.



The High Street before the traffic

The new road did its job however, and traffic then used the A27 instead of driving through Titchfield – but sadly it wasn't to last.



South Street

Some years later and at the opposite end of the village, issues arose in South Street - a narrow curved street bounded by medieval properties, some having overhanging upper storeys. As the volume of traffic and the size of vehicles increased, vehicles had difficulty in passing each other. Properties were being damaged by vehicles and, more importantly, pedestrian safety was an issue.

Following the death of one child and serious injury to another in separate incidents, South Street was re-configured. A 'passing' lane was incorporated and posts were inserted to prevent vehicles mounting the pavement.

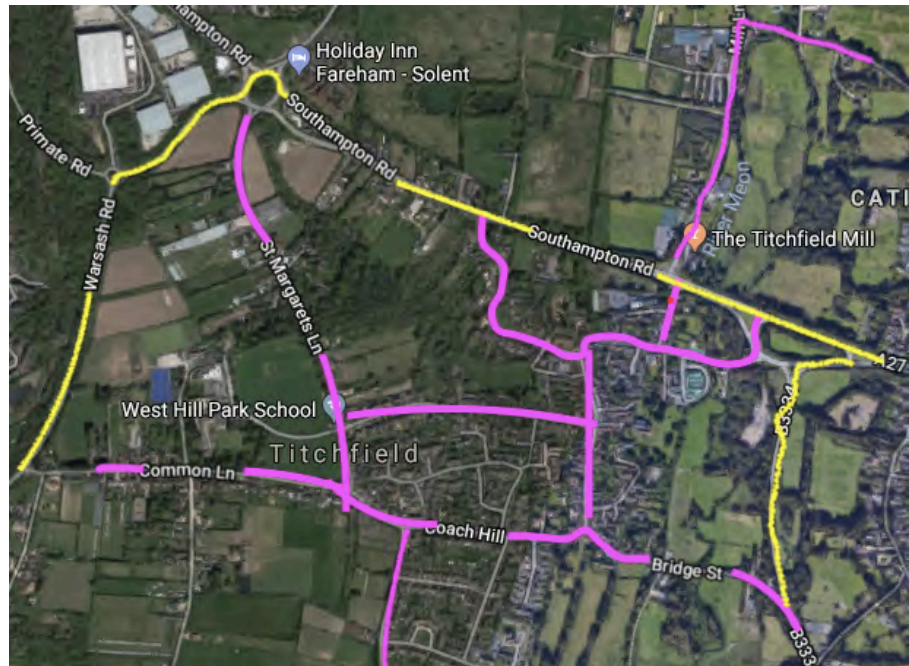
The result is that, today, for pedestrians and home-owners, South Street is a much safer place. Drivers, however, still have difficulties negotiating the chicane. At quiet times, and there are some quiet times, negotiating the chicane is not a major issue given goodwill and good manners on the part of drivers. At busy times, with drivers under stress, the chicane is a constant irritant to both drivers and the local population with road rage incidents commonplace.

The 'passing' space is barely adequate when large vehicles are involved and there is no sign to indicate who has right of way. Approximately every two months, a post is damaged by a vehicle. – but rather than have injuries to pedestrians or property.

So, the need for improvements to the South Street chicane is a regular topic of conversation, but the detail has yet to be agreed.

Where we are now

Today, traffic-wise, Titchfield has gone full circle. The A27 is now an extremely busy road so queues at the gyratory system on A27 are frequent. The result is that all roads in and around the village – coloured purple in adjacent map - are used by drivers looking for a way to avoid delays on the preferred route – yellow.



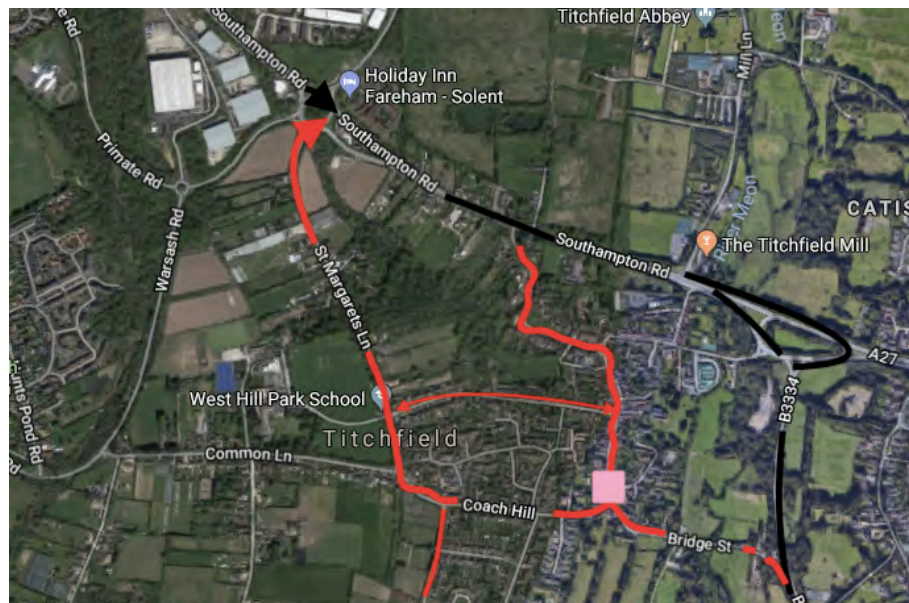
What was once a quiet village is now regularly blocked by through traffic. As there is only one crossing point within the village, pedestrians have difficulty getting around.

Route 1 connects North-West to South-East (Segensworth to Stubbington and beyond)

The black route is the 'preferred route' - ie traffic keeping to the main roads.

The red (non-preferred) routes shown in the map come through Titchfield, one via the narrow South Street chicane where it meets a second option (Route 2) coming from Common Lane.

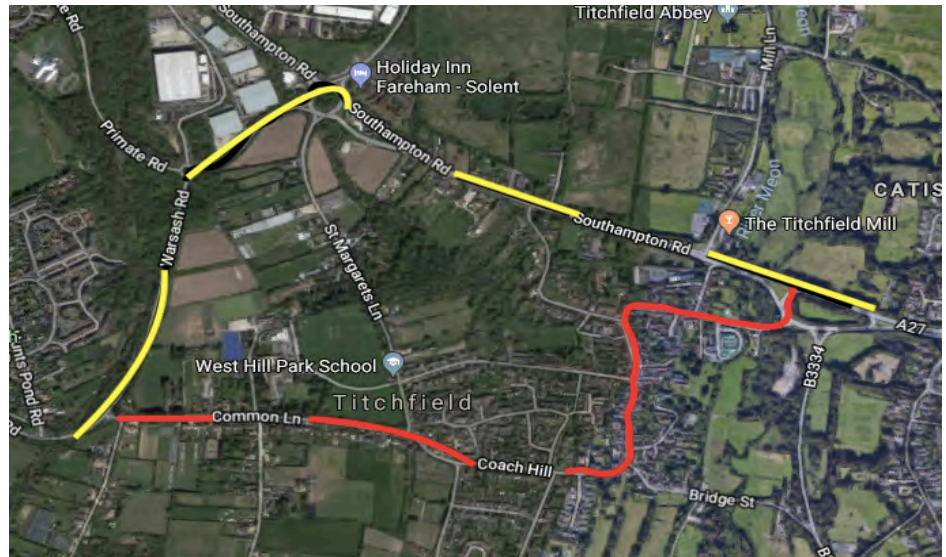
A third option is traffic via Posbrook Lane and along the coast road.



Route 2 - connects South-West to the North-East (Warsash to Fareham).

The yellow route is the 'preferred route' - ie. traffic using main roads.

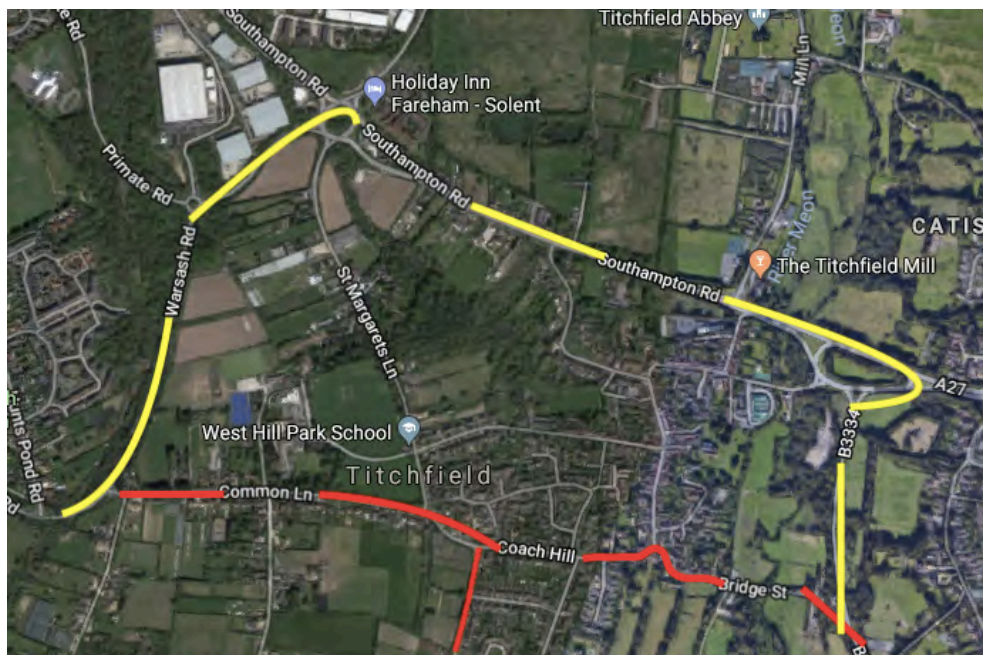
The red route comes through Titchfield and through the narrow South Street chicane.



Route 3 - connects Warsash – Stubbington and beyond.

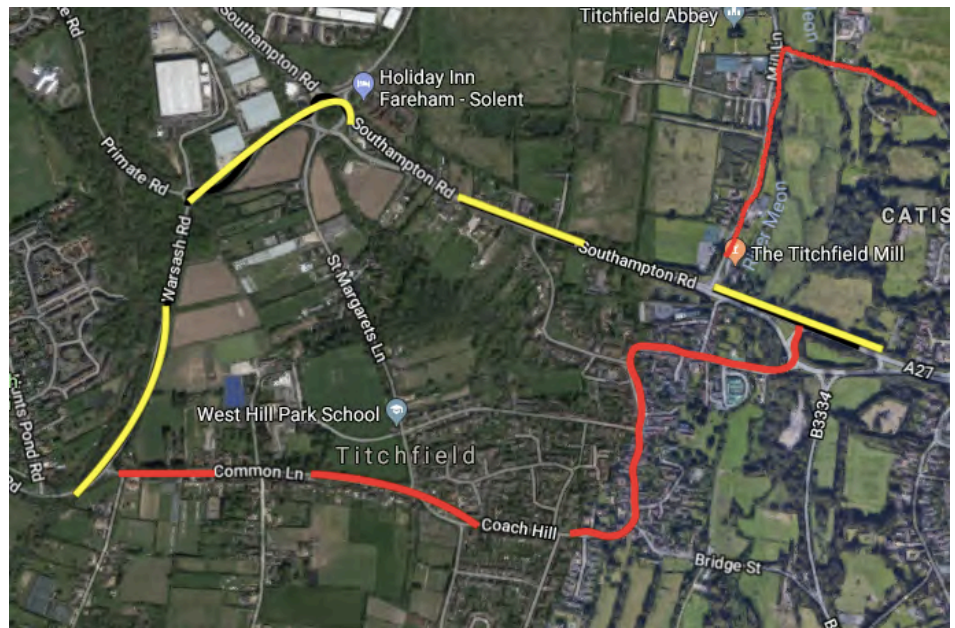
This passes along Common Lane, Coach Hill and Bridge Street and joins traffic using the chicane in South Street. An alternative is to use Posbrook Lane.

At busy times traffic flows along Coach Hill at the rate of 20 cars per minute (statistics gained by Forum and TVT members) – and children from Bellfield have great difficulty crossing the road to get to school. Many parents choose to take their children to school by car as there is no safe alternative. This adds to the traffic through the village at a busy time– but who can blame them?



Route 4 - is to the north of the A27,

Here congestion is caused by mainstream east-west traffic (red) using Fishers Hill to avoid the gyratory system.



4 October 2018

Titchfield Village Trust Neighbourhood Plan – Traffic Sub Group Interim Report

Introduction

This report is designed to inform the preparation of the overall Neighbourhood Plan (NP), specifically to indicate areas of concern relating to traffic and parking issues.

Many of the points have been documented (and can be evidenced as such) covering the span of the last 4 decades. Nonetheless, and mindful of some improvements that have been enacted on both counts (traffic and parking) both issues are still of considerable concern to residents and local businesses alike, and merit re-evaluation in light of changes both within Titchfield's NP boundary and areas contiguous thereto. Of particular note are the significant adjustments to the A27 in the vicinity of St Margaret's Roundabout, only recently completed.

The underlying principles that the Group has taken into consideration may be summarised as:

- Ways and means to improve the health and well-being of residents and businesses
- Consideration to minimise the impact on the environment, including noise pollution and air quality
- The current emphasis on traffic calming engineering solutions that speak to the horizontal dimension (e.g. road narrowing schemes) vice the vertical dimension (e.g. speed bumps)

Titchfield Yesterday – Points of Relevance to this Sub Group

With roots that go back to at least the 8th century, Titchfield has grown around the Saxon church, St Peter's. Sitting at the head of a river, and in keeping with the country's maritime history, the village developed into a thriving port with inevitable local expansion with a key element being the Abbey. The heart of the village may be considered as The Square from which the 'main' streets emanate (High, South, West and Church Streets). These provided natural connectivity to the outlying elements of the village, namely the mill and Abbey to the north, and estuarine access to the Solent to the south.

Fareham Borough Council's paper '*Conservation Area Appraisal and Management Strategy – Titchfield (Adopted January 2013)*'¹ provides a comprehensive analysis of the development of the village.

Titchfield Today – Points of Relevance to this Sub Group

Titchfield sits adjacent to routes that were originally designed to provide ready access to/from the M27 for residents in Lee-on-the-Solent and Stubbington; the Titchfield by-pass (B3334) linking with the A27 should act as the natural and preferred conduit, but the increasing weight of traffic has resulted in significant choke points along that route. One of the most relevant to the village may be found at the eastern and southern ends of the Titchfield Gyratory where there is convergence of traffic from both directions on the A27, Highlands Road, Ranvilles Lane, Mill Lane and the B3334. The result is a slowing of movement to/from Lee-on-the-Solent and Stubbington on the B3334 and consequent search for alternative routes.

Specifically, drivers seeking to avoid the delays around the Gyratory seek relief as follows:

- Morning Rush Hour – via Bridge Street, Coach Hill and either St Margaret's Lane or Common Lane
- Evening Rush Hour – via St Margaret's Lane or Common Lane, thence Coach Hill and either Posbrook Lane or Bridge Street

¹ <http://modern.gov.fareham.gov.uk/documents/s1976/xpt-130107-r07-mfr-Appendix%20A.pdf>

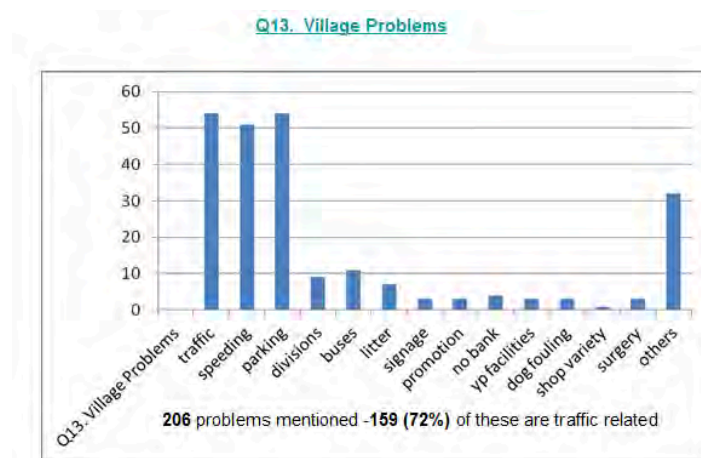
- At both times, there are inevitable ‘overflow spillages’ that draw West Street and the Square/High Street/South Street into the fray. It is also commonplace for Fishers Hill to act as an option for vehicles transiting to/from the Segensworth junction, or even travelling to/from Wickham/Bishops Waltham.

This shift from being a village situated adjacent to the planned traffic routes, to one that sits astride them has led to a massive shift in dynamics within the village. The problem is exacerbated by the spread of population; for example, there is a significant number of school children who need to cross Coach Hill from the Bellfield estate, across a dense flow of traffic, in order either to access Titchfield Primary School, or bus stops that service secondary schools further afield. The much-welcomed introduction of the Country Park will introduce a similar problem with ready access across the A27; at present, the only safe option is via the pedestrian crossing at the junction of Mill Lane.

The growth of Titchfield as a business focus, as well as residentially, when considered alongside the general national increase in vehicle ownership, has led to a concomitant pressure on parking within the bounds of the village. A significant number of properties lack off-road parking for all – or any – of the vehicles within the household resulting in residents seeking space as close to their home as possible. The majority of workers in local businesses are not village residents, and use cars to commute, thereby aggravating the problem. This growth in vehicular usage has not been offset by any significant increase in parking facilities.

Movement and Problem Areas

It is of note that in a recent survey conducted across a cross-section of the village’s residents, the top 3 problem areas, by a significant margin, were traffic, speeding and parking.



Traffic

The following summarise those areas that we have identified as being critical from the perspective of improving the health and well-being of residents:

- Coach Hill. Specifically the area in the vicinity of Lower Bellfield and Garstons Road where schoolchildren face the risk of crossing an extremely busy flow of traffic
- Common Lane. The introduction of new traffic signals at St Margaret’s Roundabout have introduced new dynamics into traffic flows associated with roads serviced by this junction, but there are indications of cars electing to transit from Coach Hill along Common Lane, thence to the A27 (either at said roundabout, or further up at the Segensworth roundabout)
- West Street. While there is a 20mph speed limit at the lower end of the road, this ceases just before halfway up the road towards St Margaret’s Lane. It is perverse that for the stretch where

there is the reduced limit, there are pavements on both sides of the road, yet along a significant stretch of the 30mph limit (either side of Gaylords – the old School House) there is no pavement placing pedestrians at increased risk

- Posbrook Lane. Initially running adjacent to the western side of the Bellfield estate, this road sees vehicles transiting at high speed, assessed as being routinely in excess of the speed limit
- Mill Lane. This suffers similar problems to Posbrook Lane, but with a 40mph limit from the A27 junction onwards
- Fishers Hill. With this road being an attractive option to cut out the Gyratory traffic concentration, pedestrians walking on the road (there is no pavement for the majority of the road) are at risk in the absence of any traffic calming measures
- The Square. There is a tendency for traffic to accelerate into The Square once clear of East Street or South Street – enhanced by the sense of moving into an open space that lacks any visual reference as being the heart of the village. While other Sub Groups are considering action to mitigate this, there is a clear need for a blended solution that incorporates traffic calming considerations.

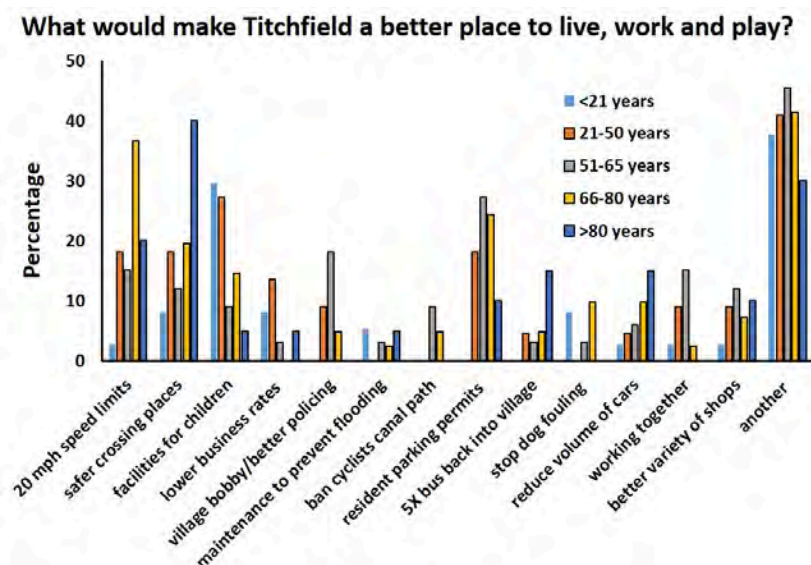
In all of the instances cited above, there are issues relating to noise of passing traffic, and impact on air quality that merit consideration when addressing mitigation options.

Car Parking

The only ‘bulk’ options for car parking may be found in The Square (very limited stay times), Barry’s Meadow, the Community Centre and adjacent to the Recreation Ground; there are limited facilities on Bridge Street at the northern end of the canal by the pedestrian path. All roads that are close to The Square are frequented with a mix of resident and visitor parking.

Options for Consideration

The aforementioned survey also sought responses to what would improve life in the village. The results are shown below:



Clearly, speed management and provision of safe crossing facilities are of great concern.

Traffic/Speed Management

The Sub Group has identified a number of options for consideration to ease traffic and speeding issues. We are mindful of the current emphasis on ‘horizontal’ options (chicanes/road narrowing) but have also

included some other established ideas given that they might be (a) less expensive and (b) quicker to implement:

- More obvious 20 MPH limits. Specifically extending the limited area as follows:
 - Coach Hill – up to the vicinity of Posbrook Lane
 - West Street – further towards St Margarets Lane (ideally to the junction)
 - Posbrook Lane – at least to the end of the Bellfield estate
 - Fishers Hill – along the stretch where there is no pavement
- Reduced speed limit – to 30 mph along Mill Lane to the Fisherman’s Rest
- Road narrowing (akin to that on South Street, the Warsash Road and Hunts Pond Road)
- Introduction of traffic islands, for example in The Square
- Use of lamp-post mounted speed activated warning signs
- Introduction of rumble strips
- Speed bumps – carefully located to avoid any potential for vibration damage to adjacent properties, also to minimise any impact on air quality
- Speed cameras

We have identified 2 somewhat more ambitious options:

1. Introduction of flow controls to the south of the village, as follows:

- Morning rush hour:
 - No left turn from the B3334 onto Bridge Street
 - Normal access from Bridge Street right onto the B3334
 - This would require no additional traffic lights, rather an adjustment to the timings of the current set, and incorporation of appropriate warning signs
- Evening rush hour:
 - No right turn from Bridge Street onto the B3334
 - Normal access from the B3334 onto Bridge Street
 - Potentially this could be achieved with no additional traffic lights, but would require very clear signage providing adequate forewarning (probably on Coach Hill)
 - This could compel traffic to transit Posbrook Lane as an alternative, the impact of which would be mitigated by speed calming measures as outlined above

2. A ‘gateway’ in The Square.

- Situated in the centre of The Square (opposite One Stop), this would comprise a road narrowing with access only permitted (in either direction) for buses and delivery vehicles
- This would dissuade vehicles from using The Square as a thoroughfare, reverting instead to a place **to** which people travel, rather than **through** which they transit
- A very cost effective option might be found simply by situating a small number of small trees in their own containers, thereby creating the required bottleneck
- While some signage would also be required, and almost certainly some additional road markings, this could have an enormous and beneficial impact on the health and well being of the village for minimal outlay.

General Traffic Issues

Passage of the new, large buses routinely creates difficulties within the village, particularly on South Street. The ideal solution would see 2 routes that pass to the north and south of The Square; the former from Stubbington, along Bridge Street and up Coach Hill; the latter from the A27, along East Street and up Southampton Hill. We acknowledge that this could be a significant development, also that buses might not be able to make the tight turn from Bridge Street into Coach Hill, but would strongly

recommend that options are investigated that will minimise their transit through the narrow parts of the village (specifically South and West Streets).

Delivery vehicles, while a necessary evil, can clash badly with the limited parking facilities in The Square. Continuation of the maximum tonnage allowable is recommended, as is consultation with the shops to which deliveries are made (One Stop and Co-op) encouraging use of smaller vehicles.

Safe Crossing

The area of greatest concern is on Coach Hill, extending the walkable neighbourhood into the Bellfield Estate and providing safe movement for schoolchildren. Our preferred option is for a pelican crossing at the junction of Lower Bellfield and Coach Hill, with a Lollipop Person as an alternative.

Car Parking

We have investigated the options for Resident Parking and Controlled Parking Zones. It has become clear that FBC are not wedded to this idea. However, given the strength of feeling across the resident population, these options should be pursued further.

Further analysis is required into whether it would be appropriate to earmark specific slots (probably) in the Community Centre for local business use.

INFORMATION (UNEDITED QUOTES) FROM OPEN MEETING – 7th JULY 2017

ROADS AND PARKING

- *Buses are needed to come into the Square. There are people who need bus service*
- *Coach Hill (more traffic by 2025 Stubbington Bypass shown in plan) traffic control islands restricting flow, reducing speed, discouraging thru(sic) traffic*
- *Please stop all double decker buses going through the village*
- *Coach Hill pedestrian crossing needed*
- *Titchfield Square – pedestrian crossing (not pelican) at either end of the Square*
- *Buses must be allowed through the village to accommodate the elderly who can't walk along to the A27 to get into Fareham*
- *Bridge Street change priority route at lunchtime*
- *We need the buses to go through the village for bus users*
- *Flow controls, Bridge Street good idea. Coach Hill pedestrian crossing. To enhance the "safe movement" of traffic on Southampton Hill please can you stop the garage on the A27 parking its truck and cars at very top of Southampton Hill and on the first bend as you come down the hill. Very dangerous.*
- *Investigate coach companies using Titchfield as a pick up point for their customers using the Community Centre to park which fills the Community Centre up*
- *Posbrook Lane 30 mph needed. Bridge Street one way system impractical for residents. Parking is the key issue to improve the Square but how you provide extra spaces outside the Square is difficult*
- *Coach Hill needs traffic calming of some description. Traffic study should be done from 8am. Difficult for children to cross the road. 20mph should start at the top of Coach Hill.*
- *20mph inside the whole village*
- *Pedestrian crossing in the Square and height and sighting of 20mph signs*
- *Bus route through the village is needed. Gateway in Square – how would residents access their homes*
- *Why is no road calming in Southampton Hill*
- *St Margaret.s Lane is a country lane not wide enough. Would need to be widened. Common Lane. Tried to put in speed bumps, failed as residents didn't want them.*
- *The inconvenience to the Bridge Street residents isto the major problem to Bellfield, Garstons if Bridge Street is shut*
- *Why are people whose only option is the bus are always penalised? The bus route idea has been thought up by car owners – it is a very long way from Bellfield or Garstons Close when you are walking along in the rain with heavy bags. A lot of older people use the bus they would have great difficulty walking to a bus on the edge of the village. By banning buses from the Square you actually encourage car users.*
- *Residents parking permits essential in the village – Fareham would get revenue to cover the cost*
- *A traffic calming measure with a pedestrian walkway is needed across the top of Bridge Street to allow pedestrians, pushchair users and mobility scooter users to access South side of Coach Hill*
- *Grateful if you would improve residents parking in Southampton Hill. Options/ change parallel parking on Southampton Hill nose-in parking; extend Barry's Meadow car park to another row of parking.*

Wednesday, 3 October 2018

Titchfield Neighbourhood Forum – Brief notes from Traffic Group meeting with Steve Faulkener – HCC – 17.08.16 in Community Centre, Titchfield.

The meeting was very informative and the Traffic Group now has a much better understanding of what might be achievable as part of the Neighbourhood Plan.

Ann made some brief notes.

Steve Faulkener is a transport planner – physical mobility – money. He works closely with maintenance. Most maintenance issues can be dealt with by using the HCC website. Above SF are the major schemes teams. SF is aware of rat-running. SF talked about traffic calming measures included priority points, pinch points but HCC is not in favour of speed bumps, rumble strips or coloured strips – and definitely no more cobbles. Cobbles would not meet any safety level.

Fareham has the second highest car ownership in the country

The bus companies are commercial organisations needing to operate profitably and are run accordingly. However, HCC is very keen on buses and has a good tie-up with the bus companies. Instances of poor driving can be dealt with by emailing the bus co.

FBC/HCC have duty to consult public

LEP (?) money is used for economic growth, jobs, housing

Stubbington by-pass starts about 200 yards from the roundabout at Peel common and is expected to throttle back traffic at Stubbington. LEP money will come 2017.

FBC has duty to provide housing. The Welbourne site would provide 6000 houses in 6 years. The Neighbourhood Plan is proposing 11 within the area of the plan. If housing has no appreciable detriment to the area then HCC cannot object.

Crossings – eg on Coach Hill – traffic flow criteria is measured over a whole day not just at peak times so Coach Hill does not meet the criteria for a pedestrian crossing – only for a lollipop person. A zebra crossing not used except in peak times would increase the chances of an accident.

FBC has a parking agency agreement with HCC. FBC parking person is Kevin Wright. Parked vehicles don't go away, just go elsewhere. No to timed parking

SF recommended that we keep the Neighbourhood Plan **brief and as simple as possible** eg:

Traffic speeds - Through traffic - Cyclists - Environment

Ideas for consideration can be included in the neighbourhood plan - some ideas that are under discussion concern:

West Street - NF would like a footpath either side of West Street towards the top of the road.

Coach Hill

Southampton Hill

Signage

20 mph speed limits - though signs usually ignored

Trees

'T-junction at Coach Hill

Parking in middle of Square

Psychological speeds

Bus routes

Building/trees in middle of village square

SF suggested,

We meet with the landscape architect and environment person.

SF also suggested we might apply for lottery funding to enable cycle path to be made from A27 to shore.

SF also suggested that we apply to English Heritage, Environment Agency, English Wildlife Trust etc for funding to clear and re-open Canal as it is historic and unique - 2nd oldest in UK.

SF is willing to critique any ideas that we may have concerning traffic issues.

AW/PW

23rd Aug 2016

Wednesday, 3 October 2018

ESTIMATED COSTS FOR VARIOUS TRAFFIC SUB - GROUP PROPOSALS

There are various schemes up for consideration, so I will list them together with my estimated costs and I may throw in a comment or two along the way.

PROPOSAL 1

A Pedestrian Crossing on Coach Hill - £40,000

*We need to note here that the traffic on Coach Hill is not sufficient to qualify for a pedestrian crossing. Without boring you with the details, the nub of it is that Coach Hill traffic volumes - measured over a whole day - are not sufficient to justify a pedestrian crossing - hence the HCC/FBC fall back to searching for a kamikaze lollipop person. My view is that we should challenge the criteria. We should be clear that this is not just about traffic volume. Accessibility to and from the village between **two large population groups on either side of the road** must also be considered. Since the last meeting we had with FBC and HCC, there has been an access for disability review which has recommended that crossing Coach Hill between the Bellfield side population and the village side is dangerous and unsafe for any persons with disabilities to cross the road and that there needs to be a pedestrian crossing accessible at all times.*

If we had a traffic expert available to us it might be possible to find a loophole in the legislation. Could we get funding to engage a traffic expert? The likely cost of employing a traffic expert will be between £100 and £150 per hour.

To be fair we ought to mention an alternative solution. If the school was to open early, say 7.30 am and run a breakfast club and if we introduced 'walking buses' (Gloria Hunt has personal experience of these) we could eliminate a major element of the Coach Hill crossing problem. Having opened early the school could close early too and most pupils would be safely back home before the 5pm busy period

This idea does nothing for traffic calming but does partially address a major safety concern. It is also an initiative that FBC and HCC might welcome - and it would be a low cost solution.

PROPOSAL 2

A plain crossing point in the Square between One-Stop and the Haven - £25,000



This proposal, a recent entry into the list, would vastly improve road safety, would provide a horizontal as opposed to vertical traffic calming structure (HCC prefer vertical) and would be one of the less expensive options on our shopping list. The down-side (for some) is that cars would need to be parallel parked, as opposed to end-on, so we would lose some parking spaces - a small price to pay in my view.

PROPOSAL 3

A crossing point (as above) plus obelisk supporting the village clock - £50-000

PROPOSAL 4.

A 'gateway' in The Square - £100,000 including signage.

(Note - This is an alternative to the Island in the Square proposal listed above)

Situated in the centre of The Square (opposite One Stop), this would comprise a road narrowing with access only permitted (in either direction) for buses and delivery vehicles

This would dissuade vehicles from using The Square as a thoroughfare, reverting instead to it being a place people travel to, rather than through. A very cost effective option might be found simply by situating a small number of small trees in their own containers, thereby creating the required bottleneck. While some signage would also be required, and almost certainly some additional road markings, this could have an enormous and beneficial impact on the health and well being of the village for minimal outlay.

At a stroke there would be an end to the 'rat-run'. A maximum of two parking spaces would be lost. Crossing the Square on foot would be infinitely safer with virtually no through traffic. Having said, that regular users of the Square, High Street and South Street would have to completely re-think their routes when driving to and from the Square. The question here is: Does the community want to end the 'rat-run' or not and how much change will it accept to achieve it?

PROPOSAL 5

Flow controlled traffic lights to the south of the village - £120,000 including signage.

- Morning rush hour:
 - No left turn from the B3334 onto Bridge Street
 - Normal access from Bridge Street right onto the B3334
 - This would require no additional traffic lights, rather an adjustment to the timings of the current set, and incorporation of appropriate warning signs.

- Evening rush hour:
 - No right turn from Bridge Street onto the B3334
 - Normal access from the B3334 onto Bridge Street
 - Potentially this could be achieved with no additional traffic lights, but would require very clear signage providing adequate forewarning (probably on Coach Hill)
 - This could compel traffic to transit Posbrook Lane as an alternative, the impact of which would be mitigated by speed calming measures as outlined above. With this road being an attractive option to cut out the Gyratory traffic concentration, pedestrians walking on the road (there is no pavement for the majority of the road) are at risk in the absence of any traffic calming measures

PROPOSAL 6

More obvious 20 MPH limits - £800 per sign.

Specifically extending the limited area as follows:

Coach Hill – up to the vicinity of Posbrook Lane

West Street – further towards St Margarets Lane (ideally to the junction)

Posbrook Lane – at least to the end of the Bellfield estate

Fishers Hill – along the stretch where there is no pavement

PROPOSAL 7

Reduced speed limit, to 30 mph, Mill Lane to the Fisherman's Rest - £25,000

(Allows for signage, legal costs and survey)

PROPOSAL 8

Re- routing buses - £100,000 (mainly for road modifications)

The proposal is that we continue to have two buses to serve the village but have no buses passing through South Street and the Square. The proposal is that the X5 uses Southampton Hill as its route through the village (as it did until about two years ago) using the existing bus stops. The X4 would serve the south end of the village, passing through Bridge Street and Coach Hill. As part of this proposal it would be necessary to make changes to the traffic lights at Bridge Street and some road modifications would be need to enable buses to negotiate the corner.

PROPOSAL 9

Road narrowing St Margaret's Lane - up to £50,000 dependent on length

PROPOSAL 10

Additional footpaths - St Margaret's Lane - 100 metres @ £500 per metre – say £50,000

Footpaths one at the theatre end of the Priory frontage and the other around the top of the horse field(?)

PROPOSAL 11 - Additional 100 metres of footpath – West Street @ £500per metre - £50,000

West Street requires a continuation of the footpath on the south side of the hill as far as possible - about 100 metres. The purpose of the footpath will be road safety for pedestrians, and a secondary benefit would be a traffic calming measure.

PROPOSAL 12

Extension of 20mph limit to the St Margarets junction - £30,000

PROPOSAL 13

Additional signage in Posbrook Lane (?) £800 per sign.

PW on behalf of Traffic Group

18-Jan-17

Footpaths and Cycleways Sub Group

February 2018

Sub Group members: Lesley Blackburn, Ann Wheal and Ross Underwood

Footpaths

The Neighbourhood Plan recognises that there are different aspects to walkers' needs:

Safe Routes to Schools

The 'countryside' footpaths and development of 'ramble routes'

Condition of pavements around the village

Areas of concern

Safe Routes to Schools

Safe Routes to Schools - Titchfield Primary School has been working with Helen Hines of Hampshire County Council and we await the initiatives and recommendations flowing from this work.

Countryside Footpaths and Ramble Routes

The group has identified circular routes of differing lengths, which will be publicised through the website and an 'app' for smartphone users. A budget has been set, but we are looking for funding to signpost and 'way mark' these routes. Suggested routes:

- The Canal Path (three variants 4, 6 and 10 miles). The top section has recently been resurfaced, but the lower section to Meon Shore gets very muddy during wet weather. It was suggested that if funding was sought for resurfacing the lower section, it may come with the condition to make it open to cyclists as well. This is a very controversial subject - see our website www.titchfieldmatters.org.uk
- Social Route - half-hour stroll to a pub or five!
- In addition to these The Village Trust and the Titchfield History Society have published 'Titchfield Village Walk' taking in the historical features of the village. This is available from the website www.titchfieldvillagetrust.com

Lesley Blackburn has undertaken to walk the countryside routes around the village and found some to be overgrown almost to the point of being impassible to use. Please see the Annex 2 at the end of the document.

Footpath Survey

The Group has attempted to survey condition of footpaths around the village especially where publicised as heritage trails and similar and report faults as necessary. It is noted that the pavements which climb the hill to the west of the village have a tendency to disappear altogether and perhaps re-emerge further on!. One local resident reported having been hit by cars on five separate occasions on West Street. An Accessibility Audit has been carried out which highlighted certain pavement issues around the village. Please see the Titchfield Matters website

Areas of concern

Coach Hill - Recently there were difficulties in recruiting a Lollipop Person, and there was a considerable time without and the children had to cross Coach Hill at peak times unaided. This remains a vulnerable area dependant on the crossing supervisor and submissions have been made about a pelican crossing. Although this is busy with traffic when the children are on their way to and from school, there was not enough traffic throughout the day!

Our Neighbourhood Plan calls for installation of a Pelican Crossing on Coach Hill

St Margaret's Lane - Titchfield Festival Theatre has made enormous efforts in environmental measures to become the 'greenest' theatre in the country, but people wishing to access it from the village centre on foot are dissuaded by danger of walking along St Margaret's Lane. The Lane has no pavement and is largely unlit. Speed Watch identified the Lane as having a high incidence of speeding with 10.4% of cars exceeding 35 mph. The average highest speed recorded in 43 x one-hour sessions was 44.6 mph.

The Neighbourhood Plan calls for a safe walk way along St Margaret's Lane giving proper separation from the traffic.

Cycling

The Neighbourhood Plan recognises that, as with walkers, cyclists are not one homogenous group.

Safe Routes to Schools (as above)

People cycling to the shops

Commuters

Leisure cyclists -On road
 -Off road

Existing /Planned Cycle Paths

Long Distance Route E2 - Sustrans, National Cycle Network, Dover - St Austell - passes to the south of the Neighbourhood Plan boundary and through Thatchers Copse.

A27 improvements include off-carriageway cycle paths developments. It remains to be seen whether these will be used - if the main cycle usage is for commuting cyclists they may prefer to stay on the carriageway. Commuters just need the quickest route and may not be interested in cycle paths other than an a 'white line' strip at the edge of the carriageway. **The Neighbourhood Plan calls for a white line strip along the A27 from Segensworth though to Fareham.**

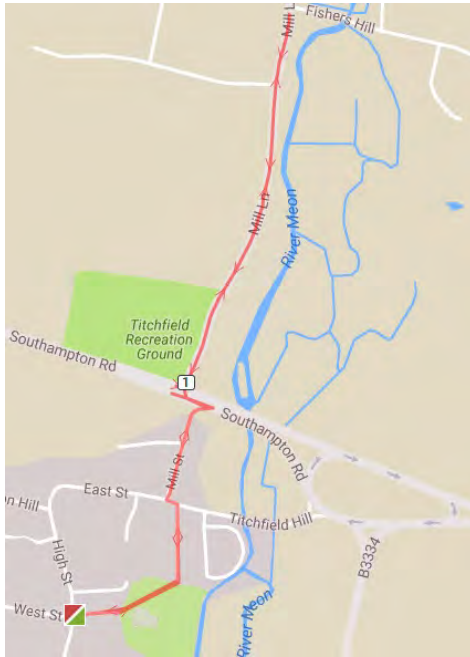
People Cycling to the Shops

This group of cyclists are more likely to use cycle paths and their concern would be somewhere to lock up their bikes. There is current provision of bike racks at the bottom of West Street.

Leisure cyclists

The roads along the shore are very attractive to cyclists as they are scenic and three routes of differing lengths are detailed below. Posbrook Lane is the main route to the shore and is widely used by cyclists, but can be hazardous with the large volume of traffic at peak times. **Advice is needed as to any measures that could be taken to make it safer for cyclists.**

Walking Routes



Social Walk: 2.5 miles taking in all five of the Titchfield pubs, Five Bar Gait!! No identified issues with this route.



Meon Shore: 6 miles following the Canal Path, the cliff path and return along Brownwich Lane. Intermittent signage on route, missing or overgrown. Also, footpath going east (at the southern end of the concrete path) not very evident mainly due to vegetation and it becomes impassable in wet weather.

Consultation with Titchfield Haven, which manages much of the Canal Path, has led to a Radar Key lock on the Bridge Street gate to facilitate access by disabled people with wheel chairs and scooters to the top section. Below Posbrook Bridge however the path surface become uneven and can be muddy in wet weather. It then becomes suitable only for people with 'stout' footwear. There is an intention to add rustic seating at intervals along the canal path. **The Neighbourhood Plan seeks support to upgrade the surface on the Posbrook to the sea lock section.**

There are several extreme potholes on Brownwich Lane extending the full width of the Lane which make negotiation on foot hazardous - these need to be filled with scalplings or similar. The top section of the Lane is privately owned and it was intimated that these potholes are left untreated to deter usage!



Hammond Bridge: 3.5 miles along the Titchfield Canal Path. The issues mentioned above apply for the Canal section.

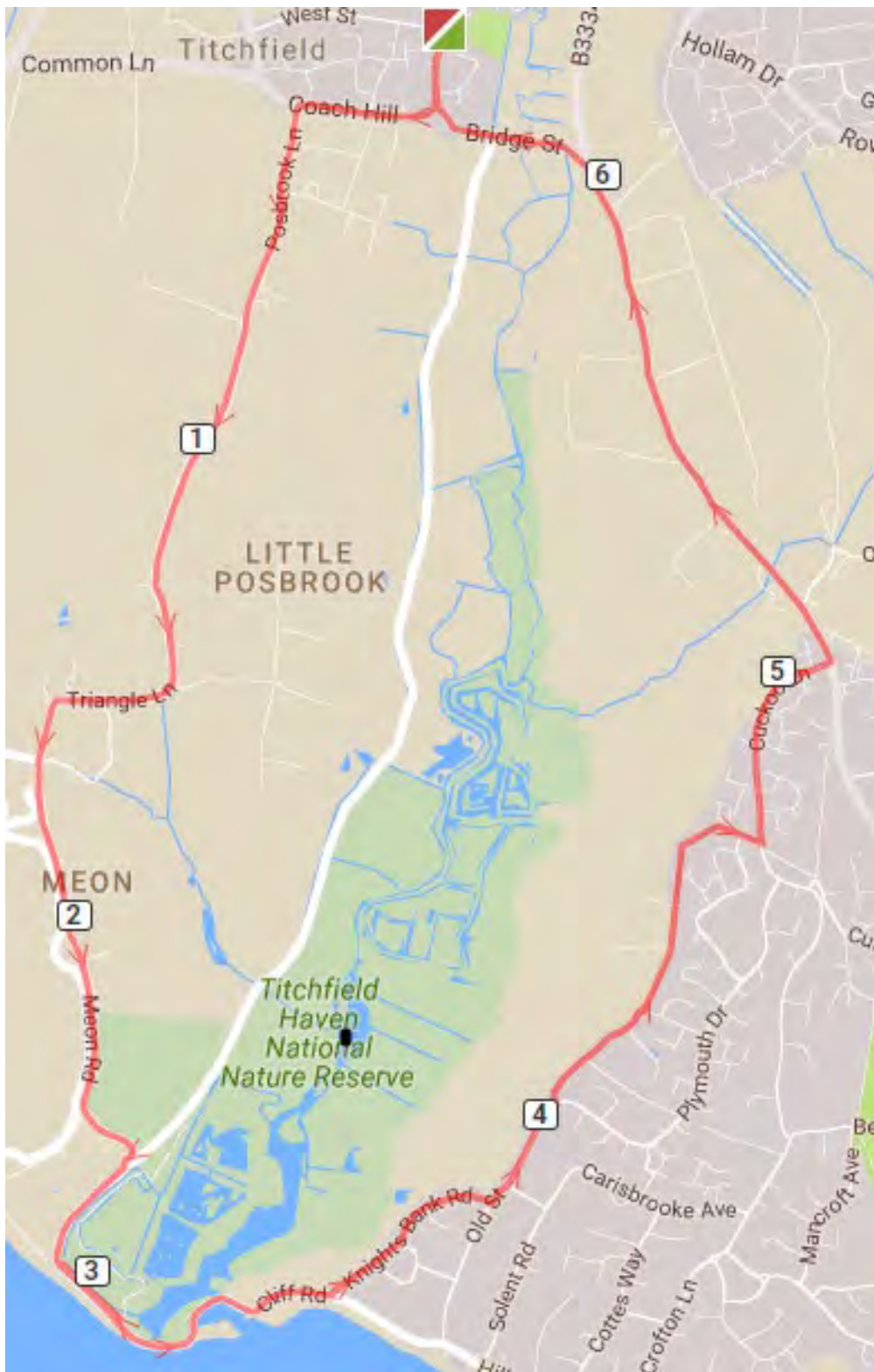
Footpath over Hammond Bridge going west and turning north on Harris land missing, some signage halfway along and a seat under a tree, also info about skylarks very faded now. Sign (on a telephone pole) house not obvious. The stile broken by the private road running along the southern border of Barn Close.

Warsash: 11 Miles following the Canal Path then the cliff path and returning through Chilling and Brownwich.

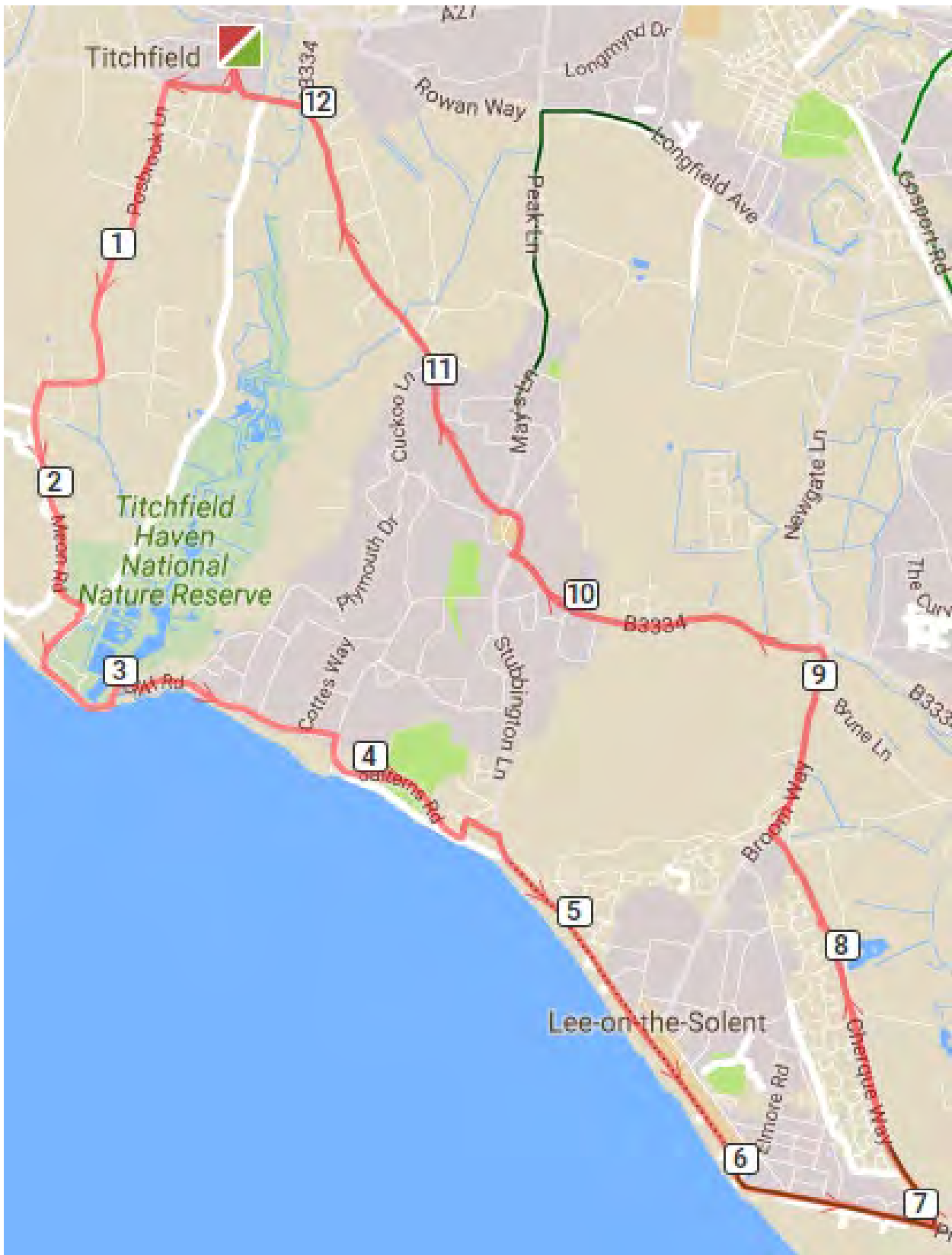


The St Wilfred's Way has been reported elsewhere (return trip 28.5 miles) using the Bridle Way to Knowle, then the disused Railway from Wickham. It would appear that some work is needed in opening up this route, but a worthwhile future project

Cycle Routes



Meon Shore: 6 Miles down to the sea and back along the edge of Stubbington. Posbrook Lane is narrow and has heavy traffic at peak times. Old Street is gated in places so cyclists are advised to dismount through these sections.



Coastal Route: 12 Miles along Lee on Solent front. There is a cycle path on the waterside section leading to Chergue Way, along Chergue Way and into Stubbington.



Ferry Route: 18 Miles along to Gosport Ferry

A debate arose through the website about off-road access to the sea for family cycling. A few people thought the prospect of being able to cycle to the sea with the children is an attractive option. However, most people opposed the suggestion of cycling on the canal path, while at the same time recognising the dangers of cycling on Posbrook Lane. Another alternative using Brownwich Lane, a private road, was examined. It is a footpath, but not bridle way. This was viewed very badly by one of the significant land owners and is unlikely to become available.

The only family cycling from the village to the sea would involve a car journey to car parks at either Thatchers Copse or Hook Lane, and cycling from there. The former is mostly concrete road and the latter muddy track.

Annexe 1 Faults identified with the local footpaths - Lesley Blackburn

1 Footpath from Bridge street south to the sea: Footpath sign from the highway, Intermittent signage on route missing or overgrown. Also, footpath going east (at the end of the concrete path (south)) not very evident mainly due to vegetation and becomes impassable in wet weather.

2 Footpath over Hammond Bridge going west and then north on to Harris land missing, some signage half way along and a seat under a tree, also info about skylarks very faded now. Sign (on a telephone pole) by Joan Angiledes' house not obvious. The stile by the private road at the end of the above field broken.

3 Footpath along Brownwich Lane, nothing to indicate from Common Lane that it is a footpath, the first footpath east which connects to Posbrook Lane recently cleared but will rapidly become overgrown I would think, well-marked with kissing gates. The next footpath east (at the bottom of the big field) footpath post held up by vegetation. I haven't ventured any further down recently.

4 New footpath running from the development of Great Posbrook Farm, very over grown.

5 The village, no indication of footpaths anywhere especially the ones from the churchyard which lead to the canal, there is a footpath sign buried deep in vegetation by the canal on the left just before the bridge.

6 Footpath from Southampton Hill along the side of the school, there is a sign on the highway but needs attention, nothing when the footpath meets the footpath connecting the village to the A27 and no indication from the A27 that there is a footpath leading to the village. This footpath should then connect with the one on the other side of A27 but that obviously somewhat difficult at the moment due to the road works.

7 Footpath sign running along the southern side of the community centre to Mill Street is absent, it probably is never used as people use the community centre Carpark for access to Mill street.

8 Footpath connecting A27 to St Margaret's Lane overgrown and again the signage not very visible.

9 The Bellfield end of Posbrook Lane pavement is in a very poor condition and people prefer to walk in the road in wet weather.

It would help to number the footpaths then we would all be looking at the same place! Perhaps using the Hampshire Rights of Way numbering would serve?

Annexe 2 Extract from the Accessibility Survey carried out September 2016

The Square and High Street

A wheelchair user coming from the surgery and wishing to visit the chemist must travel until just after the greengrocers in the Square where there is a dropped kerb on either side of the road. However, due to the way the cars are designated to be parked, the wheelchair user has to go some 12 feet into the road in order to see whether it is safe to cross the road. A forum member who is 84 also recently mentioned the difficulty she has in crossing the Square. On a return visit the dropped kerb on the chemist side of the road was blocked by a truck and a car so it was not possible for the wheelchair user to cross.

All shop entrances were inspected. The best entrance for wheelchair users was One-Stop which would be a good example to follow.

Bridge Street

The scaffold at present on the corner of Bridge Street did not allow wheelchair access. Apparently, the council had informed the builder that he could not put the scaffold in the road due to traffic problems. The builder says the scaffold should be removed within 2 weeks.

Dustbins are always positioned on east side of Bridge Street and the butcher has a sign on the pavement. The west side of the road was fine and in fact the scaffold was set out appropriately along the road.

Footpath from Churchyard to Bridge Street

The best way for wheelchair and family users to get to and from Bridge Street is along this footpath. However, the path has become very narrow over the years; it is very overgrown and at the end is a gate which does not allow a wheelchair to pass through. The gate was covered in nettles

Recommendation: the footpath should be cleared to allow wheelchairs, pushchairs and possibly cycles to use the path. The kissing gate should be replaced with a more suitable barrier that allows access but prevents motor cycles using path.

Bridge Street

Footpath to Stubbington past the car park is overgrown and wheelchair users must go in the road if they wish to use this path

Staggered junction in road by canal - the only way a wheelchair user can use this piece of road on either side is to actually be in the road.

Canal Path - the first barrier along the path has been removed. However, the space that remains is dangerous both for pushchairs, wheelchairs and pedestrians. It is too close to the water's edge and a piece of flagstone is missing and one is loose.

The next barrier has a kissing gate but a wheelchair could not use this. Also, the gate had two padlocks. Where are the keys for these kept in case of an emergency?

The newly repaired/laid path is not suitable for wheelchairs, cycles or pushchairs. It is domed shaped so wheelchairs etc can easily topple over. Also it is of insufficient width to enable an ambulance to pass through.

Dog fouling - this is a major problem along the path as well as plastic bags filled with 'pooh' being left alongside.

Bridge Street leading into Coach Hill - it is not possible for a wheelchair user to go along the path on the south side of the road especially as a bollard has been sited on the footpath and there is no path on the north side at the start of Coach Hill.

Footpath on bend on north side of Bridge Street - it is very difficult not just for a wheelchair but for walkers to use this path without going into the road.

The cobbles in High Street - it is very difficult for wheelchair users, buggies, older people and the general public to cross these cobbles.

RECOMMENDATIONS:

A risk assessment should be carried out along these roads and along the whole length of the canal path to the sea and remedial action taken as a matter of urgency.

Double yellow lines should be painted on the drop kerbs on the Square.

If some of the undergrowth was cut back along canal path the dog bin would at least be visible.

A notice warning drivers of pedestrians using narrow footpath along Bridge Street from Coach Hill should be provided either on the telegraph pole or the lamp post

One possible idea is to put a car exclusion line along one side of the stretch of Coach Hill/Bridge Street similar to that near the garage in East Street where the road narrows.

The cobbles in the High Street would be improved considerably if they were 'grouted'.

Wednesday, 3 October 2018

Subject: Fareham Draft Local Plan

Titchfield Neighbourhood Forum wish to make representations regarding the Fareham Draft Local Plan.

The Forum held a meeting on Monday the 4th of December 2017 to consider proposals which were all approved unanimously by the group. These are:

Urban/Settlement Boundary

It is noted that the Draft Local Plan proposes a modest change to the boundary in the area of the GP Surgery and the converted flats at the Eastern end of Southampton Hill. This is supported by the Forum.

Attached is a plan showing in red a proposed extension to the boundary to include most of Southampton Hill. This was voted on at the Forum meeting and was approved. The rationale for this is :-

This is a fairly dense area of housing, no different to other areas within the boundary and therefore it's inclusion is a logical extension of the boundary. The extension meets most of the criteria in the Fareham Draft Local Plan Background Paper re the Settlement Boundary Review, in particular those set out in Section 4.4.

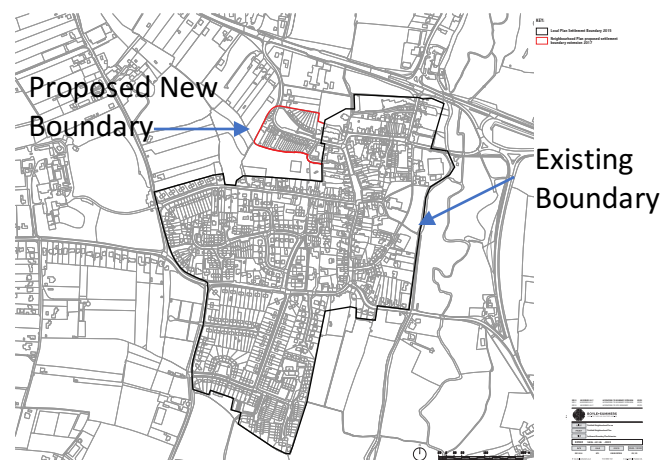
A more representative Settlement Boundary of the true urban area of the village will make it more sustainable.

We ask that this proposal is adopted

Housing and Sites

The Forum supports the Draft Local Plan so far as it relates to matters affecting the Forum Area. In particular the fact that no SHLAA sites have been recommended for approval within the Forum Area.

It is noted that significant areas of housing are proposed in the Western Wards of



Fareham. However, there is a concern that this may impact on traffic issues in particular in the Titchfield Village area and means of mitigating this should be considered if these proposed developments proceed.

The Forum has decided not to allocate any housing sites within the Forum Area as all of these conflict in one way or another with the Draft Local Plan Policies and the Forum Policies.

The Forum considers that the Housing Need for the Forum Area will be met by the site at Southampton Road Titchfield Common (400 homes), which is less than half a mile from the Forum boundary and is also within the Ward boundary. Also, 'windfall' sites may arise within the Forum Area and will help to meet the housing need, provided they meet the Forum Policies and those within the FBC Draft Local Plan.

Please acknowledge receipt of this representation.

Thank you,

Colin A Wilton-Smith - Vice Chairman - Titchfield Neighbourhood Forum

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- 6. HOUSING SITES:**
 - a. SHLAA – CALL FOR LAND SITES**
 - b. FORUM HOUSING SITES**
- 7. LAND OWNER ENQUIRIES AND RESPONSES**
- 8. CONSULTATION RE: SITES AND HOUSING**

SECTION 1

INTRODUCTION/BACKGROUND

SITE GROUP BACKGROUND

The Titchfield Neighbourhood Forum was formed in 2016. Following initial Community consultations and meetings with Fareham Borough Council it was decided that at the end of 2016 the potential housing sites within the village should be identified and assessed. Volunteers were sought to serve on the Sites Group and the following agreed to serve:

Colin Wilton-Smith – Forum Vice Chairman and chair of the sites group. A resident of the village for seven years but has professional associations going back some 50 years. A Chartered Surveyor with both planning and development experience.

Paul Robinson - A resident for over 10 years. A retired Naval Officer, now a management consultant. Closely involved in village activities. Skilled in analysis of complex problems and presenting options for consideration and articulating outcomes.

Pamela Van Raysen – A recent resident of the village. Has previous involvement with a Resident's Association, was on a Parish Council for two years and has worked for an MP. Has become involved in many of the village activities. Her past experience includes dealing with planning issues and liaising with Local Planning Officers.

Amanda Mcquire/Morail – A recent resident of the village. Has a close involvement with Housing as employed by a large Local Housing Association. Particular interest in Social/Specialist Housing.

Note - Ceased serving on the sites group due to conflict of interest, due to employers offering staff incentives to find development sites.

Andy Hoare – A resident of the village for over 7 years. Architect and Town Planner for over 17 years. Has degrees and Masters Degree in Architecture & Design. Chairs Winchester and Eastleigh Design Panel. Closely involved with the Forum from its inception but joined Sites Group on resignation of Amanda Mcquire.

Richard Summers – Partner of a local firm of Architects and Urban Designers engaged by Forum in professional capacity and attended Sites Group's initial meetings in a professional capacity.

Following initial meetings of the Sites Group the following also attended:

Gloria Hunt – A member of the Executive of the Forum closely involved with the writing and drafting of the Plan. Attended as minute taker and observer.

Peter Wheal – A member of the Forum. Responsible for drafting and writing the Plan. Member of the Traffic group. Attended to familiarise himself with the working of the group and to observe and comment re accessibility and traffic issues.

THE PROCESS

The Site Group first met in January 2017 to agree how the process of the site selection would be undertaken. It was agreed that the process would largely follow the AECOM guidance. An initial list of suggested sites had been prepared and the group was invited to inspect these and consider any additions.

In February the Sites Group was provided with the addresses and map of the call for Land Sites (SHLAA)

During the following months a process of further site inspections and meetings of the Group were held. Initial assessments of the SHLAA sites were undertaken, but full assessments of these were withheld until Fareham Borough Council provided their assessments.


During this time Fareham Borough Council suggested a format for the site assessments to fit in with their own. The Group decided to produce their own assessment format combining AECOM and Fareham Borough Council formats.

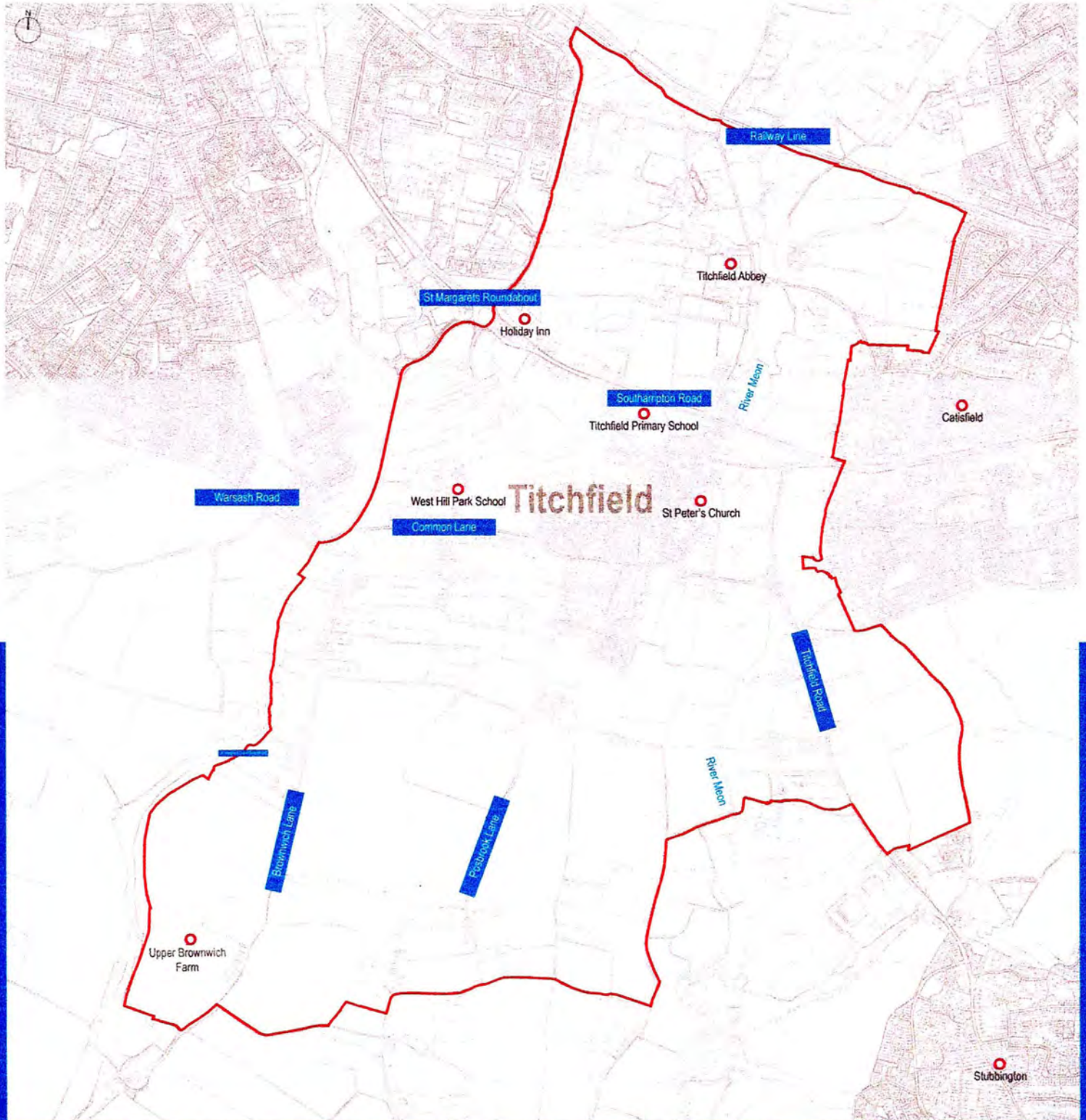
Prior to the presentation of the Draft Local Plan the Sites Group had assessed and rated all the Forum Sites. None of these were considered completely satisfactory due to conflicts with the Forum Policy, with the exception of Titchfield Motors, East Street where a Planning Application was under consideration. Two of the SHLAA sites were of interest due to their proximity to the village. There was a concern that these were outside the Urban Boundary. Fareham resisted this. The assessment of the SHLAA sites awaited the publication of the Draft Local Plan, and the release of the Assessments on these sites.

Following the publication of the draft Local Plan, and the release of the Assessments it was decided that all proposed sites conflicted with Forum Policies and after consideration by the Executive and consultation with the Sites Group no sites within the Forum area were proposed.

It was also agreed that a modest change of the Urban Settlement Boundary should be proposed to reflect the true Urban area of the village.

The Neighbourhood Plan Area

 Neighbourhood Plan Area



SECTION 2

REFERENCE DOCUMENTS

REFERENCE MATERIAL

**Fareham Borough Council – Current Local Plan –
Core Strategy adopted 2011**

**Fareham Borough Council – Local Plan Policies –
Development Sites and Policies June 2015**

**Fareham Borough Council – Local Plan Policies
Map Booklet**

Fareham Borough Council – Draft Local Plan 2036

**Draft Local Plan Background Paper “Housing
Sites Selection” October 2017**

**Draft Local Plan Background Paper “Settlement
Boundary Review.**

**My Community, Locality Neighbourhood Plan site
assessment tool kit**

**Government guidance on Economic Land
Availability Assessment**

**Titchfield Neighbourhood Planning Forum
Housing Needs Assessment (AECOM)**

**English Heritage/Hants CC Archaeology
Assessment Document “Titchfield”**

SECTION 3

SITES/ HOUSING GROUP MINUTES

SITE GROUP MINUTES

Minutes of Meetings of 7th and 9th February 2017 held at Queens Head Public House

Note: Meeting was split between 2 days to accommodate all attendees

Attendees: Colin Wilton-Smith – Pamela Van Raysen – Amanda McQuire, Paul Robinson.

Agenda:

- 1. Purpose of Meeting.**
- 2. Formation of Sites Group.**
- 3. Neighbourhood Plan Process**
- 4. Selection of Sites.**
- 5. Initial Tasks**
- 6. Next Meeting.**

1. CWS outlined the purpose of the meeting, that is the formation of the Site Group and to begin to set in place the Assessment process for sites.
2. CWS outlined what was required to undertake the site Assessments, emphasising that there was a time commitment involved. Confirmation from proposed members that there were no conflict of interest, AM declared that she was employed by the Housing Association but had no involvement in the NP area so no conflict. All attendees confirmed their wish to serve on the Site Group.
3. CWS emphasised the NP process and why Site Assessment were required explaining that there was a need to identify sites as well as assessing 'call for land' sites.
4. CWS outlined the criteria for selecting sites. Following feed back from the Community Consultations proposed sited should be:
Small sites
Accessible to amenities
Brownfield preferred.
Not back land
Within built or partly built-up frontages
Regard should be had to the strategic gap
5. CWS confirmed that he and Richard Summers were inspecting the whole of the NP area to provide an initial list of sites, to be available next meeting. Sites Group members were asked in the meantime to familiarise themselves with the area and to consider possible sites themselves.
6. CWS proposed next meeting for February 20th 2017 at Place House Cottages.

SITE GROUP MINUTES

Minutes of Meetings of 20th February 2017 Place House Cottages

Attendees: Colin Wilton-Smith – Amanda McQuire – Richard Summers (Town Planning Consultant) - Paul Robinson - Pamela Van Raysen

Agenda

- 1. Minutes of last meeting**
- 2. Assessment Process**
- 3. Call for Land Sites**
- 4. Forum Sites**
- 5. Housing Needs Assessment**
- 6. Next Meeting**

1. Minutes of last meeting were approved. No matters arising.
2. CWS explained the Site Assessment process. Members were provided with the AECOM assessment guide lines and it was agreed that the group would have regard to these.
3. CWS advised that Fareham Borough Council were providing information on the Call for Land (SHLAA) Sites
4. An initial list of sites proposed for assessment proposed by CWS & RS was produced, no other sites were suggested by members of the group.
5. Housing Needs Assessment that had been commissioned via AECOM should be available in about 8 weeks.
6. Next Meeting TBA in about a months time.

AOB – CWS advised that RS would prepare a definitive plan of all Forum and SHLAA sites. Members of the group asked to familiarise themselves with these.

SITE GROUP MINUTES

Minutes of Meetings of 28th March 2017 St Margaret's Lane

Attendees: Colin Wilton-Smith – Pamela Van Raysen – Paul Robinson
Apologies: Amanda McQuire.

Agenda

- 1. Minutes of last meeting**
- 2. Forum**
- 3. Site assessments**
- 4. AOB**
- 5. Next Meeting**

1. Minutes of last meeting were approved.
2. Forum – CWS advised the Forum had been approved by FBC
3. Site Assessments – CWS confirmed that this was the main point of the meeting. A full list of sites both SHLAA and Forum sites were considered. It was agreed that members would carry out individual inspections and notes. It was agreed that detailed individual assessments would be necessary but as a result of initial views, a preferred short list was arrived at. These being:

Forum Sites: St Margaret's Lane
St Margaret's Lane
West Street, Titchfield.
Titchfield Motors, East Street, Titchfield
Bellfield Garages, Titchfield.
Land at Warash Road, Common Lane

SHLAA Sites: 3010 – Land at Southampton Road, Titchfield.
3064 – Land at Southampton Road, Titchfield.
3060 - St Margaret's Lane (West Side) Titchfield.

It was agreed that Assessment of the SHLAA sites could not be carried out until information is provided by FBC in conjunction with the Draft Local Plan.
In the meantime detailed assessments of the Forum sites would be undertaken by the Sites Group.
Regard to the HNA would be taken into account once this was available.

AOB

PVR agreed to update AM
No other business.

Present, Paul Robinson, Amanda Morait, Colin Wilton-Smith, Pamela Van-Raysen, Andy Hoare

Colin welcomed the group and introduced Andy Hoare who is joining the group in a personal capacity

Update on progress

Emma Betteridge has been appointed by FBC as our point of contact and has had experience of Neighbourhood plans having worked with Parish Councils. Her expertise has been with a system of site scoring that we are not using. The Toolkit version we are using has a scoring system which the group found more accessible to understand and to give assessments of sites. It was agreed by the group that Colin will feedback to Fareham that we wish to use the Toolkit and add to Emmas proforma at the end of the process.

Colin also reported that we have been given by Fareham a timescale that was felt by the group we could not reach.

It was considered unrealistic with the amount of consultation needed, and the prospect of a general election plus the man power we have available. Amanda volunteered to see what other Boroughs are doing to assist groups form their Neighbourhood plans

Rating of sites

Colin proposed the group formed a first attempt at the rating of sites. These sites are those already identified by the group (see map) plus the sites that are know to have been identified in the Call for land by the Council. Paul had already listed the sites in order of preference and had found the appraisal sheets useful in this process.

Colin proposed that the group all used the Toolkit and did an appraisal of the sites they had been allocated.

He then suggested the group meet together to agree this appraisal of sites with the production of an appraisal form for each site that had been agreed by the group and meets the requirements of the Toolkit. Paul agreed to host the meeting.

Colin also informed the group that photographic evidence would add weight to the assessments. He favoured Google maps but if a site had a specific feature a photo would be useful

Housing Needs Assessment

Aecom have been asked to do the Housing Needs Assessment. The consultant has been in contact, but there has been some misunderstanding of the progress this Forum has made. The consultation he recommended was not appropriate for general public consultation so the Chair of the Forum and Colin prepared a flyer to be given out, at the Village Fete. The Forum is due to receive the Housing Needs Assessment from the Borough before the end of the month. Colin will bring this to the next meeting with Fareham.

Policies and Projects

Colin distributed the first draft of policies and these will need to be formed by consultation at a number of meetings. The policies will be given to Boyle and Summers to be written in planning terms.

Colin also emphasised that the projects resulting from the Forum must also have wide consultation before inclusion.

Andy also raised the financial gain from housing which can fund Projects community have approved through consultation

Consultation

Colin reported roughly 200 flyers had been passed out at the Fete

Next Forum meeting on 13th June was difficult for some and a little too close. Gloria will discuss with Chair

Open meeting on July 2nd for consultation of Policies and Projects. Colin will do a presentation. Amanda will speak on Social Housing. Some one to talk on Projects. Colin asked that all run tables around the room with various means of giving opinions.

Colin thanked the group and closed the meeting

ACTION POINTS

Colin Colin will feedback concerns about the assessment sheets used to FBC on 17.5.2017
He will also enquire on timing of housing needs assessment and timetable concerns

Paul Paul will host a meeting on 31.5.2017 at his house

Amanda Amanda will make enquiries of other Boroughs to see how they support forums

Whole group The whole group will ensure they have appraised their sites re toolkit for meeting on 17.5 2017

Colin

Housing meeting 17.07.2017

Apologies from Colin Wilton-Smith and Amanda Morriatt
Present Andy Hoare, Pamela Van- Reyson, Paul Robinson, Gloria Hunt

Sites

Paul Robinson chaired the meeting and the aim of the meeting was to assess where the group were in their assessment of the next level of sites and to identify the way forward.

All additional sites had been assessed and there were now 14 sites that had been completed.

The following is the first draft of second level site assessments

- Site A (St Margarets Lane Shell Garage end) could take 41 houses and good road access. the only amenities in walking distance would be the garage. too far to walk into the village so residents would use cars
- Site B (St Margarets lane) 20 houses but again disconnected from the village
- Site C (allotment site) 44 houses although topography of site could be problematic. Would give added security for Barrys meadow. Controversial due to allotments but Andy did mention how some authorities are using the allotment sites in a creative way
- Site D (two fields St Margarets Lane) access poor due to blind corners narrow road and traffic flow
- Site E (Titchfield motors) The houses would need garages and the road to cross to school. etc difficult Gloria raised point that there was already talk of 3 house in cottage style going there. Andy will check.
- Site F (Bellfield garages) Access difficult and overlooked by flats. Issue of situation with the Posbrooke development also to be taken into consideration
- Site G (Common Lane nr West Hill school) Flat site, good access to buses but long walk to village
- Site H (Common Lane, junction) Good site but too far from village centre

Paul then showed the three ways of recording this information the government guidelines, Fareham rep guidelines Colin and Pauls methods. Paul felt it was an easy exercise to join these different proforma and will send to Colin for his approval

Action

Paul will circulate the site assessment sheet for Colins approval

As Amanda has declared a conflict of interest Pamela will collect all papers from Amanda to do with housing It was thought at this time that there would be no need to increase the size of the group

Paul thanked the group for attending and closed the meeting

Minutes of sub Housing Group 21st August 2017

Present Colin Wilton-Smith, Paul Robinson, Andy Hoare.

Update.

CWS updated the group on latest position with FBC. They will not share any information until the draft local plan has been before the Executive and we have our scheduled meeting with them in October. They have also been advised of our proposal to revise the Settlement Boundary. They are unwilling to share any information re the Call for Land Sites until the consultation process, very frustrating. They have advised us to hold off our own assessments until then. CWS proposed that this meeting should just cover the appraisal process and consider the best approach to record the information as a group, agreed.

Appraisal Format

Paul had circulated a sample appraisal which we examined. It was agreed that the format met the requirements of the process and should be adopted. The addition of photographs of each site was proposed and when complete each site will have its own mini file of supporting documentation.

Site Appraisals

We discussed various ways the site appraisals could be completed in a consistent manner, after much discussion it was agreed that we should meet as a group and complete them together, Paul would record the results on his computer using the agreed format. Dates were considered, due to holidays and work commitments the meeting will have to be early October, no concern due to FBC delaying progress.

It was suggested and agreed that CWS should write to FBC advising them of our preference for three of the Call for Land Sites, namely SHLA, 3064, 3058, and part 3060. CWS to action.

Meeting finished 8-30pm.

Notes of Housing Meeting 10.10.2017

Those attending : Andrew Hoare, Paul Robinson, Colin Wilton-Smith, Pamela Van-Reysan, Peter Wheal
Gloria Hunt

1. Sites appraisal

Colin reported back on the feedback from Fareham regarding the work carried out by the group. The settlement boundary had been redrawn by Richard and there are still some questions to be resolved. This will be discussed at the meeting with FBC and Colin.

Emma Betteridge, Fareham representative on Neighbourhood plans had sent comments on objectives, policies and sites. She had approved the site appraisal format we have submitted. We only need to capacity of sites and environment information. The group were pleased that their format had been recognised.

2. Borough Local Plan

Colin informed the group that the draft local plan is prepared and access is available. Colin has had a first look and had noted that there are no sites allocated within the Neighbourhood plan area. Those outside the area most likely to have any impact are

The A27 land encompassing Hambrooks
Hunts Pond road recreation ground
Funtley road North

It appears the the Housing needs Assessment for this area would be satisfied with this development but it may not take into account winfall sites. The strategic gap will be protected and strict policies for green space. Posbrook looks likely to be refused and any site over 11 units must have 30% social housing.

3. Appraisal of Neighbourhood sites

The group then went through each site appraisal using the sheets designed for this purpose. Sites A to F were appraised **see appraisal sheets of all identified sites**. It was also noted any particular road problems that could inhibit residents accessing the Village. These were noted for the Traffic group to ensure they were in their objectives.

Colin has contacted all landowners and that has also been taken into consideration. The following were placed in rank order with number one being most preferred.

Site E Titchfield Motors
Site G Common Lane West Hill (landowners West Hill school trust)
Site C West Street allotments (landowners Hampshire County Council)
Site D St Margarets Lane (landowners Hampshire County Council)
Site H Warsash Junction (owners keen to sell)
Site A Site B owned by Hampshire County Council not for sale

There followed some discussion on the role of the group now we have this information. Andy pointed out that we still need this information published to protect from future attempts to develop within the village
Colin thanked the group for their work

Housing group meeting

6.11.2017

Present ; Andy Hoare, Paul Robinson, Colin Wilton Smith, Peter Wheal, Gloria Hunt, Pamela Van-Reysan

Agenda

1. Minutes of last meeting
2. Current situation with Local Draft Plan
3. Current policies review and Urban area Boundary
4. Reassessment of sites in light of Local Plan
5. Review of site assessments prepared by FBC
6. TVT meeting
7. A.O.B

1. Minutes were presented and agreed by the group

2. Colin reported on the last meeting with FBC and their rationale behind the decision to develop the (Hambrooks) A27 site. He felt the group now needed to revisit the sites within the Neighbourhood Plan area. He reported that there had been a meeting of the Executive but he did not share the view of the Executive group as the decision re sites must come from this committee and then the whole of the Forum.

3. Colin reminded the group that we must consider when forming our plan that 11.5% of Housing Need comes from windfall sites. There is always a chance, therefore, of landowners and developers wanting sites in the Neighbourhood Plan area. It is for this reason, he said, that we must have robust policies and evidence through site assessments. Colin explained the urban area boundary and the inclusion of the Drs surgery and lower Southhampton Hill but was concerned about the non inclusion of the top area of Southhampton Hill.

Colin reminded all of the Borough meeting re the Local Plan which may give us more information.

4. Colin felt that that the site at the top of Southhampton Hill (adjacent to school) would meet our requirements. However, this would involve moving the urban area boundary and could open up the land behind. It was also on part of the land forming the strategic gap. Colin asked for two votes_

a Should the urban area boundary be moved?

Group voted Yes

b. Should the top sites be put forward for development?

Group voted Yes

We now have a site proposed by FBC for 400 mixed development dwellings on our doorstep and can also review our plan after 5 years. It was decided that the second round of our site assessments should take place. Paul and Colin will revisit each site and give a further critical appraisal of suitability.

5. Colin will also look at the Call for Land Sites assessments when he obtains them. There is a planned meeting with FBC when the urban area boundary can be discussed. Two sites still need to be assessed Bellfield and St Margarets

6. It was agreed to let the Chair of Village Trust speak without challenge unless anything incorrect spoken

7. Colin will prepare a presentation for Forum and open meeting in the new year. Paul and Colin will revisit all site assessments. When having the open meeting a decision will be needed on how to obtain a vote from those present

The information from The Borough meeting on their plan will be fed back (see below)

CAT Borough meeting to give information on the Local draft Plan

Ann Wheal and John Hiatt attended this briefing. Presentations and displays were available for the public.

It was made clear that the borough has identified no sites within the Neighbourhood Plan area.

The Borough also has stated that it has a clear policy to preserve the strategic gap.

These two clear statements will be fed back to the Housing Group and the Forum for their consideration.

ADDENDUM TO SITE & HOUSING GROUP MINUTES

Following the publication of the Draft Local Plan the Forum became aware of the rejection of all SHLAA sites in the Forum area and the proposal to approve a site for the 400 houses within half a mile of the Neighbourhood Plan boundary (Southampton Road).

This was considered by the Executive, as no sites within the Neighbourhood Plan area met ours or Local Plan Policies with the exception of Titchfield Motors (THS 11) which was about to receive planning consent. A resolution was passed, to propose a change of the Urban Settlement Boundary at Southampton Hill to reflect the true Urban Area. Not to nominate or support any housing sites within the Forum area except Windfall sites that meet Forum and Local Plan Policies. To support the Local Plan housing site for 400 homes at Southampton Road, Titchfield Common which it was considered would meet some of the local housing need. Due to an impending Forum Meeting and the very limited time to make comments on the Draft Plan an email consultation took place with the member of the Site Group. The proposal was to not allocate any sites within the Forum Area, with the housing need to be met by the Southampton Road site and Windfall Sites. Also a market adjustment of the Urban Settlement Boundary was proposed. The group accepted their proposals.

The proposition regarding the non allocation of sites and the Urban Settlement Boundary change were put to a Forum Meeting on the 4th December 2017 and approved unanimously.

**EMAIL CONSULTATION
WITH SITE GROUP
RE: FINAL PROPOSALS**

From: Pamela van Reysen <pamelarvanreysen@btinternet.com>
Sent: 17 November 2017 09:51
To: colin wilton-smith
Subject: Re: Sites and Urban Settlement Boundary VERY IMPORTANT

Good morning Colin

In reply to your email I agree with your statement ie., we do not make provision for housing sites as the 400 dwellings at TC will help the numbers, and that we continue with our policies.

Apologies for not attending the meeting

Pamela

----- Original Message -----

From: colin wilton-smith
To: Richard Summers ; Paul Robinson ; 'Pamela van Reysen' ; Andrew Hoare ; gloria.hunt2010@gmail.com ; Peter Wheal
Cc: Ann Wheal
Sent: Wednesday, November 15, 2017 7:19 PM
Subject: RE: Sites and Urban Settlement Boundary VERY IMPORTANT

Richard, thanks, we understand Posbrook is going to be refused. Colin

Sent from Samsung tablet.

----- Original message -----

From: Richard Summers <Richard@boyleandsommers.co.uk>
Date: 15/11/2017 17:13 (GMT+00:00)
To: colin wilton-smith <caws@live.co.uk>, Paul Robinson <paulhrobin@aol.com>, 'Pamela van Reysen' <pamelarvanreysen@btinternet.com>, Andrew Hoare <andy.hoare@ntlworld.com>, gloria.hunt2010@gmail.com, Peter Wheal <whealiesnr@gmail.com>
Cc: Ann Wheal <whealieann@gmail.com>
Subject: RE: Sites and Urban Settlement Boundary VERY IMPORTANT

Hi Colin,

Thanks for copying me in.

If the preference is for no more housing (excepting Titchfield Common) then the strategy seems sensible. The strategic gap is not huge in any direction so needs safeguarding in order to preserve the integrity of Titchfield as a distinct settlement.

By the way: How is the Posbrook Lane proposal progressing?

Regards,

From: colin wilton-smith [mailto:caws@live.co.uk]
Sent: 15 November 2017 16:38
To: Paul Robinson <paulhrobin@aol.com>; 'Pamela van Reysen' <pamelarvanreysen@btinternet.com>; Andrew Hoare <andy.hoare@ntlworld.com>; gloria.hunt2010@gmail.com; Peter Wheal <whealiesnr@gmail.com>

Cc: Ann Wheal <whealieann@gmail.com>; Richard Summers <Richard@boyleandsummers.co.uk>
Subject: Sites and Urban Settlement Boundary VERY IMPORTANT

I need to consult with the Sites Group regarding a proposed change of strategy. When we last met we agreed that if we were to include housing sites within the Plan our two preferred sites were those at the top of Southampton Hill and in order to accommodate these we proposed a change in the Urban Settlement Boundary (I will refer to this as the Urban Boundary in future as this seems the present preference)

Since that meeting several things have happened, we have had a chance to Examine the Draft Local Plan in more detail, this plan has been discussed and voted on by the Village Trust, there has been the local CAT meeting and today we met with Emma Betteridge who is managing Fareham's part in the preparation of the plan.

If you recall the sites we were proposing were Greenfield and outside the Urban Boundary and also in the Strategic Gap. Without going into great detail the Executive met and took account of a number of factors as follows:-

The Village Trust on an informal vote supported 100% the proposal that there should be no more housing in Titchfield and that it supported the Titchfield Common site for 400 houses mentioning it could meet some of the Local need.

It was made clear at the CAT meeting that no sites had been approved in Titchfield as they all were in the Strategic Gap, the protection of which is a core strategy of the New Local Plan. Again no housing in Titchfield was mentioned, apart from minor points the Draft Local Plan was supported by the meeting.

Following the CAT meeting and knowing we had a meeting with Fareham today. Ann called a meeting of the Executive to consider matters.

It was felt that by trying to achieve housing by moving the Urban Boundary into the strategic gap imposed more of a threat to the future of the Strategic Gap than that of having no housing at all and we should rely upon strong Policies to control and manage any future proposed developments. We were also concerned that the level of support at the above meetings for The Draft Local Plan and no development was such that we may not get the level of support required from the community to support our Plan

We therefore agreed we would present this proposition to Fareham at our meeting today.

We discussed the proposition with Emma Betteridge this morning, she emphasised that any decisions we ours but confirmed that Fareham had potentially an issues with the proposition of development within the Strategic Gap, also our change proposed for the Urban Boundary was not in accordance with their guidance and was not a natural extension of the boundary.

There is a case for a modest change to the Urban Boundary, I will send a seperate email on this.

I am reluctant to try to call a meeting of the Group as it is difficult to get everyone together and we need a proposition to go to the Forum Meeting with on the 4th December.

Can I therefore have an indication from each member of the Sites Group that we now do not make a provision for housing sites, bearing in mind the 400 houses at Titchfield Common will probably satisfy some of our need and we include in the Plan strong Policies relating to future development.

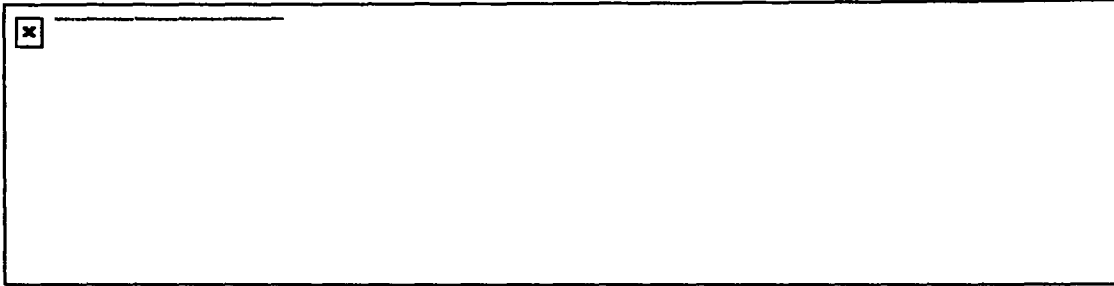
If this is agreed we will still need to complete our appraisals so Paul our meeting at the end of the month stands. I await hearing quickly, any questions contact me. Thanks Colin

Sent from Samsung tablet.

Richard Summers

Director

Mobile: 07824 698033



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From: Richard Summers <Richard@boyleandsummers.co.uk>
Sent: 15 November 2017 17:14
To: colin wilton-smith; Paul Robinson; 'Pamela van Reysen'; Andrew Hoare; gloria.hunt2010@gmail.com; Peter Wheal
Cc: Ann Wheal
Subject: RE: Sites and Urban Settlement Boundary VERY IMPORTANT

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Sent: 15 November 2017 16:38
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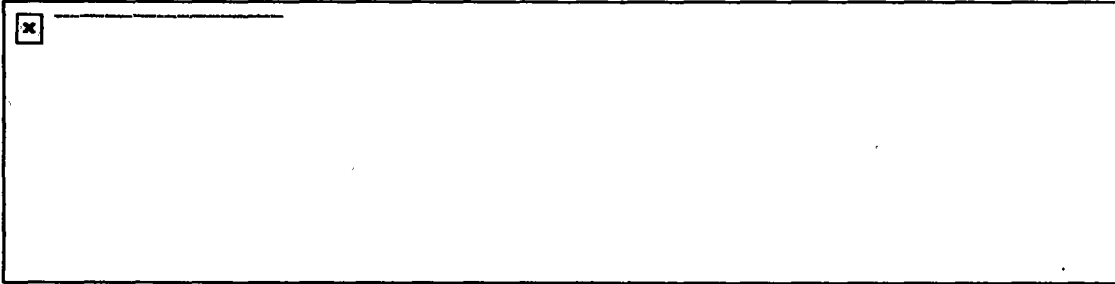
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Richard Summers
Director

Mobile: 07824 698033



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From: Paul Robinson <paulhrobin@aol.com>
Sent: 15 November 2017 16:43
To: colin wilton-smith; 'Pamela van Reysen'; Andrew Hoare; gloria.hunt2010@gmail.com; Peter Wheal
Cc: Ann Wheal; Richard Summers
Subject: Re: Sites and Urban Settlement Boundary VERY IMPORTANT

Colin – I am happy with your proposed line of attack.

Paul

Separate e-mail follows.....

From: colin wilton-smith <caws@live.co.uk>
Date: Wednesday, 15 November 2017 at 16:37
To: Paul Robinson <paulhrobin@aol.com>, 'Pamela van Reysen' <pamelarvanreysen@btinternet.com>, Andrew Hoare <andy.hoare@ntlworld.com>, "gloria.hunt2010@gmail.com" <gloria.hunt2010@gmail.com>, Peter Wheal <whealiesnr@gmail.com>
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Sent from Samsung tablet.

caws@live.co.uk

From: colin wilton-smith <caws@live.co.uk>
Sent: 25 November 2017 08:55
To: Andrew Hoare
Cc: Ann Wheal
Subject: RE: Sites and Urban Settlement Boundary VERY IMPORTANT

Andy, thanks for your comment. The proposal we are putting forward does not exclude the possibility of future development, indeed if Windfall sites meet our Policies they will be supported and this will be clear in our proposals. The problem is that none of the Sites apart from Titchfield Motors that we identified are within the Settlement Boundary. Our proposed change to the Settlement Boundary would have been resisted strongly by Fareham and it conflicts with the Policies re Settlement Boundaries.

If you are coming to the Forum meeting any views you have will be welcome. Thanks Colin

Sent from Samsung tablet.

----- Original message -----

From: Andrew Hoare <andy.hoare@ntlworld.com>
Date: 24/11/2017 19:48 (GMT+00:00)
To: 'colin wilton-smith' <caws@live.co.uk>
Subject: RE: Sites and Urban Settlement Boundary VERY IMPORTANT

Colin

Apologies for delay but tonight has been the first time I could reply. For me I think we should allow some form of development within the settlement boundary.

Regards

Andy

From: colin wilton-smith [mailto:caws@live.co.uk]
Sent: 22 November 2017 09:23
To: Andrew Hoare
Subject: Fwd: Sites and Urban Settlement Boundary VERY IMPORTANT

Andy, I have had responses in the affirmative from the rest of the group, could I have your response one way or the other for the record. Thanks Colin

Sent from Samsung tablet.

----- Original message -----

From: caws <caws@live.co.uk>

Date: 15/11/2017 16:37 (GMT+00:00)

To: Paul Robinson <paulhrobin@aol.com>, 'Pamela van Reysen' <pamelarvanreysen@btinternet.com>, Andrew Hoare <andy.hoare@ntlworld.com>, gloria.hunt2010@gmail.com, Peter Wheal <whealiesnr@gmail.com>

Cc: Ann Wheal <whealieann@gmail.com>, Richard Summers <Richard@boyleandsummers.co.uk>

Subject: Sites and Urban Settlement Boundary VERY IMPORTANT

I need to consult with the Sites Group regarding a proposed change of strategy. When we last met we agreed that if we were to include housing sites within the Plan our two preferred sites were those at the top of Southampton Hill and in order to accommodate these we proposed a change in the Urban Settlement Boundary (I will refer to this as the Urban Boundary in future as this seems the present preference)

Since that meeting several things have happened, we have had a chance to Examine the Draft Local Plan in more detail, this plan has been discussed and voted on by the Village Trust, there has been the local CAT meeting and today we met with Emma Betteridge who is managing Fareham's part in the preparation of the plan.

If you recall the sites we were proposing were Greenfield and outside the Urban Boundary and also in the Strategic Gap. Without going into great detail the Executive met and took account of a number of factors as follows:-

The Village Trust on an informal vote supported 100% the proposal that there should be no more housing in Titchfield and that it supported the Titchfield Common site for 400 houses mentioning it could meet some of the Local need.

It was made clear at the CAT meeting that no sites had been approved in Titchfield as they all were in the Strategic Gap, the protection of which is a core strategy of the New Local Plan. Again no housing in Titchfield was mentioned, apart from minor points the Draft Local Plan was supported by the meeting.

Following the CAT meeting and knowing we had a meeting with Fareham today. Ann called a meeting of the Executive to consider matters.

It was felt that by trying to achieve housing by moving the Urban Boundary into the strategic gap imposed more of a threat to the future of the Strategic Gap than that of having no housing at all and we should rely upon strong Policies to control and manage any future proposed developments. We were also concerned that the level of support at the above meetings for The Draft Local Plan and no development was such that we may not get the level of support required from the community to support our Plan

We therefore agreed we would present this proposition to Fareham at our meeting today.

We discussed the proposition with Emma Betteridge this morning, she emphasised that any decisions we ours but confirmed that Fareham had potentially an issues with the proposition of development within the Strategic Gap, also our change proposed for the Urban Boundary was not in accordance with their guidance and was not a natural extension of the boundary.

There is a case for a modest change to the Urban Boundary, I will send a seperate email on this.

I am reluctant to try to call a meeting of the Group as it is difficult to get everyone together and we need a proposition to go to the Forum Meeting with on the 4th December.

Can I therefore have an indication from each member of the Sites Group that we now do not make a provision for housing sites, bearing in mind the 400 houses at Titchfield Common will probably satisfy some of our need and we include in the Plan strong Policies relating to future development.

If this is agreed we will still need to complete our appraisals so Paul our meeting at the end of the month stands. I await hearing quickly, any questions contact me. Thanks Colin

Sent from Samsung tablet.

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To: Paul Robinson <paulhrobin@aol.com>, 'Pamela van Reysen' <pamelarvanreysen@btinternet.com>, Andrew Hoare <andy.hoare@ntlworld.com>, gloria.hunt2010@gmail.com, Peter Wheal <whealiesnr@gmail.com>
Cc: Ann Wheal <whealieann@gmail.com>, Richard Summers <Richard@boyleandsummers.co.uk>
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Sent from Samsung tablet.

caws@live.co.uk

From: Paul Robinson <paulhrobin@aol.com>
Sent: 16 November 2017 08:03
To: caws@live.co.uk; pamelarvanreysen@btinternet.com; andy.hoare@ntlworld.com; gloria.hunt2010@gmail.com; whealiesnr@gmail.com
Cc: whealieann@gmail.com; Richard@boyleandsummers.co.uk
Subject: Re: Urban Boundary

Colin - happy to support the reduced extension.

Paul

-----Original Message-----

From: colin wilton-smith <caws@live.co.uk>
To: Paul Robinson <paulhrobin@aol.com>; 'Pamela van Reysen' <pamelarvanreysen@btinternet.com>; Andrew Hoare <andy.hoare@ntlworld.com>; gloria.hunt2010 <gloria.hunt2010@gmail.com>; Peter Wheal <whealiesnr@gmail.com>
CC: Ann Wheal <whealieann@gmail.com>; Richard Summers <Richard@boyleandsummers.co.uk>
Sent: Wed, 15 Nov 2017 17:00
Subject: Urban Boundary

I attach herewith as promised the Urban Settlement Boundary plan, the black line is the existing boundary, the red line the proposed extension to include the two possible housing sites and the blue line linking in with the lower part of the red a possible natural extension of the boundary but not beyond it, to include the housing on either side of Southampton Hill. Emma Betteridge said she could see the logic of this. The houses on the East Side of Southampton Hill at the top end have been excluded as that opens up the possibility of backland development which goes against the guidance we have received from Fareham. By extending the boundary to include an obviously urban area strengthens the Urban Boundary. Can you please confirm your support or otherwise. Thanks Colin

Sent from Samsung tablet.

caws@live.co.uk

From: Gloria Hunt <gloria.hunt2010@gmail.com>
Sent: 16 November 2017 08:21
To: colin wilton-smith
Subject: Urban area boundary

Colin,
As in previous email re sites . I agree with the proposal to extend the urban area boundary Gloria

Sent from my iPhone

caws@live.co.uk

From: Gloria Hunt <gloria.hunt2010@gmail.com>
Sent: 15 November 2017 21:03
To: colin wilton-smith
Subject: Response to proposal

Colin
I am now formally agreeing with your proposal that we no longer allocate sites within the neighbourhood plan for development .

Gloria

Sent from my iPhone

SECTION 4

POLICIES

POLICIES

The Housing and Sites Policies were arrived at in draft form following initial Consultations and open meetings and the feedback from those.

The draft Policies were considered by the Executive, Housing and Site Group and were presented and accepted at a Forum Meeting on the 20th June 2017. They were then presented at an Open Meeting on the 2nd July 2017. No adverse comment or objection were received.

These Policies were then taken into account in the Site Assessments.

POLICIES

Green spaces with the Settlement Boundaries should be protected.

Reason - to conserve green space and contribute to a healthy environment.

Having regard to the valley situation of the village, visual impact of developments should be a consideration.

Reason - to conserve the character of the village.

No development outside Settlement Boundaries other than on designated sites.

Reason - to retain green space around the village.

The design of any development within the two Conservation Areas to reflect and be consistent with the heritage of those areas. Outside those areas a diversity of design should be encouraged.

Reason - to conserve the heritage of the two conservation areas, and the character of the village.

Any development within the two Conservation Areas to be subject to Archaeological investigation. Outside these areas an Archaeological Assessment should be undertaken.

Reason - to obtain a greater understanding of the history and heritage of the area.

No development within the plan area shall be approved without at least one parking space per unit.

Reason - To limit additional congestion and parking on the roads.

Any development of (yet to be determined number of units) should have provision for people born or work in the area, Affordable/Social housing and or specialist housing for older people or people with disabilities (there would need to be an agreed percentage) This policy to be determined by the response to the consultation re: housing types.

Reason - To create a diversity of housing to meet community needs.

Community charges (CIFL) from any developer should be used for priority projects within the Plan area. For instance, traffic, accessibility issues, footpaths, cycle ways, canal management. (Projects subject to consultation.

Reason - To undertake projects to enhance the local community.

Brownfield sites should have priority over greenfield sites.

Reason - to meet Government guidance and to make use of non economic land.

Conversion of business premises in High Street/The Square and South Street to residential is not permitted.

Reason - To retain a vibrant commercial heart to the village.

Smaller sites on village outskirts preferred.

Reason - To allow for a diversity of housing within reach of the village centre.

SECTION 5

URBAN SETTLEMENT BOUNDARY

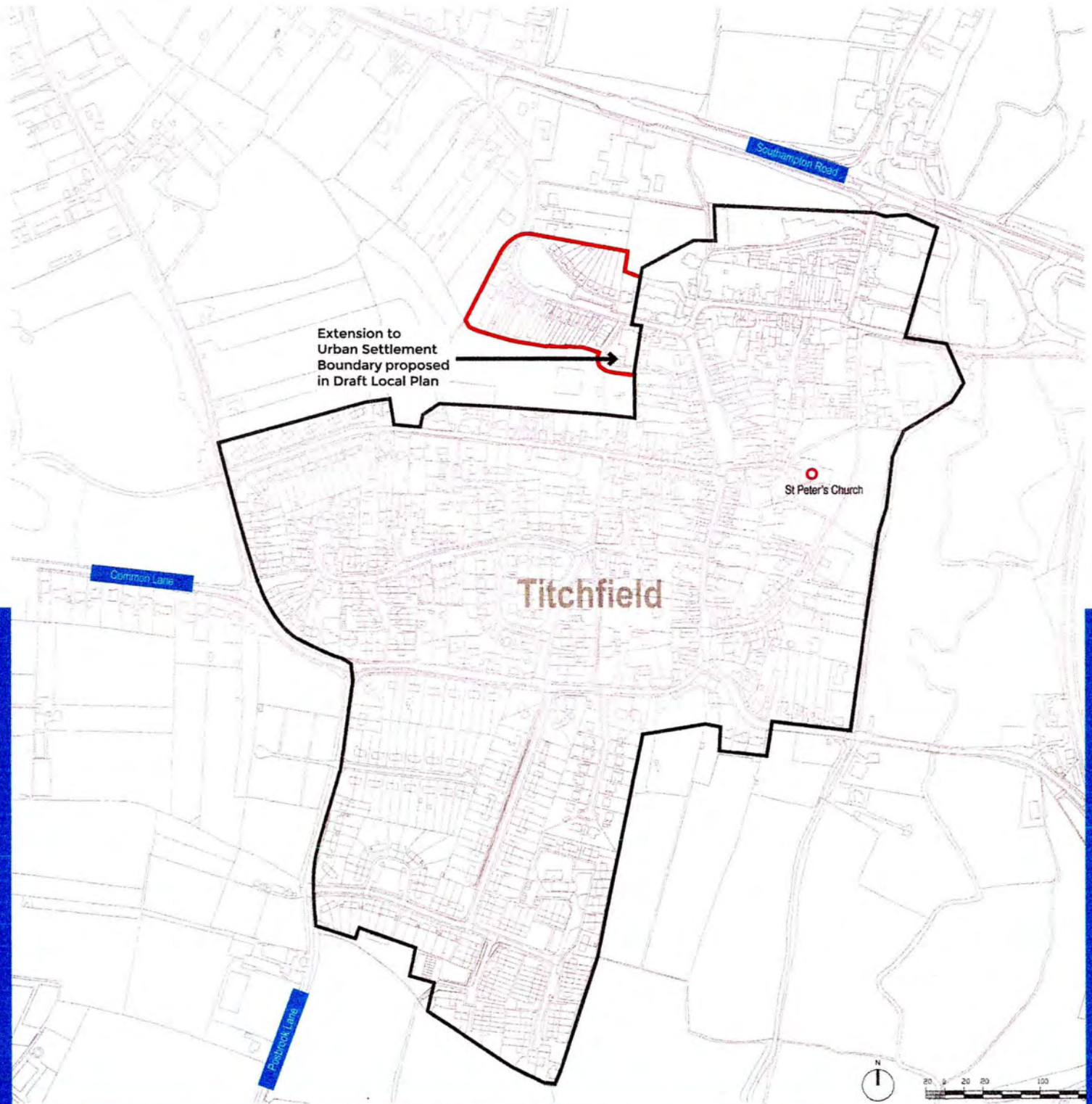
SETTLEMENT/URBAN BOUNDARY

During the process of site identification it became apparent that the Settlement/Urban Boundary did not represent the true Urban Area of the village as a large area of fairly dense housing on Southampton Hill was not included.

The Sites Group, in an effort to identify suitable sites looked at extending the Urban Boundary up to and including the upper part of Southampton Hill and properties fronting the A27. This was resisted by Fareham Borough Council and as a result the Forum voted to propose a more modest adjustment to the boundary restricted to the lower part of Southampton Hill itself, together with a modest change to the Boundary as proposed in the Draft Local Plan at the lower end of Southampton Hill to include the new flats at Titchfield Meadows and the GP Surgery. This was supported.

Urban Settlement Boundary

-  Existing Urban Settlement Boundary
-  Proposed Urban Settlement Boundary extension



From: colin wilton-smith <caws@live.co.uk>
Sent: 05 December 2017 10:39
To: Betteridge, Emma
Cc: Ann Wheal; gloria.hunt2010@gmail.com
Subject: FW: Fareham Draft Local Plan and Titchfield Neighbourhood Forum
Attachments: 16036_Titchfield NP_proposed settlement boundary_rev D.PDF

Emma, please find attached for your information the representations made on behalf of the Forum under the Draft Local Plan process. Thanks Colin

Sent from Samsung tablet.

----- Original message -----

From: colin wilton-smith <caws@live.co.uk>
Date: 05/12/2017 10:28 (GMT+00:00)
To: consultation@fareham.gov.uk
Subject: FW: Fareham Draft Local Plan

Subject: Fareham Draft Local Plan

Titchfield Neighbourhood Forum wish to make representations regarding the Fareham Draft Local Plan.

The Forum held a meeting on Monday the 4th of December 2017 to consider proposals which were all approved unanimously by the group. These are:

Urban/Settlement Boundary

It is noted that the Draft Local Plan proposes a modest change to the boundary in the area of the GP Surgery and the converted flats at the Eastern end of Southampton Hill. This is supported by the Forum.

Attached is a plan showing in red a proposed extension to the boundary to include most of Southampton Hill. This was voted on at the Forum meeting and was approved. The rationale for this is:-

This is a fairly dense area of housing, no different to other areas within the boundary and therefore its inclusion is a logical extension of the boundary. The extension meets most of the criteria in the Fareham Draft Local Plan Background Paper re the Settlement Boundary Review, in particular those set out in Section 4.4.

A more representative Settlement Boundary of the true urban area of the village will make it more sustainable.

We ask that this proposal is adopted

From: colin wilton-smith <caws@live.co.uk>
Sent: 11 September 2017 15:16
To: Betteridge, Emma
Cc: ann@wheal.co; Woodin, Stuart; gloria.hunt2010@gmail.com
Subject: Titchfield Neighbourhood Plan Settlement Boundary
Attachments: 16036_Titchfield NP_proposed settlement boundary_rev A.pdf

Emma, as mentioned to you we have looked at the Settlement Boundary and attach herewith our suggestion which has been arrived at with our Planning Consultant. We have not consulted as yet regarding these proposals, we will refer to them at our next Forum meeting later this month. I assume that as with everything else you are not in a position to comment until we have our meeting with you in October. Thank you. Colin

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SECTION 6

HOUSING SITES

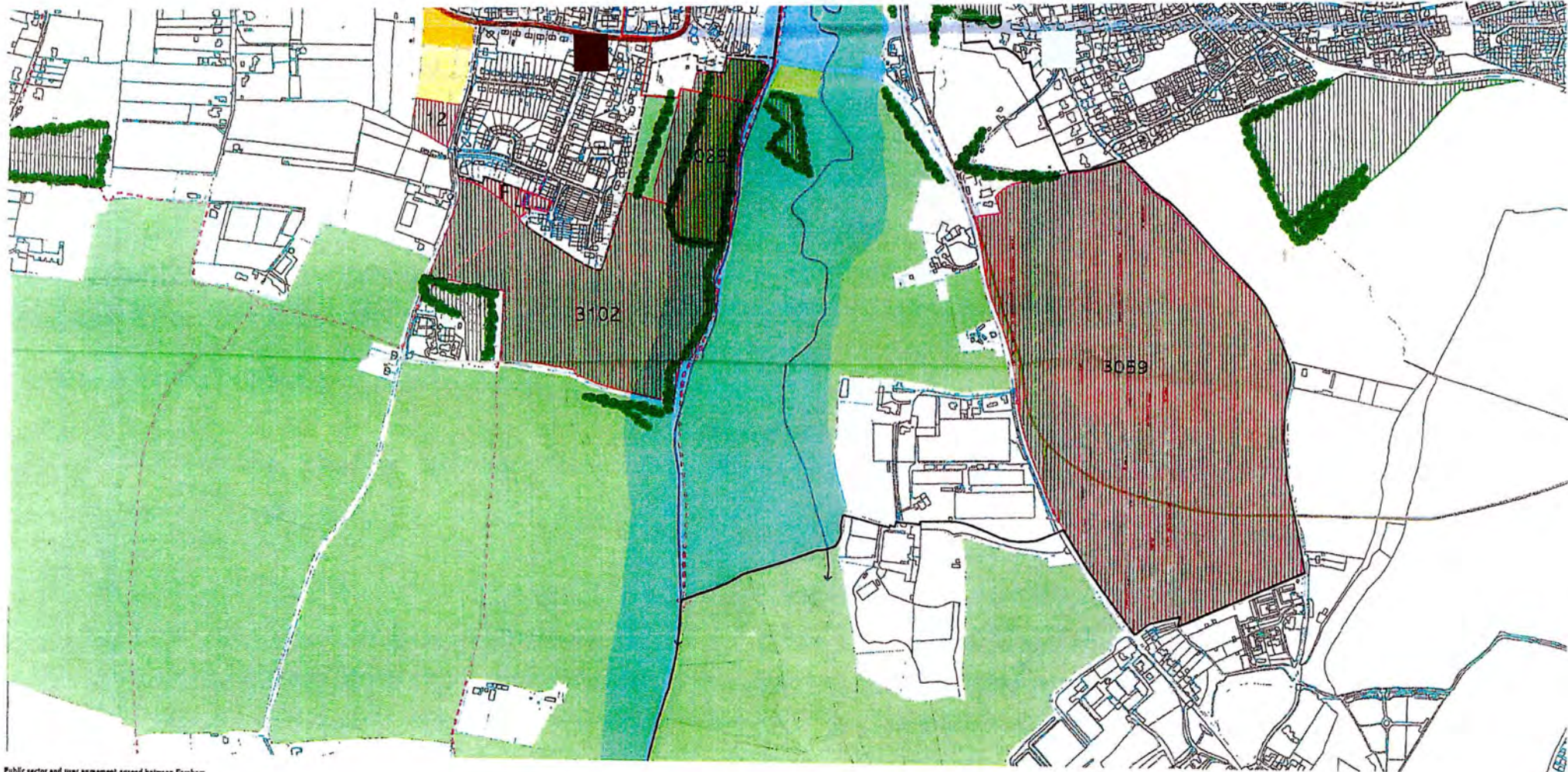
SECTION 6a

SHLAA – CALL FOR LAND

SECTION 6A
SHLAA SITES
(call for Land Sites)
See Plan

SHLAA ref 12	Land at Posbrook Lane (Titchfield Allotments) THS Ref 01
SHLAA ref 3010	Land at Southampton Road – THS Ref 02
SHLAA ref 3029	Land south of Bridge Street, Titchfield – THS Ref 03
SHLAA ref 3045	Carron Row Farm, Segensworth East – THS Ref 04
SHLAA ref 3055	Land at Southampton Road, Titchfield – THS Ref 05
SHLAA ref 3058	Land East of St Margaret's Lane – THS Ref 06
SHLAA ref 3059	Land East of Titchfield Road – THS Ref 07
SHLAA ref 3060	Land West of St Margaret's Lane – THS Ref 08
SHLAA ref 3064	320 Southampton Road – THS Ref 09
SHLAA ref 3097	Catisfield Lane – THS Ref 10
SHLAA ref 3102	Land East of Posbrook Lane, Titchfield – THS Ref 11

Note: Forum indicative site capacity was calculated on unrestrained calculation of 30 dwelling per hectare.



Public sector and user agreement agreed between Farnham Borough Council and Trichfield Village Trust GIS DATA used exclusively for the Trichfield Neighbourhood Plan.

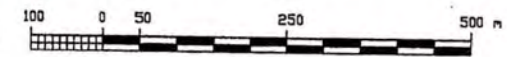
Contains Ordnance Survey Data © Crown copyright and

The area of the plan boundary is defined as the inside of the red line.

- Plan area
- Nature Conservation sensitivities
- Existing open spaces
- Allotments
- Flood zone
- Potential Housing Sites
- Bus route (24)
- Bus routes (25, 26, 28, 28A)
- Secondary route
- Planned road improvements
- Main river
- Settlement Enit (Local Plan 2015)
- Conservation area

PLOTS

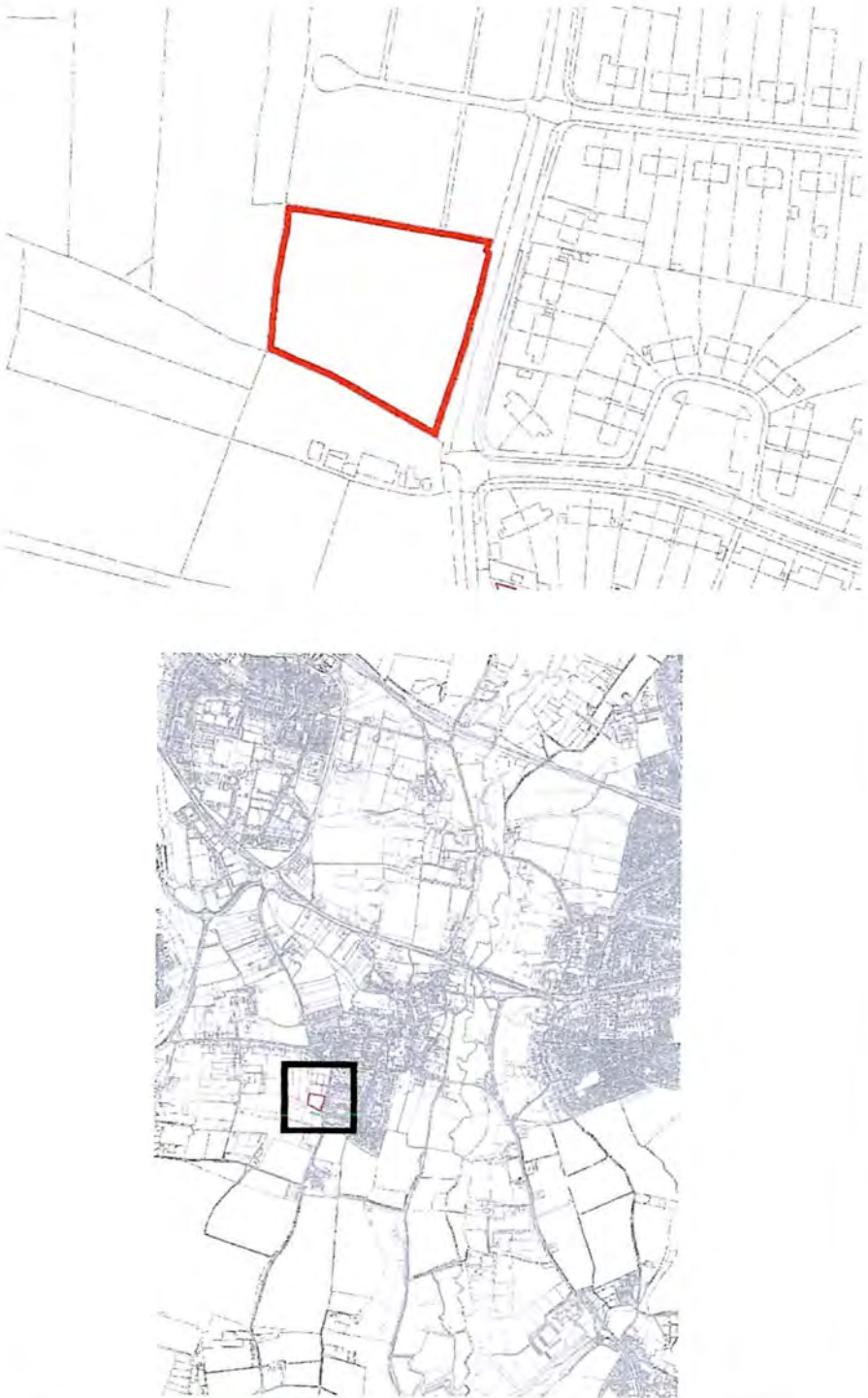
- A - 1.36ha (x30dph=40.8)
- B - 0.67ha (x30dph=20.1)
- C - 1.47ha (x30dph=44.1)
- D - 2.83ha (x30dph=84.9)
- E - 0.17ha (x30dph=5.1)
- F - 0.38ha (x30dph=11.4)
- G - 0.31ha (x30dph=9.3)
- H - 0.91ha (x30dph=27.3)
- 3060 - 3.51ha (x30dph=105.3)
- 3058 - 5.74ha (x30dph=172.2)
- 3064 - 1.04ha (x30dph=31.2)
- 3010 - 1.26ha (x30dph=37.8)
- 3055 - 0.36ha (x30dph=10.8)
- 12 - 0.47ha (x30dph=14.10)
- 3102 - 11.99ha (x30dph=359.7)
- 3029 - 3.96ha (x30dph=118.8)
- 3059 - 31.88ha (x30dph=956.4)
- 3097 - 14.10ha (x30dph=423)
- 3045 - 6.94ha (x30dph=208.2)



CLIENT	Trichfield Village Trust
PROJECT	Trichfield Neighbourhood Plan
TITLE	Potential Housing Sites
NUMBER	16016-101.05
DATE	DEC 2016
SCALE	1:5000 @ A1
STATUS	FOR APPROVAL
HAWS / DWG132	0 / 05

Site Assessment

THS01 (SHLA ref: 12)	
Address	Land at Posbrook Lane, (Titchfield Allotments)
Site Area	0.47 ha

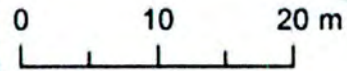
Description	
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SITE ID 12

**LAND AT POSBROOK LANE
(TITCHFIELD ALLOTMENTS),
FAREHAM**




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subject to terms and conditions.



SITE DETAILS				Discounted Housing Sites	
SHLAA ref	12	Ward	Titchfield		
Site Name	Land at Posbrook Lane (Titchfield Allotments), Fareham	Gross Site Area (HA)	0.48		
Current Land Use	Agricultural	Indicative dwellings yield	11		
		Details of Yield Calculation	80% of the site developable at 28 dph.		
		Character of Surrounding Area			
Posbrook Lane cemetery to north, residential to east, agricultural land to south and west					
SUITABILITY CONSTRAINTS					
SSSI, Ramsar, SPA or SAC	No	Local Landscape Character Area	05.1c	Historic Conservation Area	No
SINC	No	Agricultural Land Classification	100% ALC Grade 3	Currently inside Urban Settlement Boundary?	No
Brent Geese and/or Waders	No	Flood Issues	Not within a flood zone		
TPO	No	Listed Building/ Scheduled Monument/ Archaeology			
No					
Ecology	Semi-improved grassland with potential for reptiles, barn owls, bats, badgers . SRMP Levy				
Highways/ Pedestrian	Access is readily available to Posbrook Lane although the preferred location would be at the northern end, avoiding trees. Pedestrian facilities would be required at the access.				
Other / Mitigation	Maintain mature boundaries and incorporate open space on the west of the site. Avoid impacts on Strategic Gap and landscape.				
Suitable Site?	Yes				
Available?	No	Achievable?	No		
Reason for Discounting	The site is no longer promoted for housing development so is therefore not available for residential development.				

Site Assessment

THS02 (SHLA ref: 3010)	
Address	Land at 328 Southampton Road, PO14 4AZ

Site Area	1.26 ha
Description	 <p>The description section contains two maps. The top map is a detailed site plan showing a large rectangular area outlined in red, situated within a larger urban or industrial layout. The bottom map is an aerial photograph of the surrounding area, with a black square highlighting the specific site location. A small number '681' is visible on the right side of the aerial map.</p>

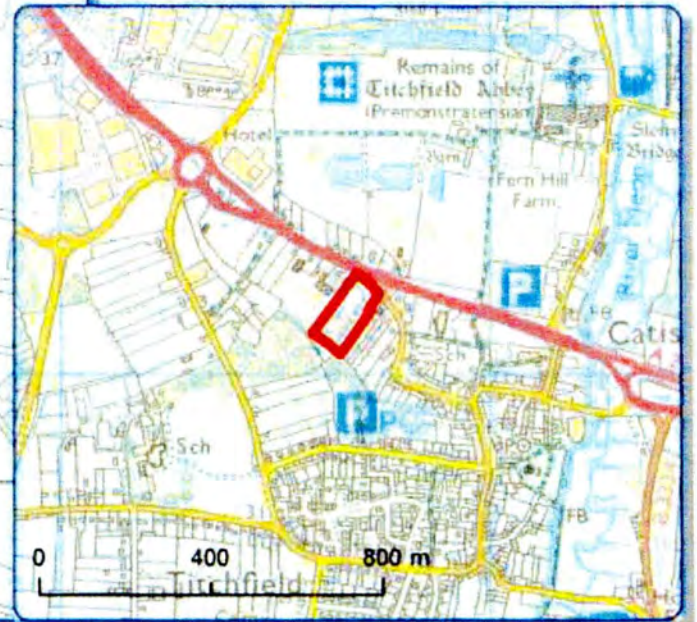
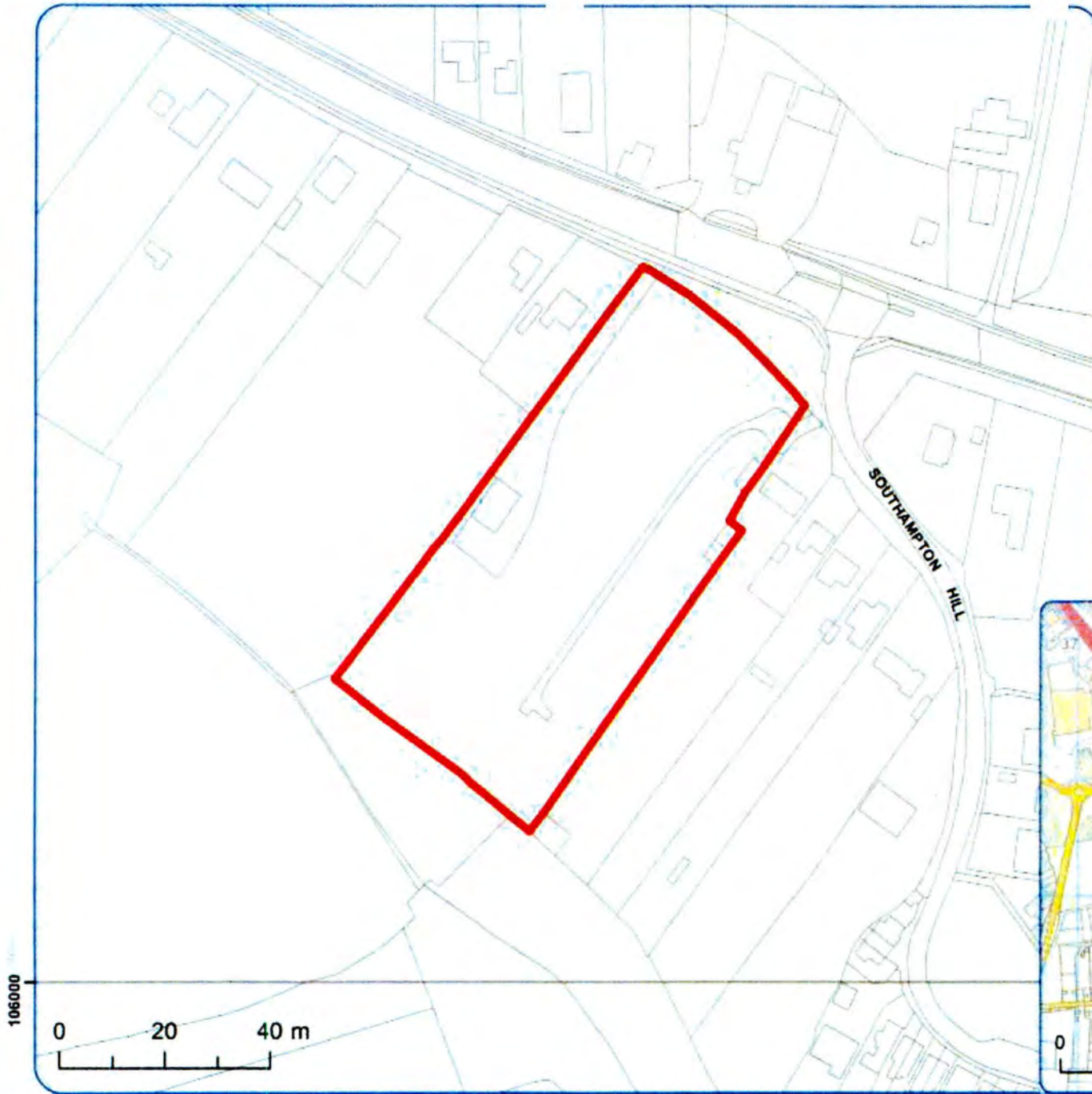
FAREHAM
BOROUGH COUNCIL

SITE ID 3010

**LAND AT SOUTHAMPTON ROAD,
TITCHFIELD**



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SITE DETAILS	Developable Housing Sites
--------------	---------------------------

SHLAA ref	3010	Ward	Titchfield
Site Name	Land at Southampton Road, Titchfield	Gross Site Area (HA)	1.26
Current Land Use	Scrub/ rough grassland	Indicative dwellings yield	15
		Details of Yield Calculation	Based on promoted yield
		Character of Surrounding Area	

SUITABILITY CONSTRAINTS

SSSI, Ramsar, SPA or SAC	No	Local Landscape Character Area	06.2a	Historic Conservation Area	No
SINC	No	Agricultural Land Classification	100% ALC Grade 3	Currently inside Urban Settlement Boundary?	No
Brent Geese and/or Waders	No				
TPO	No	Flood Issues	Not within a flood zone		
Listed Building/ Scheduled Monument/ Archaeology		No			

Ecology	Site is covered by woodland and scrub grassland. Potential for bats, Dormice, badger and barn owl. SRMP Levy
Highways/ Pedestrian	The site has existing access from the A27.
Other / Mitigation	Development would need to retain existing hedgerows and be of a scale and character appropriate to the locality. This area lies within a strategic gap and any prospect of physical, visual or perceived coalescence of development with neighbouring settlements must be avoided.
Suitable Site?	Yes

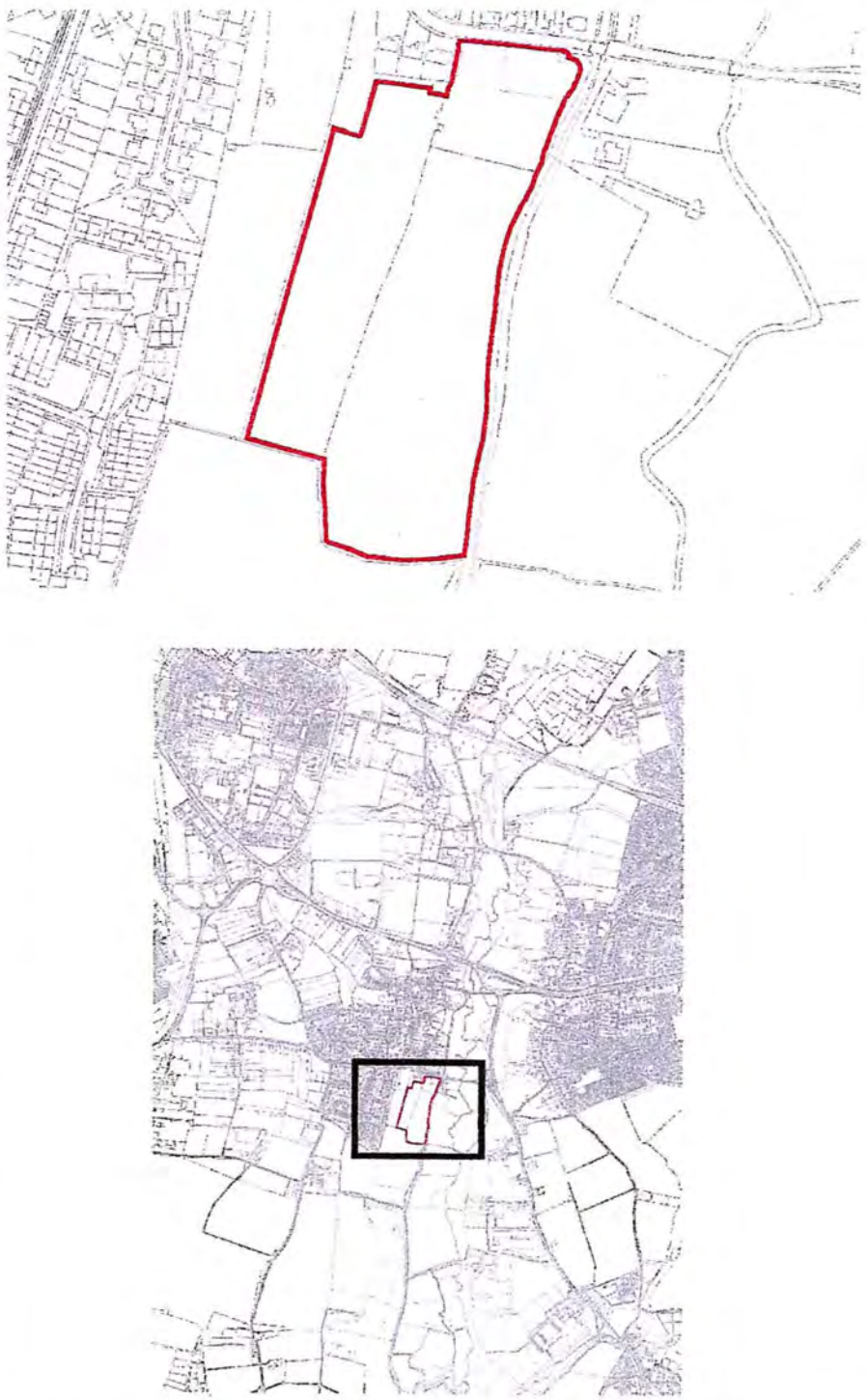
AVAILABLE

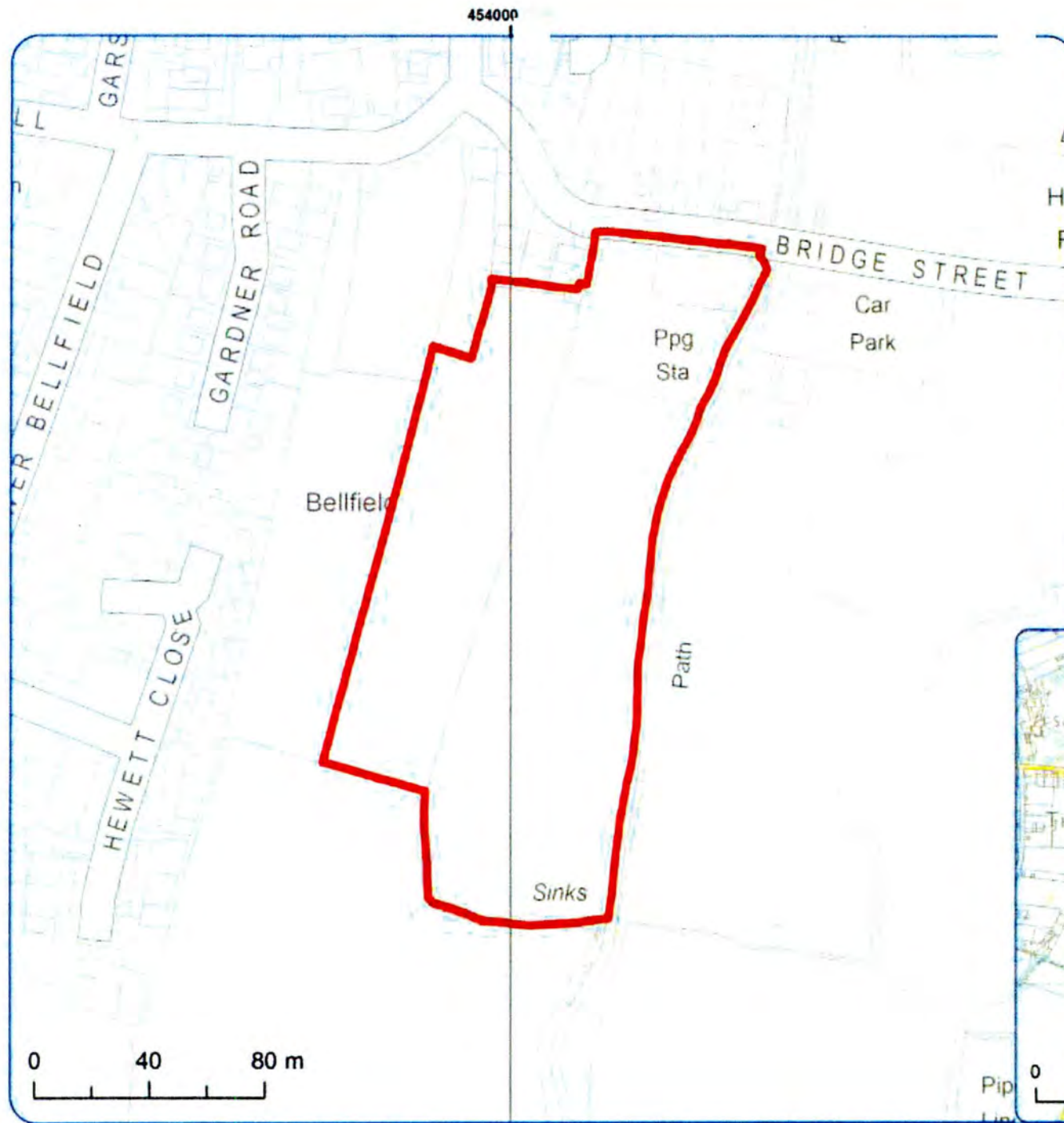
Yes

ACHIEVABLE

Yes

Site Assessment

THS03 (SHLA Ref: 3029)	
Address	Land South of Bridge Street, Titchfield
Site Area	3.96 ha
Description	



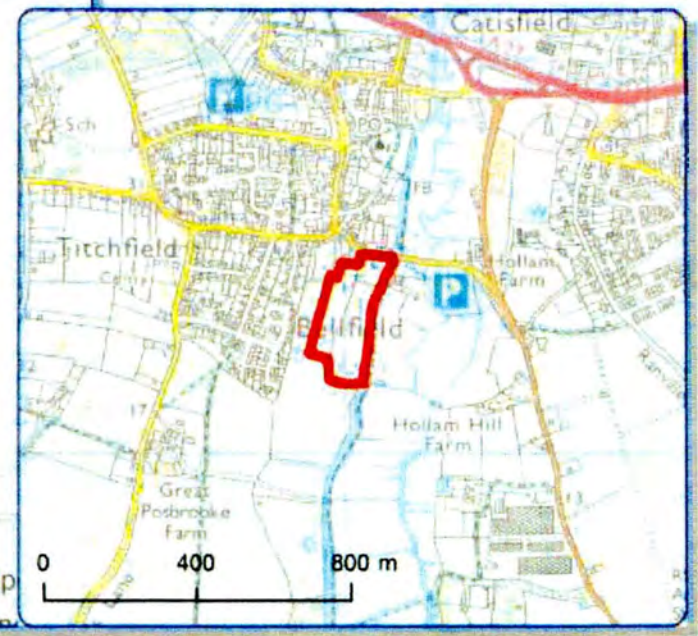
FAREHAM
BOROUGH COUNCIL

SITE ID 3029

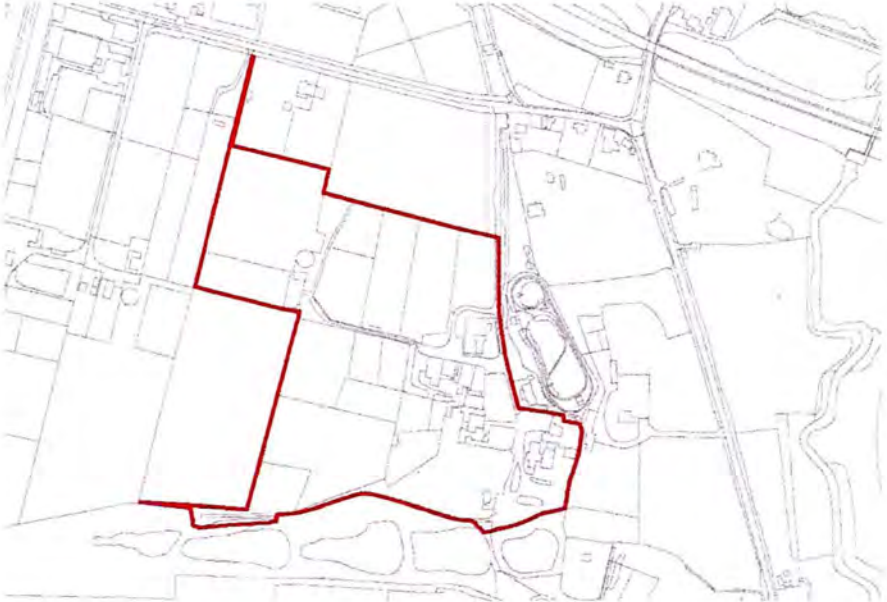

LAND SOUTH OF BRIDGE STREET, TITCHFIELD

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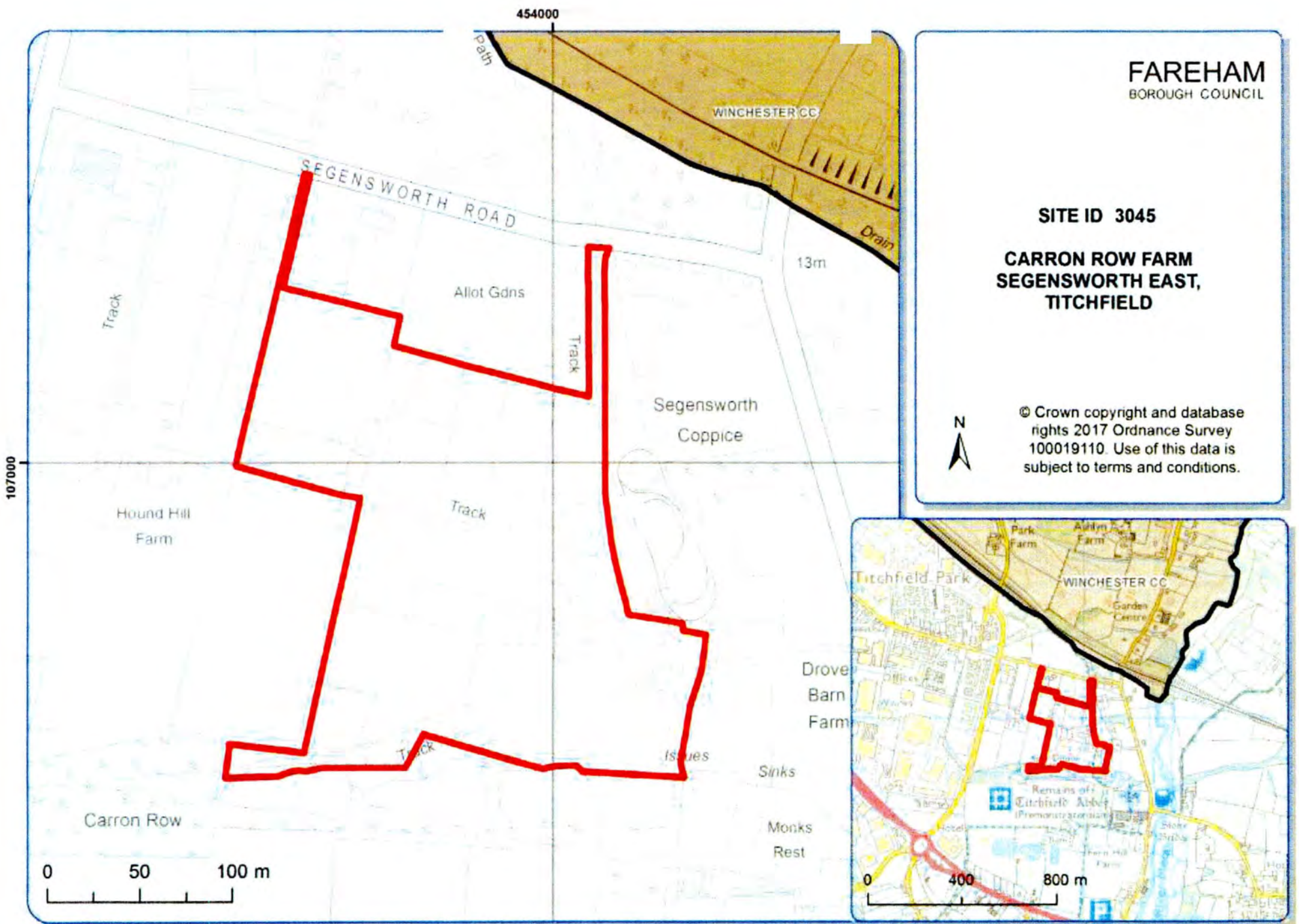
N



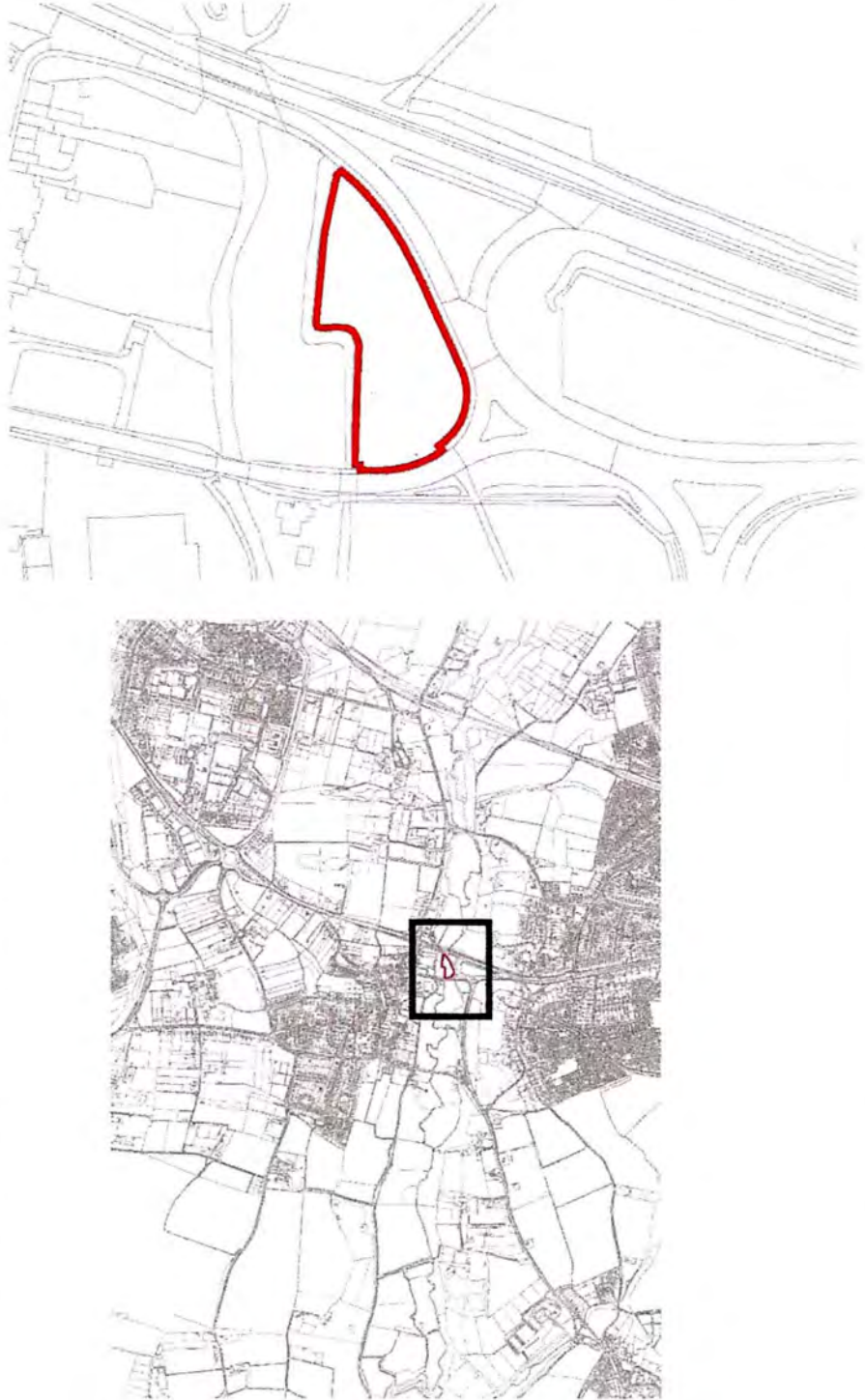
SITE DETAILS				Discounted Housing Sites	
SHLAA ref	3029	Ward	Titchfield		
Site Name	Land south of Bridge Street, Titchfield	Gross Site Area (HA)	4.06		
Current Land Use	Pasture	Indicative dwellings yield	73		
		Details of Yield Calculation	60% of the site developable at 30 dph.		
Character of Surrounding Area	Residential to the west and north. Open land to the east and south.				
SUITABILITY CONSTRAINTS					
SSSI, Ramsar, SPA or SAC	No	Local Landscape Character Area	06.1b	Historic Conservation Area	Yes (part) - Titchfield
SINC	Adjacent	Agricultural Land Classification	ALC Grade 3		
Brent Geese and/or Waders	Uncertain			Currently inside Urban Settlement Boundary?	No
TPO	No	Flood Issues	Flood zone 2 & 3 on east of site		
Listed Building/ Scheduled Monument/ Archaeology	No				
Ecology	Site contains grassland/pasture with linear hedgerows. Canal located on eastern boundary of the site. Bats, dormice, water vole, otter, reptiles and badger all have potential to utilise the site. SRMP Levy				
Highways/ Pedestrian	As the north-western part of the site is built-out, the only viable access would be on the western part of the frontage with Bridge Street. Access and turning for refuse vehicles would be required, along with pedestrian facilities on Bridge Road.				
Other / Mitigation	Site is in an area of high overall sensitivity, particularly in respect of the character and quality of the landscape resource and the abundance of valued ecological and heritage features. The integrity of the Strategic Gap must not be impacted. Development must have regard to flood zones, Titchfield Conservation Area, and Brent Geese and Waders designation				
Suitable Site?	No				
Available?	Yes	Achievable?	No		
Reason for Discounting	The site is in a highly sensitive landscape (based on the Fareham Landscape Assessment (character area 06.1b)). The site also partly contains land in flood zones 2 and 3 and has high ecological potential (adjacent to a SINC). Development could also be harmful to the setting of the conservation area. For these reasons the site is considered unsuitable for residential development.				

THS04 (SHLA Ref: 3045)	
Address	Carron Row Farm Segensworth East Titchfield
Site Area	6.94 ha
Description	 

Site Assessment



SITE DETAILS		Discounted Housing Sites			
SHLAA ref	3045	Ward	Titchfield		
Site Name	Carron Row Farm Segensworth East, Titchfield	Gross Site Area (HA)	7.29		
Current Land Use	C3 Class/ Agricultural/ Horticultural	Indicative dwellings yield	131		
		Details of Yield Calculation	60% of the site developable at 30 dph.		
		Character of Surrounding Area			
Allotments, paddocks, Titchfield Abbey Scheduled Ancient Monument and caravan site.					
SUITABILITY CONSTRAINTS					
SSSI, Ramsar, SPA or SAC	No	Local Landscape Character Area	06.2a	Historic Conservation Area	Yes - Titchfield Abbey Conservation Area adjacent
SINC	Part	Agricultural Land Classification	ALC Grade 3	Currently inside Urban Settlement Boundary?	No
Brent Geese and/or Waders	No	Flood Issues	Not within a flood zone		
TPO	No	Listed Building/ Scheduled Monument/ Archaeology			
		Listed Building on-site, Scheduled Monument adjacent			
Ecology	The site contains grassland / pasture divided into sectioned fields, with a series of buildings on the east of the site. Majority of site is likely to be low ecological value as horse paddock. Potential for bats, Dormice, reptiles and badger. SRMP Levy				
Highways/ Pedestrian	Due to limited lengths of frontage with Segensworth Road, it is not possible to secure adequate visibility splays at the prospective accesses.				
Other / Mitigation	The integrity of the Strategic Gap must not be impacted. Development must have regard to adjacent SINC, landscape sensitivities, Titchfield Abbey Scheduled Ancient Monument and Titchfield Abbey Conservation Area.				
Suitable Site?	No				
Available?	Yes	Achievable?	No		
Reason for Discounting	The site is in a highly sensitive landscape (based on the Fareham Landscape Assessment (character area 06.2a)). Development at the site would potentially have significant impacts upon a Scheduled Ancient Monument. No safe highway access identified. For these reasons the site is considered unsuitable for residential development.				

THS05 (SHLA Ref: 3055)	
Address	Land Southampton Road, Titchfield
Site Area	0.36 ha
Description	

Site Assessment

FAREHAM
BOROUGH COUNCIL

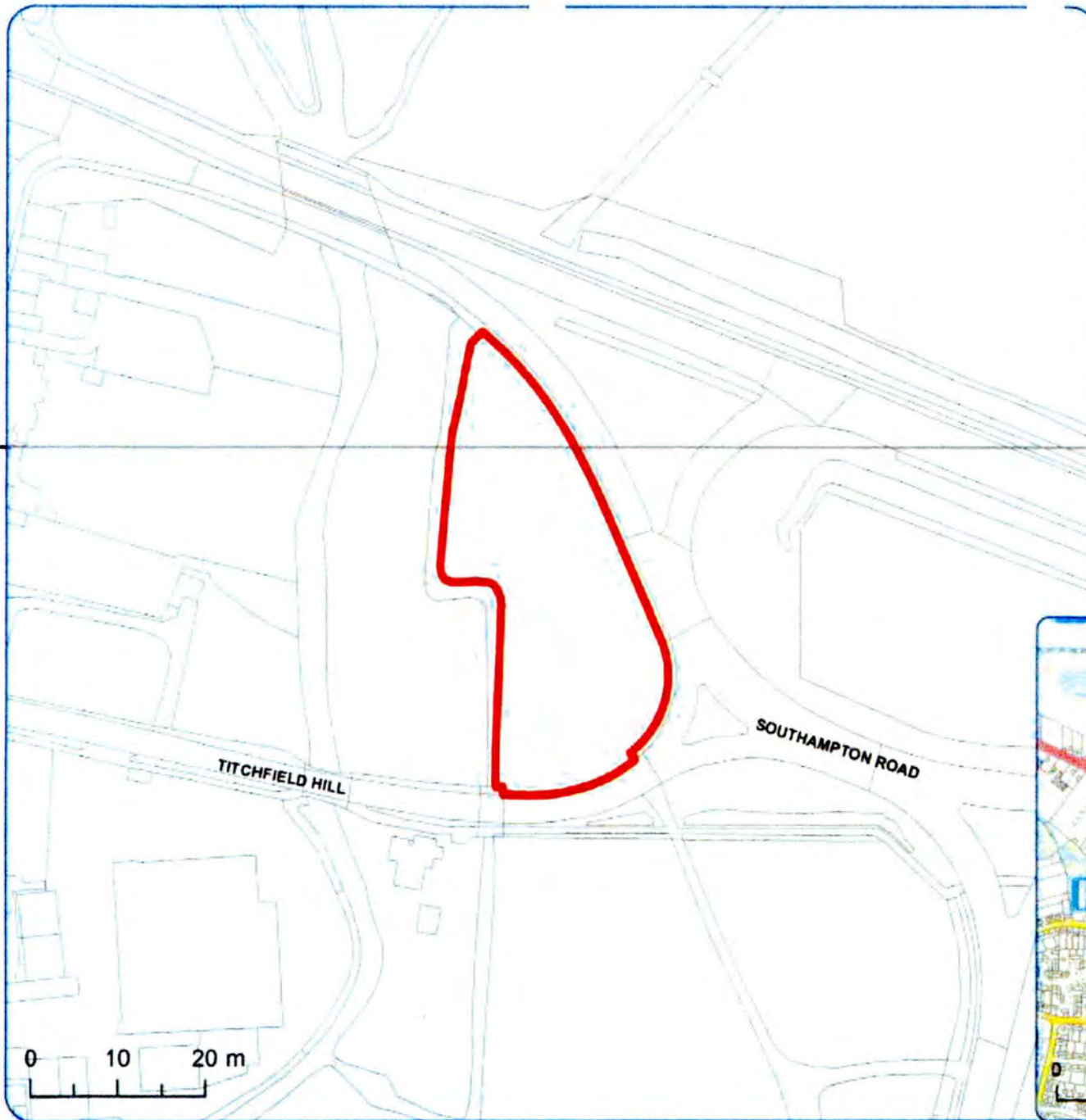
SITE ID 3055

**LAND AT SOUTHAMPTON ROAD,
TITCHFIELD**



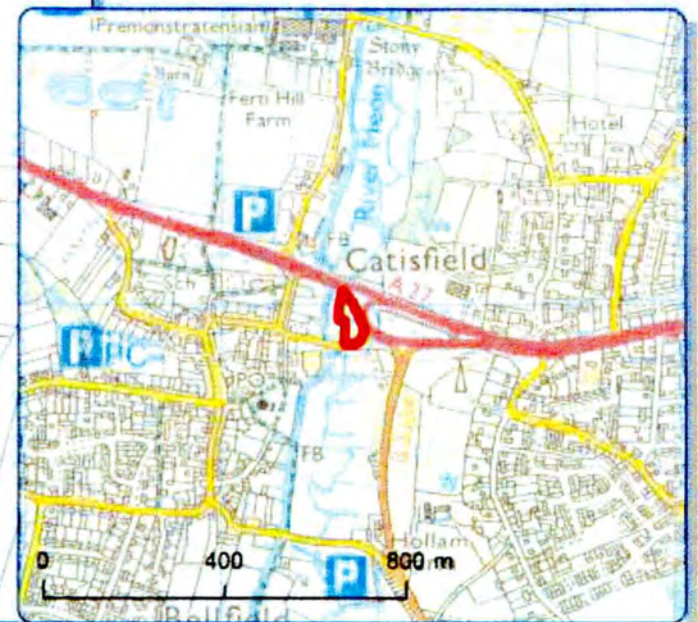
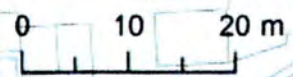
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106000



TITCHFIELD HILL

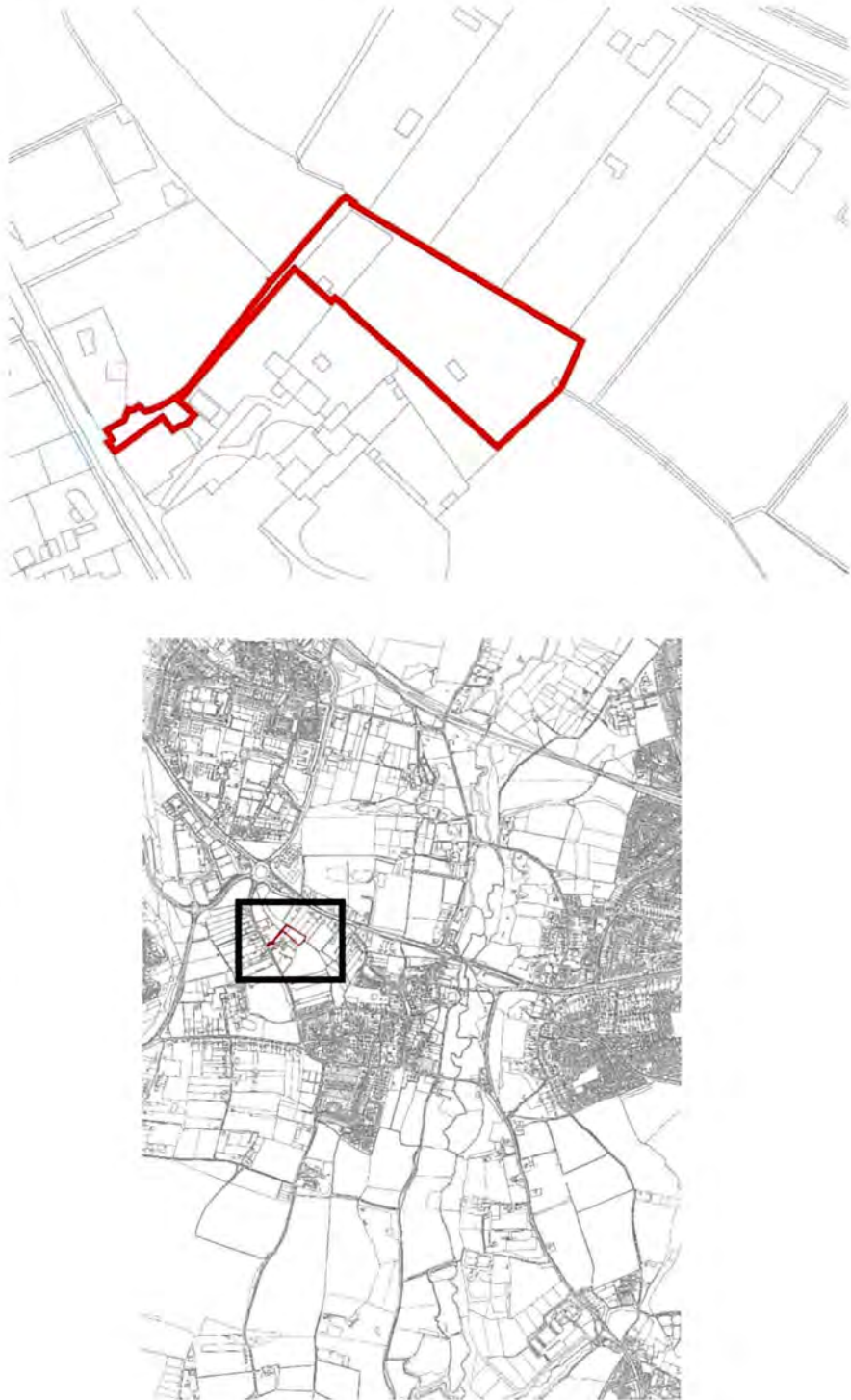
SOUTHAMPTON ROAD



Catisfield



SITE DETAILS				Discounted Housing Sites	
SHLAA ref	3055	Ward	Titchfield		
Site Name	Land at Southampton Road, Titchfield	Gross Site Area (HA)	0.37		
Current Land Use	Woodland/scrub	Indicative dwellings yield	4		
		Details of Yield Calculation	40% of the site developable at 30 dph.		
Character of Surrounding Area	River Meon and Flood Plain and Titchfield Village to west, A27 to the north, Agriculture, open space east and south.				
SUITABILITY CONSTRAINTS					
SSSI, Ramsar, SPA or SAC	No	Local Landscape Character Area	06.2a	Historic Conservation Area	No
SINC	No	Agricultural Land Classification	ALC Other		
Brent Geese and/or Waders	No			Currently inside Urban Settlement Boundary?	No
TPO	No	Flood Issues	Flood zone 2 & 3 on west of site		
Listed Building/ Scheduled Monument/ Archaeology	Archaeological potential				
Ecology	The site is comprised of scrub and trees and grassland adjacent the River Meon. The site may be SINC quality habitat but is adjacent a major road artery under which the river flows toward the SPA. SRMP Levy				
Highways/ Pedestrian	It is unlikely that any suitable, viable access option is available to this site unless right in and right out movements could be eliminated at an access onto Titchfield Hill.				
Other / Mitigation	Development would need to be of a scale and character appropriate to the locality. This area lies within a strategic gap and any prospect of physical, visual or perceived coalescence of development with neighbouring settlements must be avoided. Development must have regard to flood zones.				
Suitable Site?	No				
Available?	Yes	Achievable?	No		
Reason for Discounting	No suitable highway access is identified. The western part of the site is in a high risk flood zone. For these reasons the site is considered unsuitable for residential development. Likely to be below study threshold.				

THS06 (SHLA Ref: 3058)	
Address	Land East of St Margarets Lane, Titchfield
Site Area	5.74 ha
Description	 <p>The description section contains two maps. The upper map is a detailed site plan showing the boundaries of the 5.74 ha site in red. The site is an irregular polygon located east of St Margarets Lane. The lower map is a larger-scale map of the surrounding area, with a black rectangular box highlighting the specific location of the site within the broader context of the village and its roads.</p>

Site Assessment

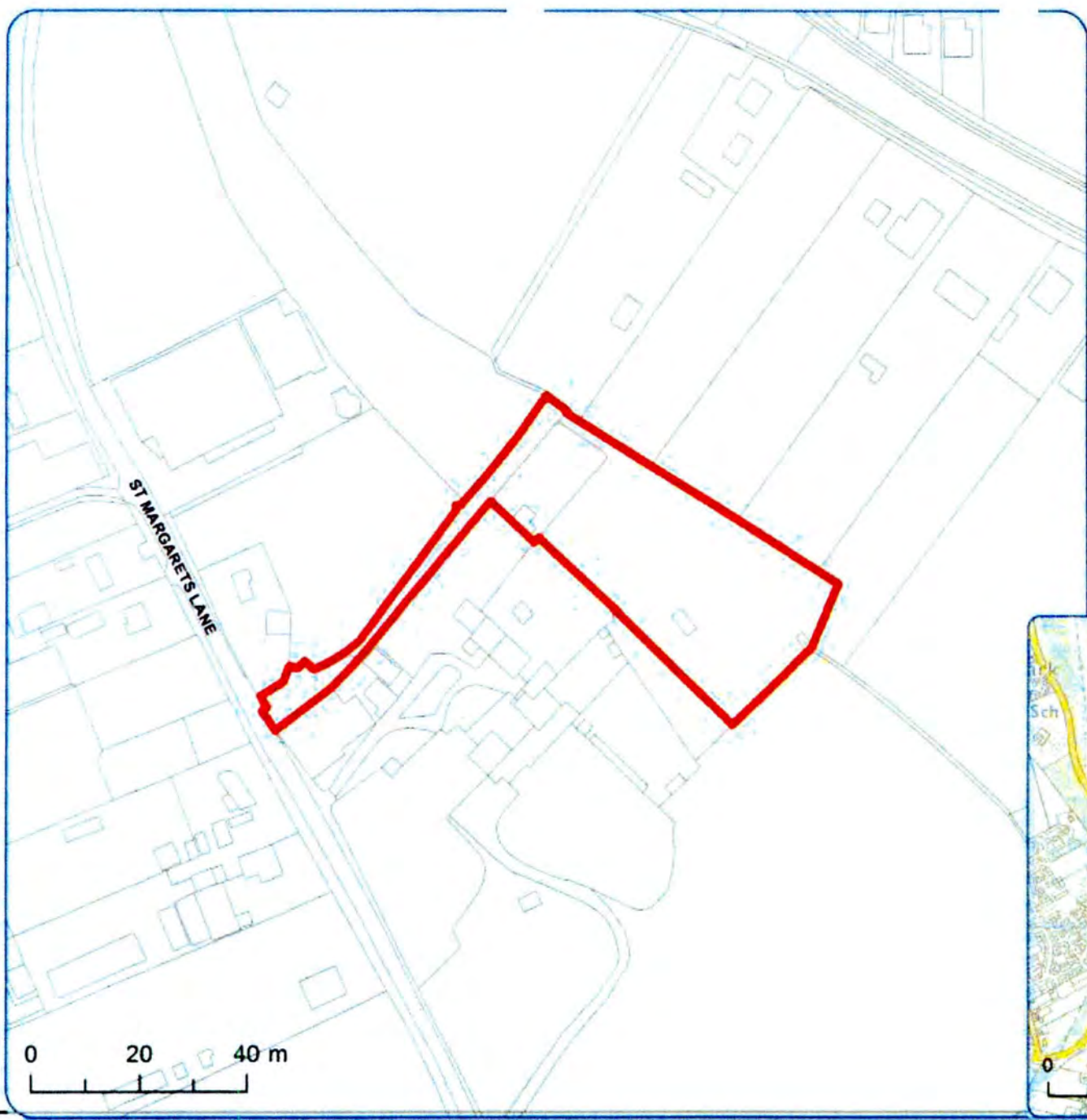
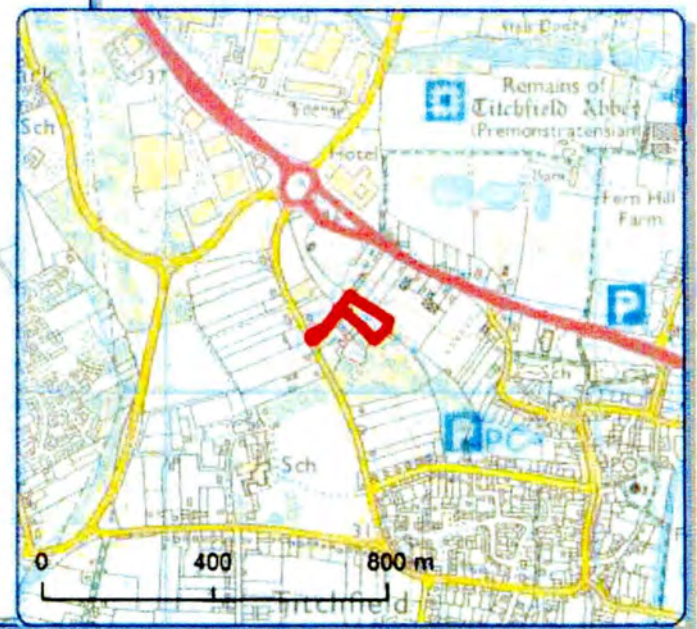
FAREHAM
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SITE ID 3058

**LAND EAST OF ST MARGARET'S
LANE, TICHFIELD**



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SITE DETAILS		Developable Housing Sites
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SHLAA ref	3058	Ward	Titchfield
Site Name	Land East of St Margaret's Lane, Titchfield	Gross Site Area (HA)	0.57
Current Land Use	Woodland	Indicative dwellings yield	14
		Details of Yield Calculation	80% of the site developable at 30 dph.
		Character of Surrounding Area	

SUITABILITY CONSTRAINTS					
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SSSI, Ramsar, SPA or SAC	No	Local Landscape Character Area	06.2a	Historic Conservation Area	No
SINC	Adjacent	Agricultural Land Classification	100% ALC Grade 3	Currently inside Urban Settlement Boundary?	No
Brent Geese and/or Waders	No				
TPO	Yes- on southern boundaries	Flood Issues	Not within a flood zone		
Listed Building/ Scheduled Monument/ Archaeology		No			


Ecology	The site is comprised of Priority Habitat Lowland Mixed Deciduous Woodland. Potential for Dormice, foraging and roosting bat, invertebrates, badger and reptiles. SRMP Levy.
Highways/ Pedestrian	Whilst this site could be satisfactorily accessed from St Margaret's Lane, this road is narrow and has no footways from Titchfield. The provision of a pedestrian/cycle link to Titchfield should be investigated, without which the site is in a unsustainable location.
Other / Mitigation	Development would need to be carefully integrated within the existing field pattern and hedgerow structure, and be of a scale and character appropriate to the locality (e.g. individual or small groups of detached dwellings in large, well-treed plots). This area lies within a strategic gap and any prospect of physical, visual or perceived coalescence of development with neighbouring settlements must be avoided. Development must have regard to SINC designation to the south-east. Retention/protection of PRoW.
Suitable Site?	Yes

AVAILABLE

Yes

ACHIEVABLE

Yes

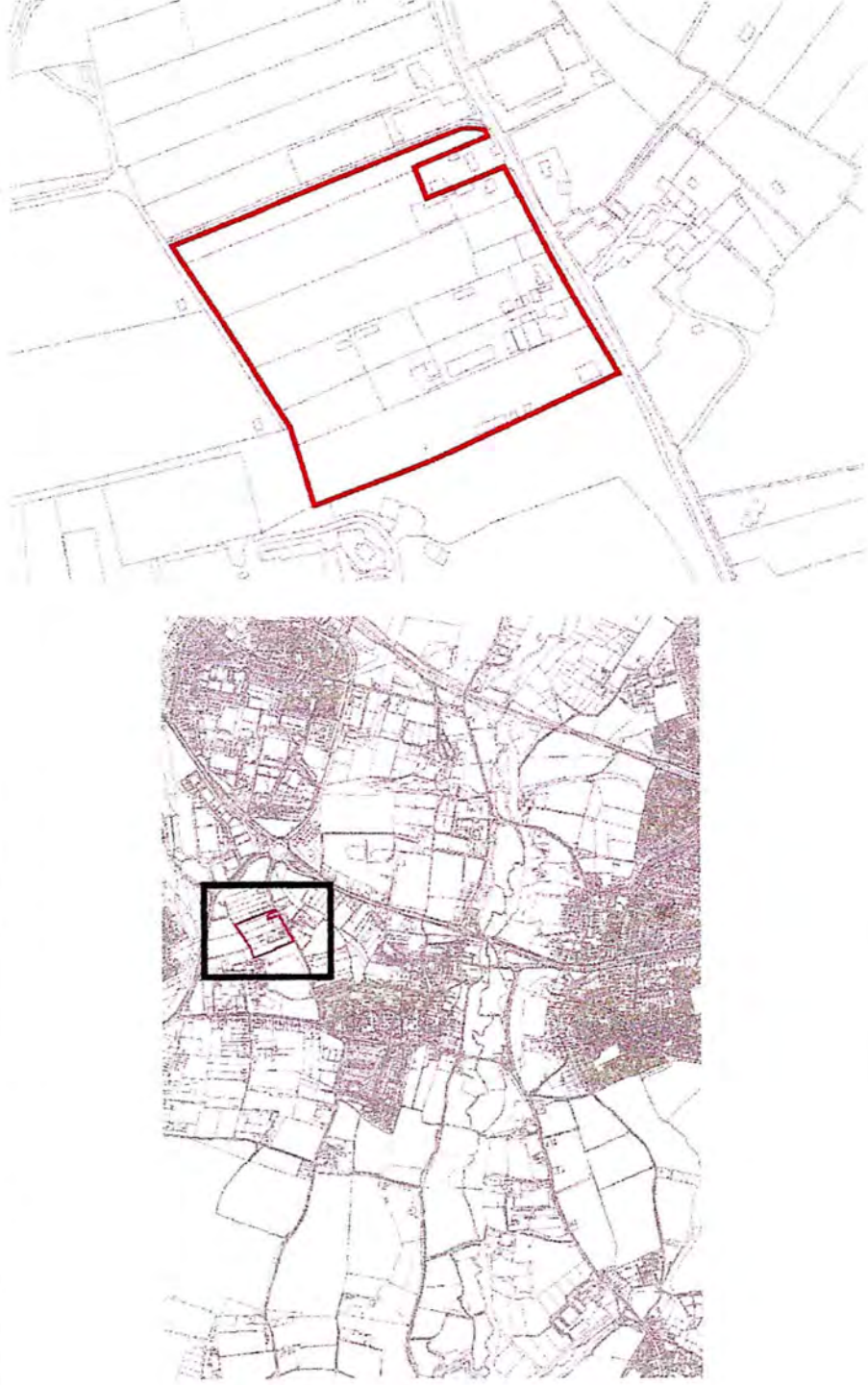
THS07 (SHLA Ref: 3059)	
Address	Land East of Titchfield Road Titchfield
Site Area	31.88 ha
Description	

Site Assessment

**SHLAA REFENCE 3059
LAND EAST OF TITCHFIELD ROAD
TITCHFIELD**

NOTE:

This site was withdrawn by the Landowner so no assessment was undertaken.

THS08 (SHLA Ref: 3060)	
Address	Land West of St Margarets Lane, Titchfield
Site Area	3.51 ha
Description	 <p>The description section contains two maps. The upper map is a detailed site plan showing a large rectangular area outlined in red, situated within a grid of streets and plots. The lower map is a broader aerial-style map of the surrounding area, with a black rectangular box highlighting the specific location of the site within the larger context of the town or village.</p>

Site Assessment

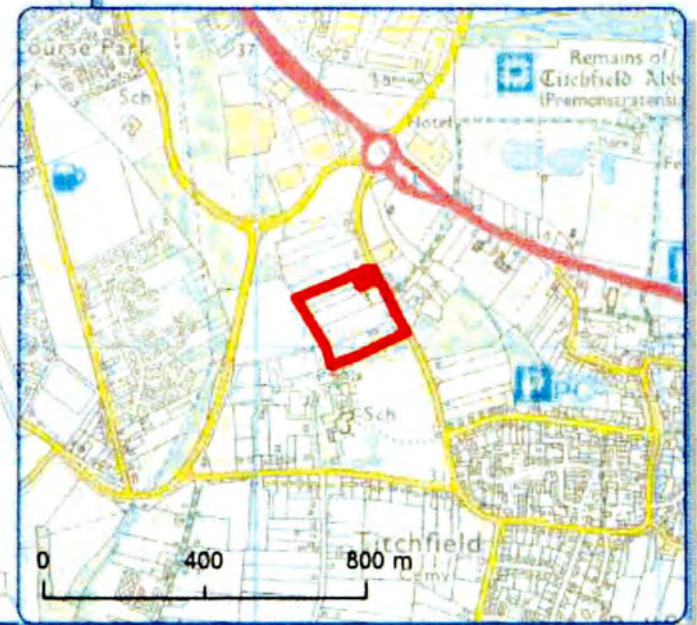
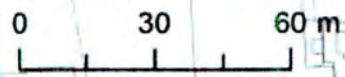
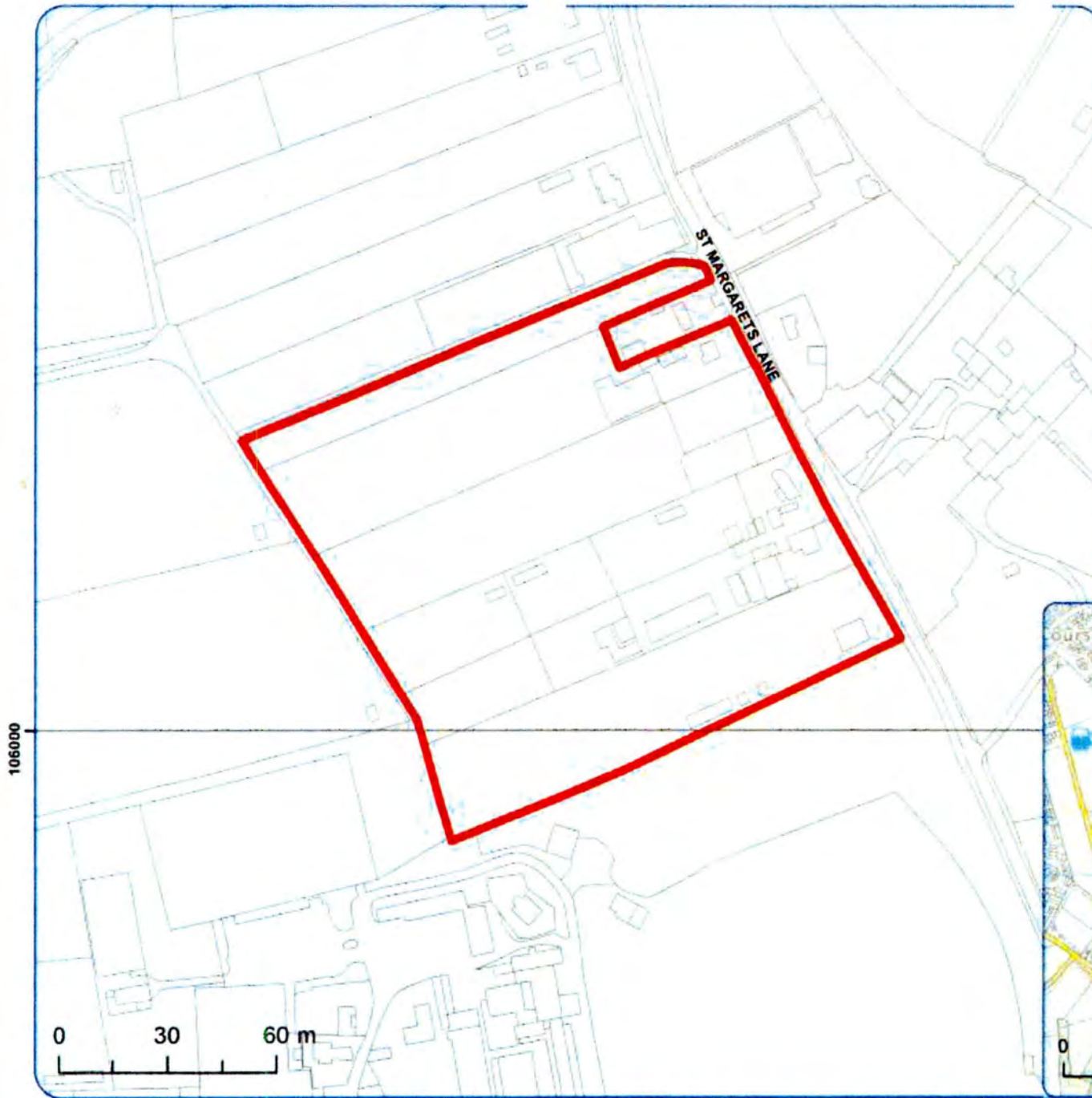
FAREHAM
BOROUGH COUNCIL

SITE ID 3060

**LAND WEST OF ST MARGARETS LANE,
TITCHFIELD**



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SITE DETAILS		Developable Housing Sites	
SHLAA ref	3060	Ward	Titchfield
Site Name	Land West of St Margaret's Lane, Titchfield	Gross Site Area (HA)	3.51
Current Land Use	mix use-horticultural, paddocks, cattery, storage, vacant and residential.	Indicative dwellings yield	40
		Details of Yield Calculation	Development not acceptable to rear - based on 40%
Character of Surrounding Area	Horticultural glasshouses to the north, agriculture to the west and school grounds/wooded area to the south		

SUITABILITY CONSTRAINTS

SSSI, Ramsar, SPA or SAC	No	Local Landscape Character Area	05.1c	Historic Conservation Area	No
SINC	No	Agricultural Land Classification	100% ALC Grade 3	Currently inside Urban Settlement Boundary?	No
Brent Geese and/or Waders	No	Flood Issues	Not within a flood zone		
TPO	No				

Listed Building/ Scheduled Monument/ Archaeology No

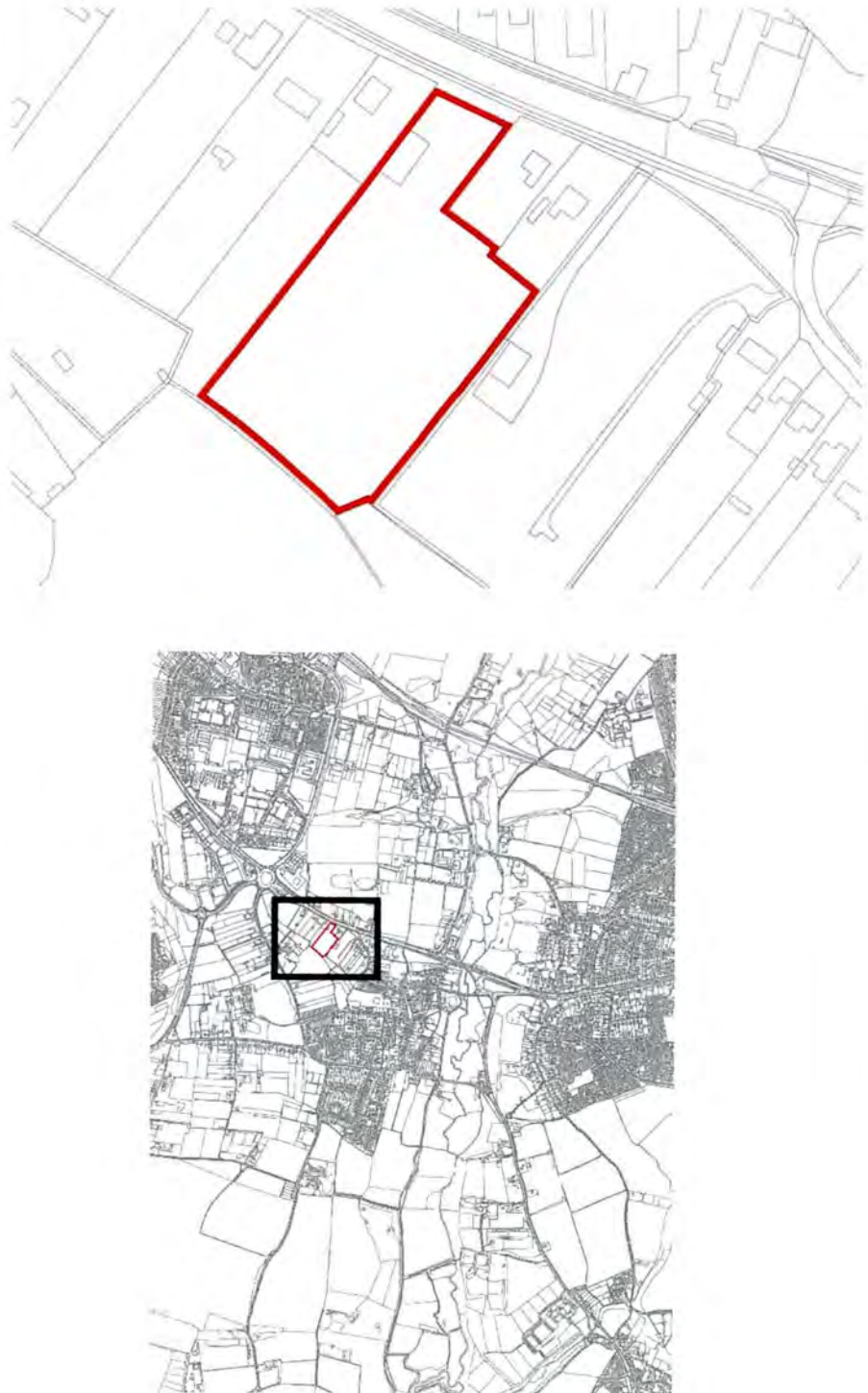
Ecology	The site comprises degraded livestock and paddock fields. Mitigation and enhancement areas to be provided at southern boundary. Potential for reptiles, badger, amphibians, dormice. SRMP Levy
Highways/ Pedestrian	Whilst this site could be satisfactorily accessed from St Margaret's Lane, this road is narrow and has no footways from Titchfield. The provision of a pedestrian/cycle link to Titchfield should be investigated, without which the site is in a unsustainable location.
Other / Mitigation	Development would need to be carefully integrated within the existing field pattern and hedgerow structure, and be of a scale and character appropriate to the locality (e.g. individual or small groups of detached dwellings in large, well-treed plots). This area lies within a strategic gap and any prospect of physical, visual or perceived coalescence of development with neighbouring settlements must be avoided.
Suitable Site?	Yes

AVAILABLE

Yes

ACHIEVABLE

Yes

THS09 (SHLA Ref: 3064)	
Address	320 Southampton Road, PO14 4AZ
Site Area	1.04 ha
Description	

Site Assessment

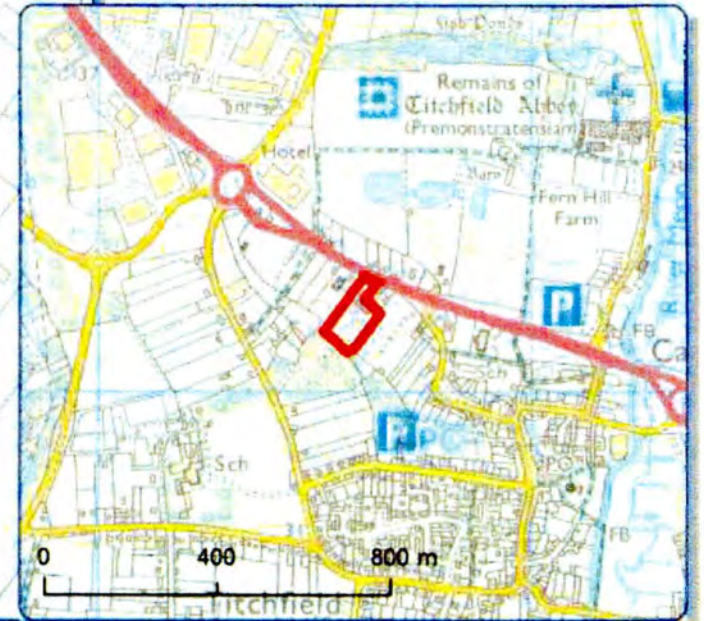
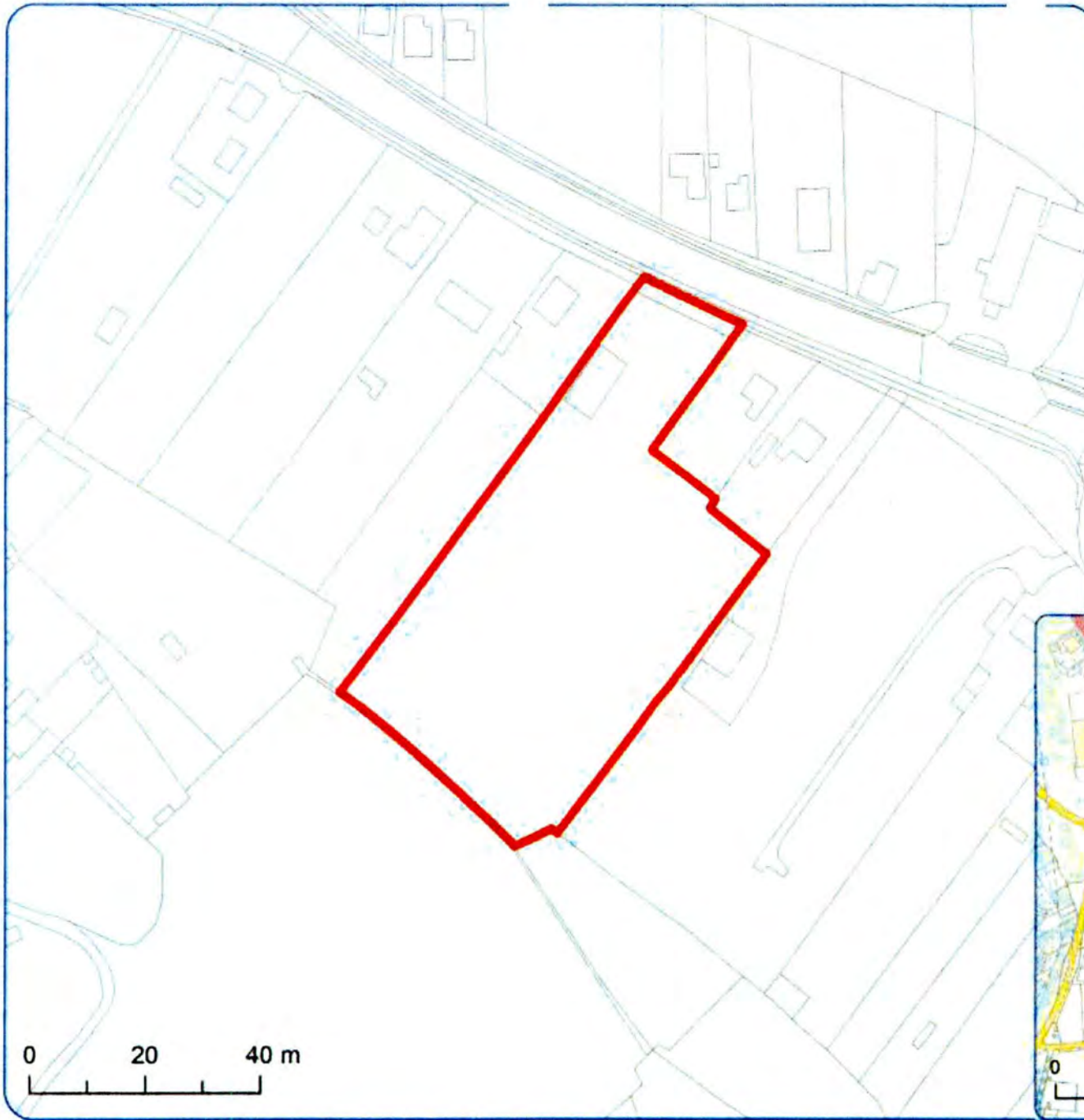
FAREHAM
BOROUGH COUNCIL

SITE ID 3064

**320 SOUTHAMPTON ROAD,
TITCHFIELD**



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SITE DETAILS		Developable Housing Sites	
SHLAA ref	3064	Ward	Titchfield
Site Name	320 Southampton Road, Titchfield	Gross Site Area (HA)	1.06
Current Land Use	C3 Class/ garden land/ paddock	Indicative dwellings yield	26
		Details of Yield Calculation	80% of the site developable at 30 dph.
		Character of Surrounding Area	
Residential, open area to South , A27 to the North			

SUITABILITY CONSTRAINTS

SSSI, Ramsar, SPA or SAC	No	Local Landscape Character Area	06.2a	Historic Conservation Area	No
SINC	Adjacent	Agricultural Land Classification	100% ALC Grade 3	Currently inside Urban Settlement Boundary?	No
Brent Geese and/or Waders	No	Flood Issues	Not within a flood zone		
TPO	No	Listed Building/ Scheduled Monument/ Archaeology	No		


Ecology	The site contains improved grassland with boundary vegetation comprising hedgerows. Adjacent to SINC and Priority Habitat woodland. The boundaries are connected to the wider landscape and will be of some importance to species such as bats, reptiles and possibly dormice. SRMP Levy
Highways/ Pedestrian	Assuming the planned A27 dualling works will have been completed, there would be no highway objection to development here. Access should be created at the eastern end of the frontage.
Other / Mitigation	Development would need to be carefully integrated within the existing field pattern and hedgerow structure, and be of a scale and character appropriate to the locality (e.g. individual or small groups of detached dwellings in large, well-treed plots). This area lies within a strategic gap and any prospect of physical, visual or perceived coalescence of development with neighbouring settlements must be avoided. Development must have regard to SINC designation to the south.
Suitable Site?	Yes

AVAILABLE

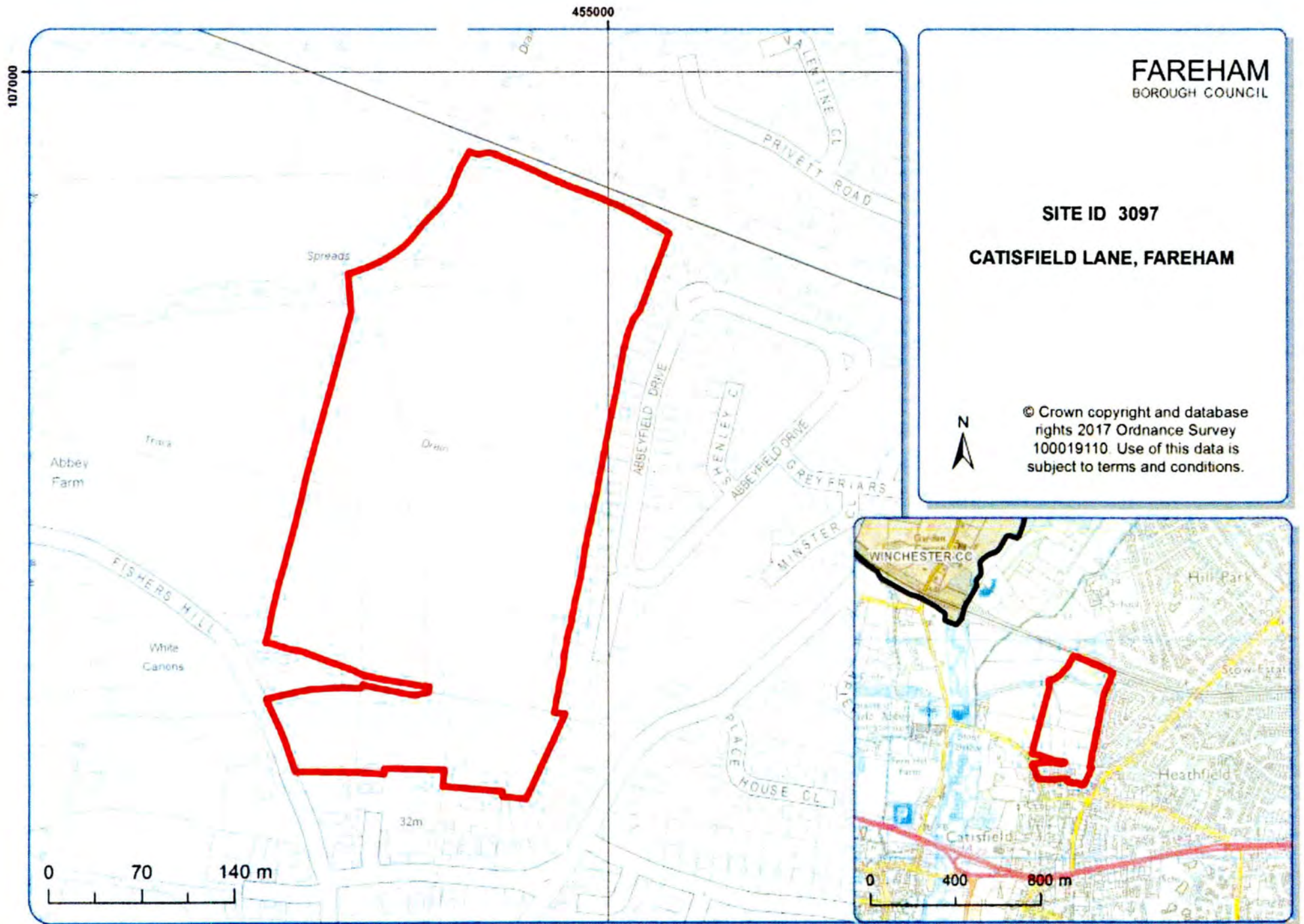
Yes

ACHIEVABLE

Yes

THS10 (SHLA Ref: 3097)	
Address	Land at Catisfield Lane Titchfield
Site Area	14.10 ha
Description	

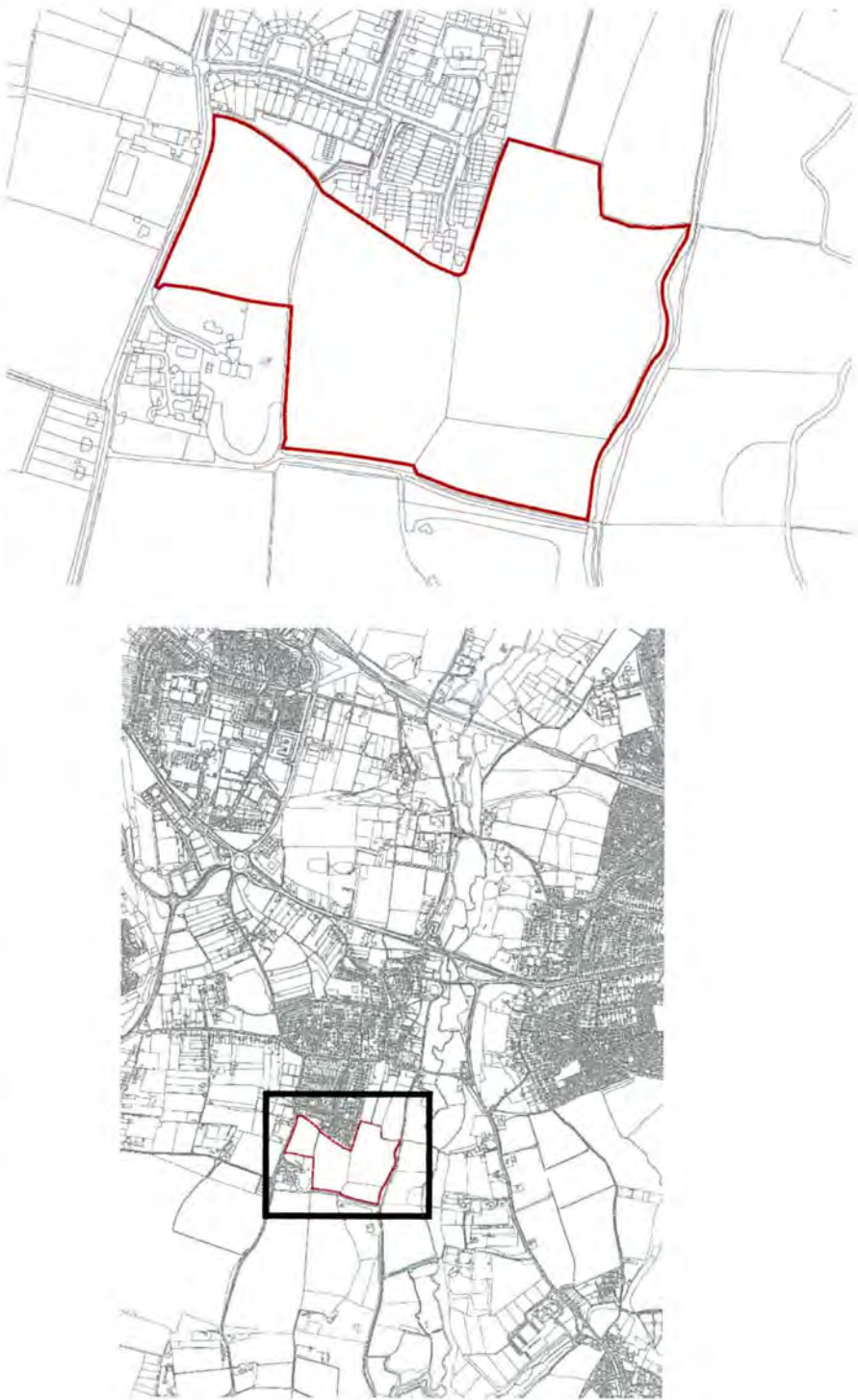
Site Assessment



SITE DETAILS		Discounted Housing Sites	
SHLAA ref	3097	Ward	Fareham West, Titchfield
Site Name	Catisfield Lane, Fareham	Gross Site Area (HA)	14.09
Current Land Use	Agricultural/ Paddock	Indicative dwellings yield	254
		Details of Yield Calculation	60% of the site developable at 30 dph.
		Character of Surrounding Area	Residential to the east, open countryside to the east, Meon Valley

SUITABILITY CONSTRAINTS					
SSSI, Ramsar, SPA or SAC	No	Local Landscape Character Area	06.2a	Historic Conservation Area	Yes - Titchfield Abbey Conservation Area
SINC	No	Agricultural Land Classification	ALC Grade 3	Currently inside Urban Settlement Boundary?	No
Brent Geese and/or Waders	No	Flood Issues	Not within a flood zone		
TPO	Yes- trees on eastern boundary	Listed Building/ Scheduled Monument/ Archaeology	No		
Ecology	Site contains Priority Habitat Lowland Mixed Deciduous Woodland in the northern portion. Potential for bats, dormice, reptiles, badgers, invertebrates and botanical interest on site.				
Highways/ Pedestrian	The site has only a limited frontage with Fishers Hill. Whilst it is considered that a satisfactory access could be provided here, Fishers Hill is relatively narrow, has no footways and carries high levels of commuter traffic. Unless alternative pedestrian and cyclist access could be achieved to the east, the development would not be acceptable in highway terms.				
Other / Mitigation	The area is generally of high landscape sensitivity, due to its natural and unspoilt qualities and would be highly susceptible to the intrusion of built development. The potential for development to be accommodated within this area is consequently very low. The integrity of the Strategic Gap must not be impacted. Development must have regard to Titchfield Abbey Conservation Area, ecological potential and TPO trees.				
Suitable Site?	No				
Available?	Yes	Achievable?	No		

Reason for Discounting	The site is in a highly sensitive landscape (based on the Fareham Landscape Assessment (character area 06.2a)). The site will also have a detrimental impact on the Strategic Gap in this location (albeit the gap issue on its own would not render the site unsuitable). In addition the development of this site has the potential to have significant detrimental impacts upon a Scheduled Ancient Monument. Satisfactory highways access is not established, safety issues with regards to pedestrian accessibility are also relevant. Overall this site is considered unsuitable for residential development.
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THS11 (SHLA Ref: 3102)	
Address	Land East of Posbrook Lane Titchfield
Site Area	11.99 ha
Description	

Site Assessment

454000

Sta

FAREHAM
BOROUGH COUNCIL

SITE ID 3102

**LAND EAST OF POSBROOK LANE,
TITCHFIELD**

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105000

17m

Bellfield

Path

Sinks

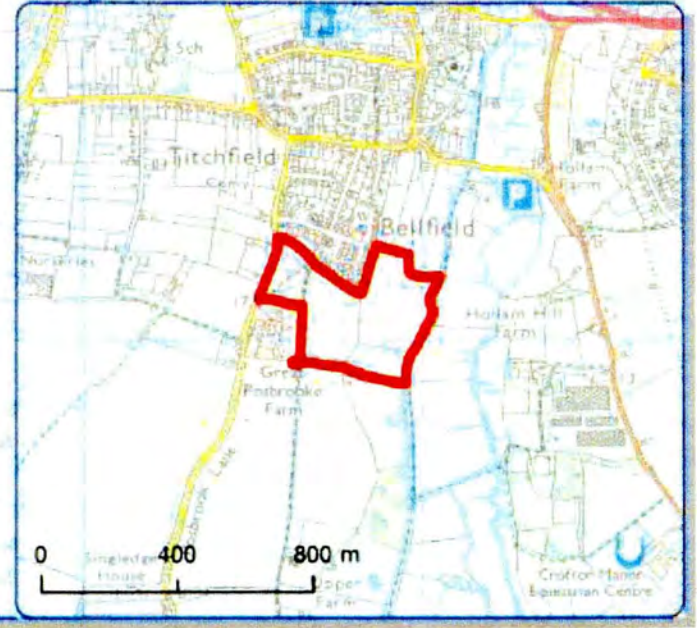
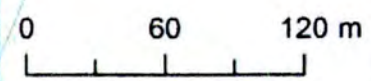
Westering

Path

Path

Drain

Great Posbrooke
Farm



SITE DETAILS		Discounted Housing Sites	
SHLAA ref	3102	Ward	Titchfield
Site Name	Land East of Posbrook Lane, Titchfield	Gross Site Area (HA)	12.43
Current Land Use	Paddock	Indicative dwellings yield	149
		Details of Yield Calculation	40% of the site developable at 30 dph.
		Character of Surrounding Area	
Residential to the north, River Meon floodplain to east, agricultural fields to the south, horse paddocks to the west. Residential to the south west (Barn Close).			
SUITABILITY CONSTRAINTS			
SSSI, Ramsar, SPA or SAC	No	Local Landscape Character Area	06.1b
SINC	Adjacent	Agricultural Land Classification	19% ALC Grade 3, 11% ALC Grade 4, 69% ALC Grade 2;
Brent Geese and/or Waders	Uncertain		
TPO	No	Flood Issues	Flood zone 2 & 3 on eastern part of site
Listed Building/ Scheduled Monument/ Archaeology	adjacent		
Ecology	Site consists of mainly improved grassland, with occasional trees and treed boundaries. Common reptiles likely in low numbers, breeding birds in boundaries. Possibly territory for barn owl and other raptors in especially nearer the eastern boundary. Proximity to SINC habitats to the east. SRMP Levy.		
Highways/ Pedestrian	The site has a long frontage with Posbrook Lane from which suitable access could be achieved. The site would best be laid out with an internal loop road. A footway would need to be extended into the site from the junction with Bellfield. Footpaths run through the site to the north and would provide an opportunity for an improved foot/cycle route into Titchfield.		
Other / Mitigation	East portion of site within flood zone and not suitable for any form of development. Area of high landscape sensitivity which is highly susceptible to the intrusion of built development. The potential for the scale of development proposed to be accommodated within this area is consequently very low. The integrity of the Strategic Gap must not be impacted. Site presents opportunities to link, expand and protect the existing footpath network in the area and enhancement of the Bellfield play area. Development must have regard to adjacent SINC and Brent Geese and Waders designation.		
Suitable Site?	No		
Available?	Yes	Achievable?	No
Reason for Discounting	The site is in a highly sensitive landscape (based on the Fareham Landscape Assessment (character area 06.1b)). The site is also partly within Flood Zones 2 and 3. For these reasons the site is considered unsuitable for residential development. In addition the site is 'uncertain' for Brent Geese and Waders - this would not render the site unsuitable but would require further survey work to establish the issue.		

SITES/HOUSING GROUP COMMENTS ON SHLAA SITES

THS01 – SHLAA REF 12 – LAND AT POSBROOK LANE (TITCHFIELD ALLOTMENTS)

This is an area of well used allotments adjacent to the Cemetary. It is outside the Urban Settlement Boundary and within the Strategic Gap. There are wildlife and habitat concerns. Traffic could be an issue in Posbrook Lane and Coach Hill. Loss of allotments would be a concern. It is noted that this is no longer promoted so not available.

THS 02 – SHLAA REF 3010 – LAND AT 328 SOUTHAMPTON ROAD, PO14 4AL

This site was considered very carefully along with THS 09 SHLAA Ref 3064. These sites are in accessible location to the village. There are environmental considerations at the rear of the site. The Lane is outside the Urban Settlement Boundary and is in the Strategic Gap. There is a concern that development could result in further possible back-land development along the A22. Not recommended.

THS 03 – SHLAA 3029 – LAND SOUTH OF BRIDGE STREET, TITCHFIELD.

This is a very prominent site at the Eastern entry to the village. It is outside the Urban Settlement Boundary and is within the Strategic Gap. A large part of it is in the flood zone, there are also environmental and habitat considerations due to proximity of Canal and Meon. Adjacent to Conservation area. Not recommended.

THS 04 – SHLAA REF 3045 – CARRON ROW FARM, SEGENSWORTH EAST, TITCHFIELD

Large area of pony paddocks/grazing land just North of Titchfield Abbey (ancient monument) and associated fish ponds. Very sensitive area environmentally, concern re: visual impact, not particularly accessible to amenities. Impact on traffic a concern. Not recommended.

THS 05 – SHLAA 3055 – LAND AT SOUTHAMPTON ROAD, TITCHFIELD.

This is close to THS03, SHLAA 3029. Very similar concerns, safe access unlikely. Not recommended.

THS 06 – SHLAA REF 3058 – LAND EAST OF ST MARGARETS LANE, TITCHFIELD

This is an area of woodland and marshy ground with limited access. It is within the Strategic Gap and outside Urban Boundary. Habitat and Environmental concerns. Unlikely to be developed on its own, could result in back-land development. Not approved.

THS 07 – SHLAA REF 3059 – LAND EAST OF TITCHFIELD ROAD

Not assessed as SHLAA application withdrawn by landowner.

THS 08 – SHLAA REF 3060 – LAND WEST OF ST MARGARETS LANE, TITCHFIELD

Mixed use area of land part Brownfield. Situated in an area of scattered development. It is in the Strategic Gap and outside the Urban Settlement Boundary. St Margaret's Lane is narrow and an unsuitable access. Development could result in additional back-land development. Some habitat concerns. Not approved.

THS 09 – SHLAA REF 3064 – 320 SOUTHAMPTON ROAD

See THS10 SSSLAA 3010, adjacent sites. Not approved.

THS 10 – SHLAA REF 3097 – CATISFIELD LANE, FAREHAM

Large area of paddock/agricultural land on East side of Meon Valley overlooking Ancient Monument, Titchfield Abbey. No safe access, visual impact on historic monument. In important part of Strategic Gap. Habitat and environmental concerns. Not approved.

THS11 – SHLAA REF 3102 – LAND EAST OF POSBROOK LANE, TITCHFIELD

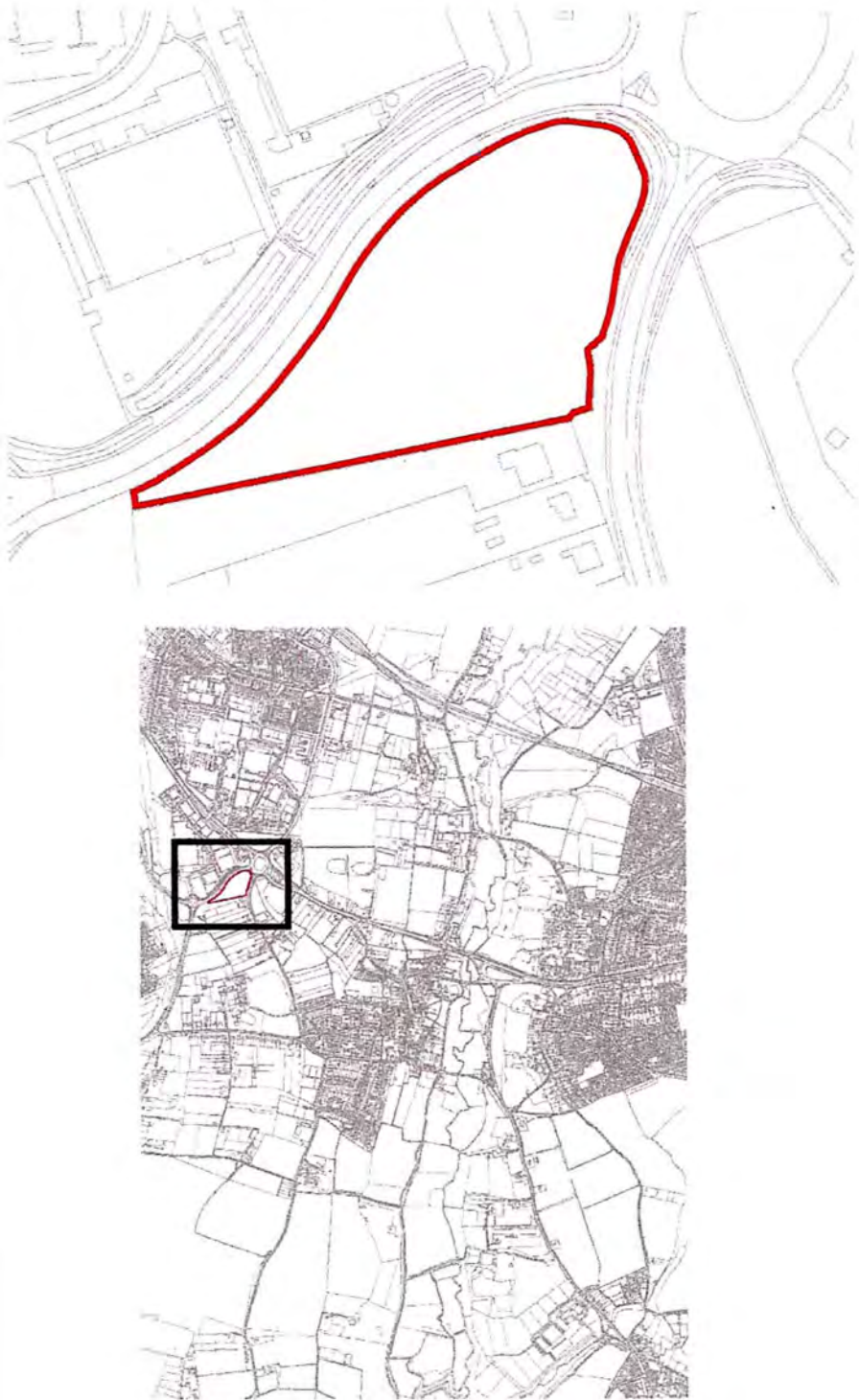
Large area of grazing land between Posbrook Lane and the Canal. Traffic and accessibility issues. Environmental and habitat concerns. Could have visual impact on village and canal. Recent Planning Application refused by Fareham Borough Council. In Strategic Gap and outside Urban Boundary. Not approved.

SECTION 6b

FORUM HOUSING SITES

**THS 12 (SITE A)
LAND ADJOINING THE LAURELS,
ST MARGARET'S LANE
PO14 4BL**



THS12	
Address	Land adjoining The Laurels St Margarets Lane, PO14 4BL
Site Area	1.36 ha
Description	

Site Assessment

Site Assessment Questionnaire

Location – A –St Margarets Lane - No Longer Available

Site Area 1.36Ha Unrestrained Capacity 40.8 Units

Reference THS 12

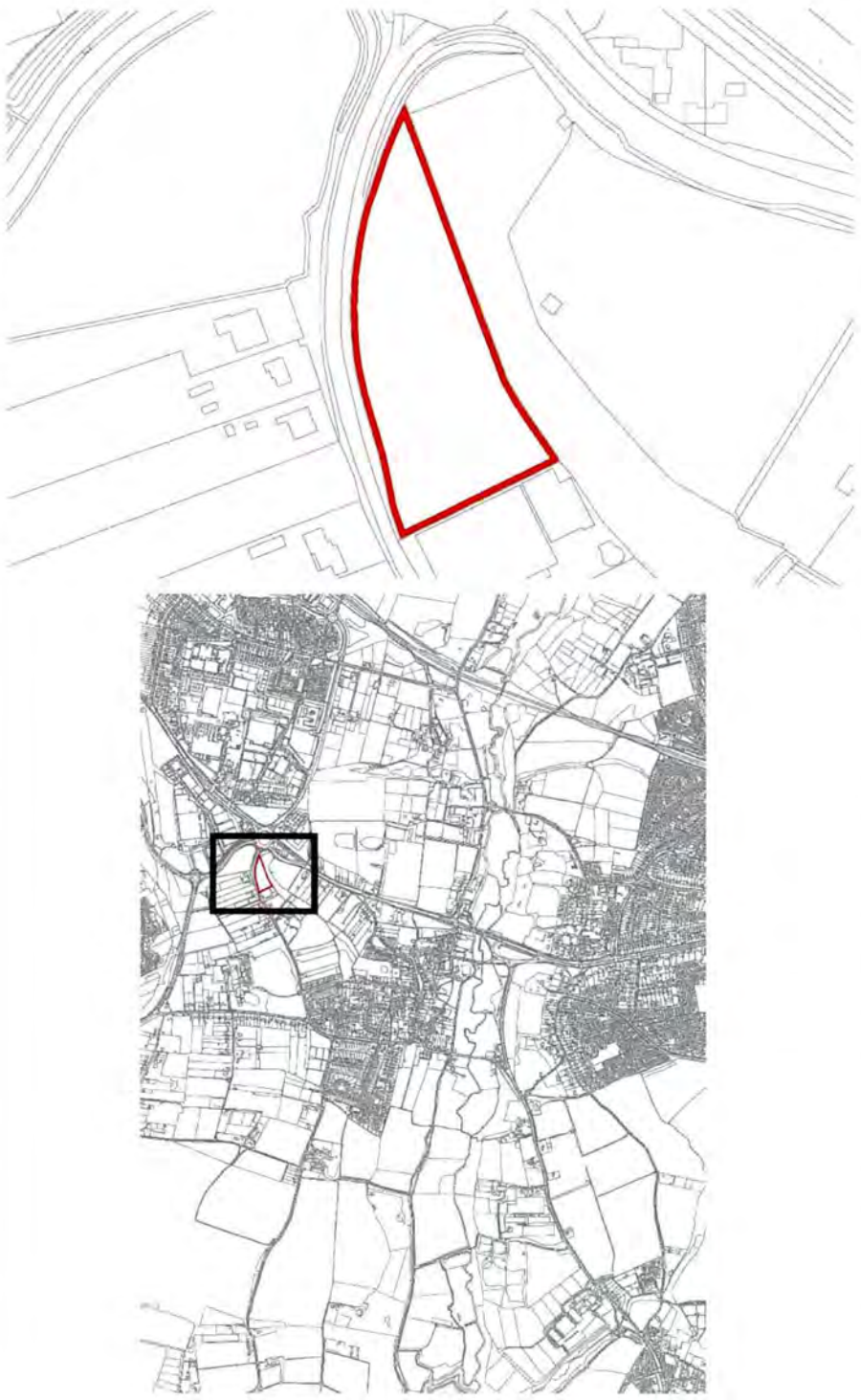
SITE SUITABILITY						
Issue			Comment	R/A/G	Score	
Environmental Considerations		Flood risk	Nil			
		Contamination	Nothing of significance			
		Nature issues	Nothing of significance			
Visual Impact			Of marginal impact			
Pedestrian Access	Safe access to/from site?	School children	Walking distance to school			
		Elderly residents	Poor			
		Disabled persons	Poor			
	Requirement for new pavements		Yes – St Margarets Lane is dangerous			
	Perceived ability to include new pavements		Possible with some engineering			
	Need for safe crossing facilities to access village amenities		No direct concern regarding crossings but lack of pavements at top of Southampton Hill			
Impact on village parking	Probability of off-road parking		Good			
	Availability for other users		Realistically only for theatre-goers			
Impact on village traffic congestion – rush hour/school hours	Ease of access to developing road network		Overall good			
	Probability of directly increasing congestion on established routes of concern	Posbrook Lane	Marginal			
		Coach Hill	Marginal			
		Square	Marginal			
		St Margarets Lane	Significant			
		West Street	Marginal			
		Bridge Street	Marginal			
		Fishers Hill	Nil			
Titchfield Lane	Nil					

Impact on village traffic congestion – outside rush hour/school hours	Probability of directly increasing congestion on established routes of concern – outside rush hour	Posbrook Lane	Marginal	Yellow	
		Coach Hill	Marginal	Yellow	
		Square	Marginal	Yellow	
		St Margarets Lane	Some	Green	
		West Street	Marginal	Yellow	
		Bridge Street	Nil	Green	
		Fishers Hill	Nil	Green	
		Titchfield Lane	Nil	Green	
Proximity to village amenities	Shops		Average - 20 minute walk	Yellow	
	Established bus routes		Good – on pre-existing route	Green	
	Doctors surgery		Average - 20 minute walk	Yellow	
	School		Average - 15 minute walk	Yellow	
	General village amenities		Average - 20 minute walk	Yellow	
Impact on national features?			Nil	Green	
Impact on village features	Proximity to historic sites		Nil	Green	
	Proximity to conservation areas		Nil	Green	
SITE AVAILABILITY					
Subject to Call for Sites?			No	Red	
Site availability	0-5 years		Owned by HCC. Declared as not available for development	Red	
	6-10 years		Ditto	Red	
Brownfield or Greenfield			Brownfield but well outside the settlement boundary Impacts the Strategic Gap – The Meon Gap (CS22)	Red	

Comments: This site is an area of low grade agricultural land in the ownership of Hampshire County Council, situated at the junction of Warash Road/St Margaret's lane and the A27. Hampshire County Council advise that this site is not available, therefore no further detailed assessment has been undertaken.

**THS 13 (SITE B)
LAND ADJOINING TITCHFIELD THEATRE
ST MARGARET'S LANE
PO14 4BG**



THS13	
Address	Land Adj Titchfield Theatre St Margarets Lane, PO14 4BG
Site Area	0.67 ha
Description	

Site Assessment

Site Assessment Questionnaire

Location – B – St Margarets Lane - No Longer Available

Site Area 0.67Ha Unrestrained Capacity 20.1 Units

Reference THS 13

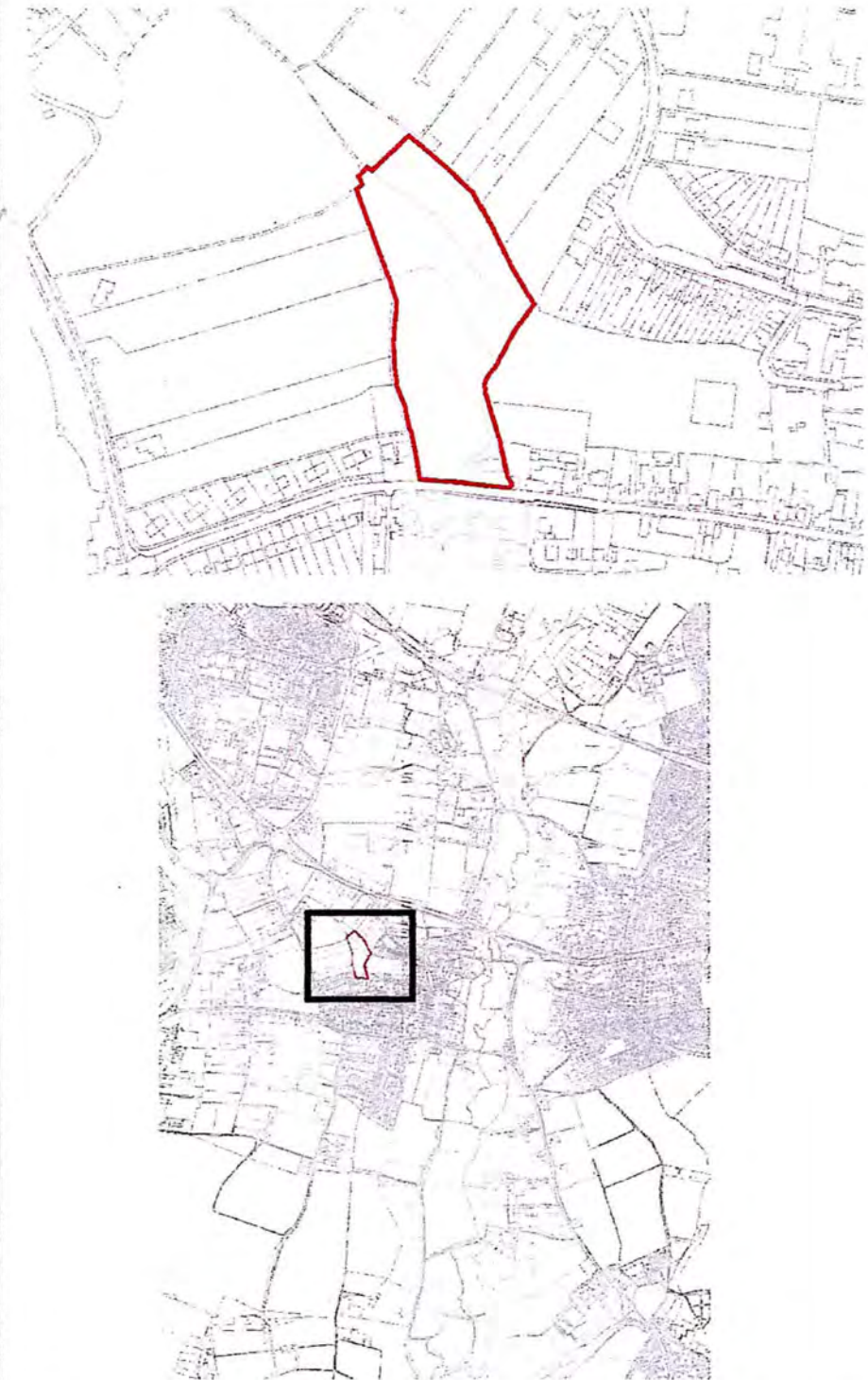
SITE SUITABILITY						
Issue			Comment	R/A/G	Score	
Environmental Considerations		Flood risk	Nil			
		Contamination	Nothing of significance			
		Nature issues	Nothing of significance			
Visual Impact			Of marginal impact			
Pedestrian Access	Safe access to/from site?	School children	Walking distance to school			
		Elderly residents	Poor			
		Disabled persons	Poor			
	Requirement for new pavements		Yes – St Margarets Lane is dangerous			
	Perceived ability to include new pavements		Possible with some engineering			
	Need for safe crossing facilities to access village amenities		No direct concern regarding crossings but lack of pavements at top of Southampton Hill			
Impact on village parking	Probability of off-road parking		Good			
	Availability for other users		Realistically only for theatre-goers			
Impact on village traffic congestion – rush hour/school hours	Ease of access to developing road network		Overall good			
	Probability of directly increasing congestion on established routes of concern	Posbrook Lane	Marginal			
		Coach Hill	Marginal			
		Square	Marginal			
		St Margarets Lane	Significant			
		West Street	Marginal			
		Bridge Street	Marginal			
		Fishers Hill	Nil			

		Titchfield Lane	Nil	
Impact on village traffic congestion – outside rush hour/school hours	Probability of directly increasing congestion on established routes of concern – outside rush hour	Posbrook Lane	Marginal	
		Coach Hill	Marginal	
		Square	Marginal	
		St Margarets Lane	Some	
		West Street	Marginal	
		Bridge Street	Nil	
		Fishers Hill	Nil	
		Titchfield Lane	Nil	
Proximity to village amenities	Shops		Average - 20 minute walk	
	Established bus routes		Good – on pre-existing route	
	Doctors surgery		Average - 20 minute walk	
	School		Average - 15 minute walk	
	General village amenities		Average - 20 minute walk	
Impact on national features?			Nil	
Impact on village features	Proximity to historic sites		Nil	
	Proximity to conservation areas		Nil	
SITE AVAILABILITY				
Subject to Call for Sites?			No	
Site availability	0-5 years		Owned by HCC. Declared as not available for development	
	6-10 years		Ditto	
Brownfield or Greenfield			Brownfield but well outside the settlement boundary Impacts the Strategic Gap – The Meon Gap (CS22)	

Comments This site is an area of low grade agricultural land in the ownership of Hampshire County Council, situated at the junction of St Margaret's Lane and the A27. Hampshire County Council advise that this site is not available, therefore no further detailed assessment has been undertaken.

THS 14 (SITE C)
LAND ADJOINING 89 WEST STREET
TITCHFIELD ALLOTMENTS
PO14 4DE



THS14	
Address	Land Adj 89 West Street PO14 4DE
Site Area	1.47 ha
Description	

Site Assessment

Site Assessment Questionnaire

Location – C –West Street Allotments - Priority No.3

Site Area 1.47Ha Unrestrained Capacity 44.1 Units

Reference THS 14


SITE SUITABILITY				
Issue			Comment	R/A/G
Environmental Considerations		Flood risk	Nil	
		Contamination	Nothing of significance	
		Nature issues	Potential at northern edge of site	
Visual Impact			Fairly significant	
Pedestrian Access	Safe access to/from site?	School children	Within walking distance to school	
		Elderly residents	Poor	
		Disabled persons	Poor	
	Requirement for new pavements		Yes – lack of pavements	
	Perceived ability to include new pavements		Possible with some engineering	
	Need for safe crossing facilities to access village amenities		Nil	
Impact on village parking	Probability of off-road parking		Good	
	Availability for other users		Yes – West Street parking is already challenging	
Impact on village traffic congestion – rush hour/school hours	Ease of access to developing road network		Not applicable	
	Probability of directly increasing congestion on established routes of concern	Posbrook Lane	Marginal	
		Coach Hill	Marginal	
		Square	Yes	
		St Margarets Lane	Significant	
		West Street	Significant	
		Bridge Street	Marginal	
		Fishers Hill	Nil	
Titchfield Lane	Nil			

Impact on village traffic congestion – outside rush hour/school hours	Probability of directly increasing congestion on established routes of concern – outside rush hour	Posbrook Lane	Marginal	Yellow
		Coach Hill	Marginal	Yellow
		Square	Some	Yellow
		St Margarets Lane	Some	Yellow
		West Street	Some	Yellow
		Bridge Street	Nil	Green
		Fishers Hill	Nil	Green
		Titchfield Lane	Nil	Green
Proximity to village amenities	Shops		Good	Green
	Established bus routes		Good	Green
	Doctors surgery		Good	Green
	School		Good	Green
	General village amenities		Good	Green
Impact on national features?			Nil	Green
Impact on village features	Proximity to historic sites		Nil	Green
	Proximity to conservation areas		Moderate	Yellow
SITE AVAILABILITY				
Subject to Call for Sites?			No	Red
Site availability	0-5 years		Unlikely	Red
	6-10 years		Average	Yellow
Brownfield or Greenfield			Greenfield. Impacts on Strategic Gap – the Meon Gap CS22	Red

Comments: This site comprises an area of allotments on land owned by Hampshire County Council. The Council responded to enquiries that they have shown the land as not available, but indicate that they would be willing to discuss it. They indicated that they have had previous discussions with Fareham Borough Council. The site is within the Strategic Gap, it is outside the urban boundary and is Greenfield. There are accessibility issues due to existing problems with pavements and road widths in West Street and the adjoining St Margaret's Lane. Development of the Allotments would be a very contentious proposal within the village. This site is not considered to be suitable.

THS 15 (SITE D)
LAND ADJOINING AND REAR OF WESTFIELD
ST MARGARET'S LANE
PO14 4BW



THS15	
Address	Land Adj and rear of Westfield St Margarets Lane PO14 4BW
Site Area	2.83 ha
Description	

Site Assessment

Site Assessment Questionnaire

Location – D – St Margarets Lane (East) - Priority No.4

Site Area 2.83Ha Unrestrained Capacity 84.9 Units

Reference THS 15

SITE SUITABILITY				
Issue			Comment	R/A/G
Environmental Considerations		Flood risk	Nil Bottom of site wetland area	Yellow
		Contamination	Nothing of significance	Green
		Nature issues	Northern boundary adjacent to Site of Importance for Nature Conservation (St Margarets Copse – CS4, DSP13)	Red
Visual Impact			Potentially significant – on side of valley	Yellow
Pedestrian Access	Safe access to/from site?	School children	Limited. St Margarets Lane narrows – would require pavement	Red
		Elderly residents	Limited. Site is sloping. Walking to/from village up West Street – relatively steep in places and with limited pavement	Red
		Disabled persons	Poor	Red
	Requirement for new pavements		Yes. Access in either direction (towards A27 or into village) would be on road with no pavement	Red
	Perceived ability to include new pavements		Difficult without any road narrowing. Site access is onto a relatively narrow part of St Margarets Lane where a blind bend in the road presents visibility challenges for traffic	Red
	Need for safe crossing facilities to access village amenities		Nil	Green
Impact on village parking	Probability of off-road parking		Good	Green
	Availability for other users		Poor. Would effectively be a cul-de-sac development	Red
Impact on village traffic congestion –	Ease of access to developing road network		Overall good	Green
	Probability of directly increasing congestion on established routes of concern	Posbrook Lane	Possible	Yellow
		Coach Hill	Significant	Red
		Square	Marginal	Yellow

rush hour/school hours		St Margarets Lane	Very significant	
		West Street	Yes	
		Bridge Street	Marginal	
		Fishers Hill	Nil	
		Titchfield Lane	Nil	
Impact on village traffic congestion – outside rush hour/school hours	Probability of directly increasing congestion on established routes of concern – outside rush hour	Posbrook Lane	Marginal	
		Coach Hill	Marginal	
		Square	Nil	
		St Margarets Lane	Marginal	
		West Street	Yes	
		Bridge Street	Marginal	
		Fishers Hill	Nil	
	Titchfield Lane	Nil		
Proximity to village amenities	Shops		Good	
	Established bus routes		Good	
	Doctors surgery		Good	
	School		Good	
	General village amenities		Good	
Impact on national features?			Limited	
Impact on village features	Proximity to historic sites		Northern boundary abuts conservation area	
	Proximity to conservation areas		Northern boundary abuts conservation area	
SITE AVAILABILITY				
Subject to Call for Sites?			No	
Site availability	0-5 years		HCC owned. HCC open to discussion	
	6-10 years		Possible.	
Brownfield or Greenfield			Greenfield sites Impacts the Strategic Gap – The Meon Gap (CS22)	


Comments: This site is low grade grazing, owned by Hampshire County Council. In response to enquiries, they indicated that they may be prepared to discuss this site as part of a more comprehensive development scheme. The Forum however note that this site is within the Strategic Gap, it is outside the urban boundary, it is Greenfield and its development could have an impact on the adjacent historic St Margaret's Priory. It is situated on rising ground above

the village, development could create visibility issues. There is also a potential issue regarding Nature/Conservation to the lower part of the site. There are traffic and access issues due to the narrowness of St Margaret's Lane which it fronts. This site is not considered suitable.

THS 16 (SITE F)
TITCHFIELD MOTORS
4 EAST STREET
PO14 4AD



Site Assessment

THS16	
Address	4 East Street, PO14 4AD
Site Area	0.17 ha
Description	

Site Assessment Questionnaire

Location – E – Titchfield Motor Works – Priority No.1

Site Area 0.71Ha Unrestricted Capacity 3 Units

Reference THS 16

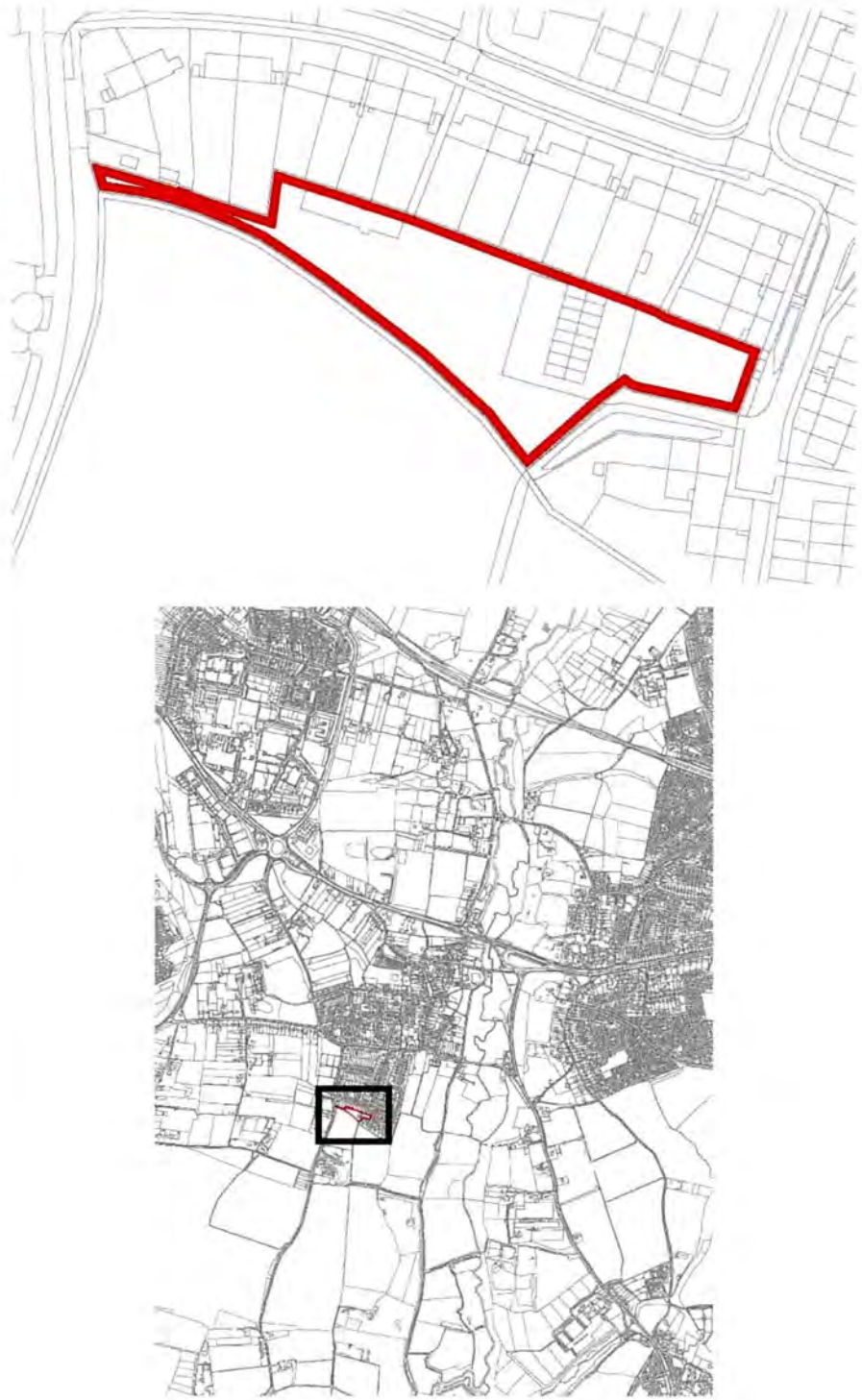
SITE SUITABILITY				
Issue		Comment	R/A/G	
Environmental Considerations	Flood risk	Marginal - on edge of flood area		
	Contamination	Probably high – fuel tanks/oil contamination		
	Nature issues	Nil		
Visual Impact		Limited subject to suitable design		
Pedestrian Access	Safe access to/from site?	School children	Good	
		Elderly residents	Good	
		Disabled persons	Good	
	Requirement for new pavements		None	
	Perceived ability to include new pavements		Not required	
	Need for safe crossing facilities to access village amenities		Nil	
Impact on village parking	Probability of off-road parking		Good	
	Availability for other users		No	
Impact on village traffic congestion – rush hour/school hours	Ease of access to developing road network		Overall good	
	Probability of directly increasing congestion on established routes of concern	Posbrook Lane	Nil	
		Coach Hill	Nil	
		Square	Marginal	
		St Margarets Lane	Nil	
		West Street	Marginal	
		Bridge Street	Nil	
		Fishers Hill	Nil	
		Titchfield Lane	Marginal	
	Posbrook Lane	Nil		

Impact on village traffic congestion – outside rush hour/school hours	Probability of directly increasing congestion on established routes of concern – outside rush hour	Coach Hill	Nil	
		Square	Marginal	
		St Margarets Lane	Nil	
		West Street	Nil	
		Bridge Street	Nil	
		Fishers Hill	Nil	
		Titchfield Lane	Nil	
Proximity to village amenities	Shops		Good	
	Established bus routes		Good	
	Doctors surgery		Good	
	School		Good	
	General village amenities		Good	
Impact on national features?			Nil	
Impact on village features	Proximity to historic sites		High	
	Proximity to conservation areas		Inside conservation area	
SITE AVAILABILITY				
Subject to Call for Sites?			No	
Site availability	0-5 years		Good. Planning in process	
	6-10 years		Good	
Brownfield or Greenfield			Brownfield	

Comments This site is brownfield being an existing Garage premises. Development of this site would be in line with Forum Policies. A Planning Application was submitted by owners in mid 2017 and around the same time the Forum made their enquiry regarding availability. No response was received from the owners, however following verbal contact, the owners advised that they had not responded due to the submission of the Planning Application for development of 3 houses with associated parking. It is understood that Planning Consent should be granted prior to the adoption of the Neighbourhood Plan. The Forum support this development, it is not anticipated to be an available site once consent is granted, although the development will contribute to the housing need.

THS 17 (SITE F)
LAND REAR OF 107/121 BELLFIELD
PO14 4JB



THS17	
Address	Rear of 107/121 Bellfield, PO14 4JB
Site Area	0.38 ha
Description	 The description section contains two maps. The top map is a detailed site plan showing a large, irregularly shaped plot outlined in red. This plot is situated behind a row of residential buildings, with a road or driveway running along its left and bottom edges. The bottom map is a larger-scale street map of the surrounding area, showing a dense network of streets and buildings. A small black square on this map indicates the specific location of the site shown in the top map.

Site Assessment

Site Assessment Questionnaire

Location – F – Bellfield Garages - No Longer Available

Site Area 0.38Ha Unrestricted Capacity 11.4 Units

Reference THS 17

SITE SUITABILITY					
Issue			Comment	R/A/G	Score
Environmental Considerations		Flood risk	No		
		Contamination	Possible		
		Nature issues	Marginal – adjacent field Brent Geese and Waders habitat		
Visual Impact			Nil		
Pedestrian Access	Safe access to/from site?	School children	Good		
		Elderly residents	Good		
		Disabled persons	Good		
	Requirement for new pavements		No		
	Perceived ability to include new pavements		Not required		
	Need for safe crossing facilities to access village amenities		Yes – Coach Hill crossing		
	Impact on village parking	Probability of off-road parking		Good	
Availability for other users		Probable but loss of parking/garages			
Impact on village traffic congestion – rush hour/school hours	Ease of access to developing road network		Marginal		
	Probability of directly increasing congestion on established routes of concern	Posbrook Lane	Yes		
		Coach Hill	Yes		
		Square	Marginal		
		St Margarets Lane	Marginal		
		West Street	Marginal		
		Bridge Street	Marginal		
		Fishers Hill	Nil		
Titchfield Lane	Nil				

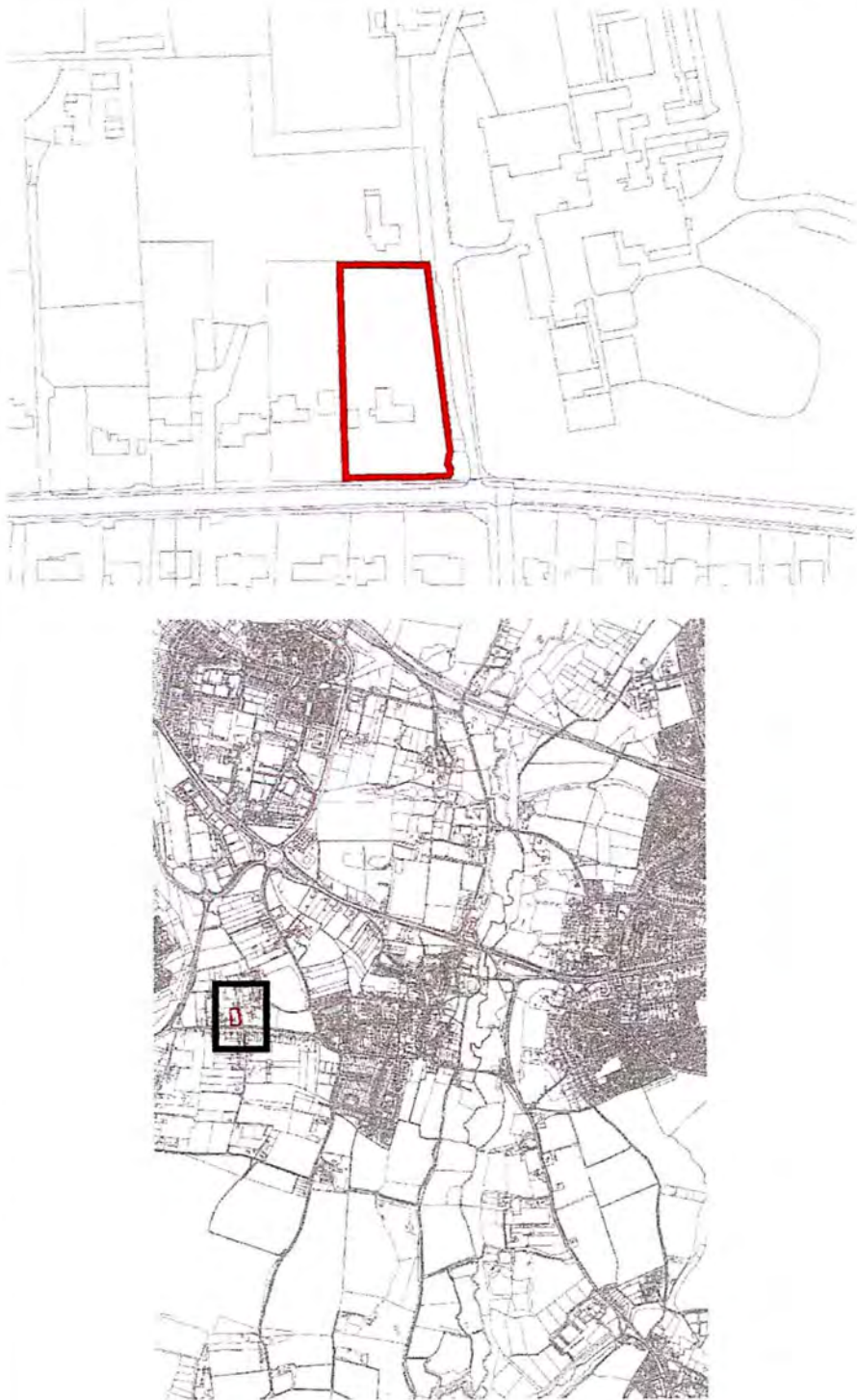
Impact on village traffic congestion – outside rush hour/school hours	Probability of directly increasing congestion on established routes of concern – outside rush hour	Posbrook Lane	Marginal	Yellow	
		Coach Hill	Marginal	Yellow	
		Square	Marginal	Yellow	
		St Margarets Lane	Marginal	Yellow	
		West Street	Marginal	Yellow	
		Bridge Street	Marginal	Yellow	
		Fishers Hill	Nil	Green	
		Titchfield Lane	Nil	Green	
Proximity to village amenities	Shops		Good	Green	
	Established bus routes		Good	Green	
	Doctors surgery		Good	Green	
	School		Good	Green	
	General village amenities		Good	Green	
Impact on national features?			Nil	Green	
Impact on village features	Proximity to historic sites		No	Yellow	
	Proximity to conservation areas		No	Yellow	
SITE AVAILABILITY					
Subject to Call for Sites?			No	Red	
Site availability	0-5 years		Not available – under FBC consideration	Red	
	6-10 years		Ditto	Red	
Brownfield or Greenfield			Brownfield	Green	

Comments

This is an area of Garages and a playground situated at the rear of ex- Local Authority Housing on the Bellfield Estate. The land is owned by Fareham Borough Council. This site was originally considered as Officer's of Fareham Borough Council originally suggested it as a site for consideration, however formal approach to Fareham produced a response that it was not available partly, since several of the garages had been sold off privately. The development of this site would also involve the loss of a play space facility. This site has not been considered further due to its non-availability.

THS 18 (SITE G)
44 COMMON LANE
PO14 4BU



THS18	
Address	44 Common Lane, PO14 4BU
Site Area	0.31 ha
Description	 <p>The description section contains two maps. The top map is a detailed site plan showing building footprints and boundaries. A red rectangle highlights a specific rectangular plot of land. The bottom map is a larger-scale map of a residential area, showing a network of streets and building footprints. A black rectangle highlights a specific location within this area, which corresponds to the site shown in the top map.</p>

Site Assessment

Site Assessment Questionnaire

Location – G – Common Lane - Priority No.2

Site Area 0.3Ha Unrestrained Capacity 9.3 Units

Reference THS 18

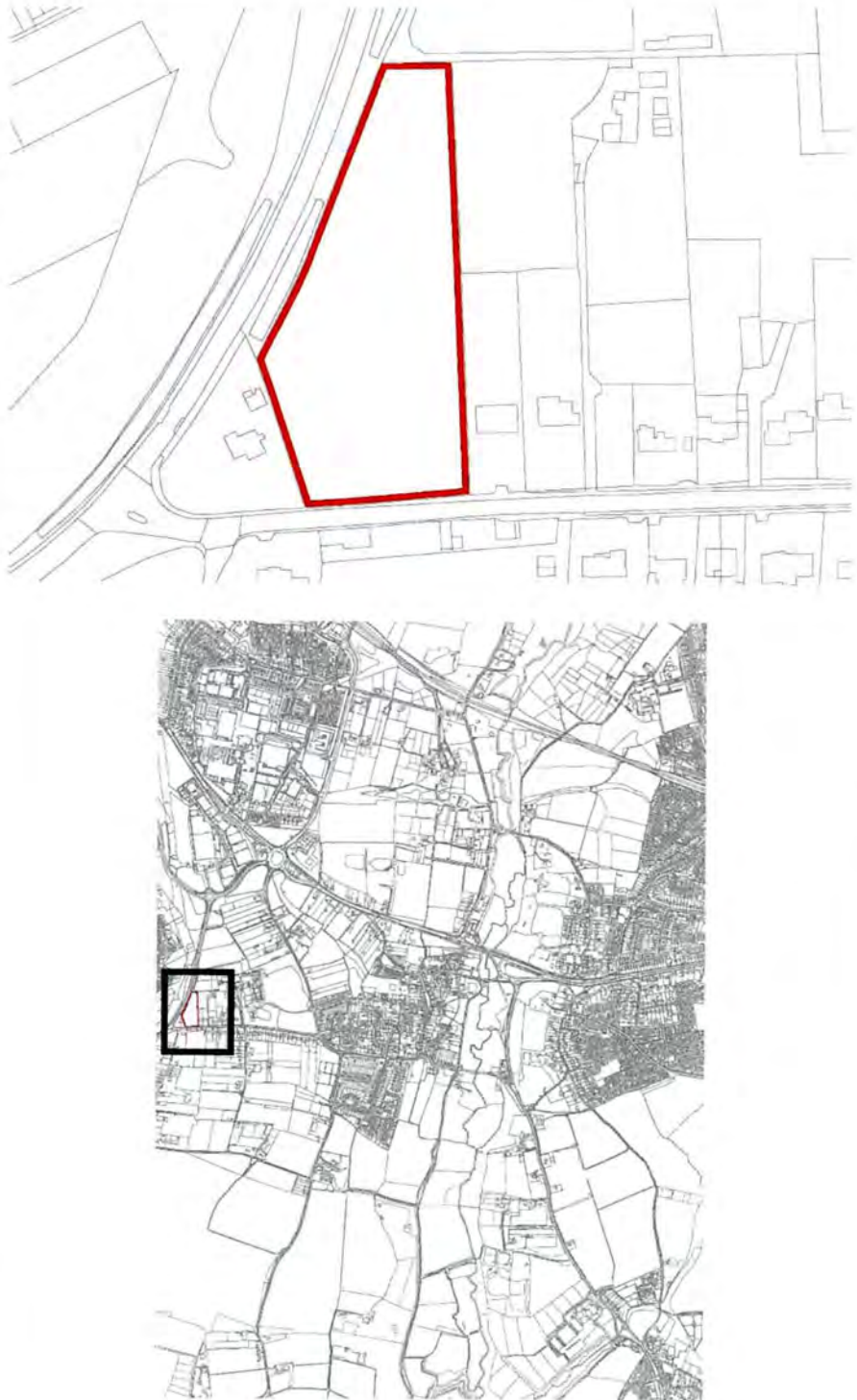
SITE SUITABILITY				
Issue			Comment	R/A/G
Environmental Considerations		Flood risk	Nil	
		Contamination	Nothing of significance	
		Nature issues	Possible TPO impact	
Visual Impact			Marginal	
Pedestrian Access	Safe access to/from site?	School children	Reasonable but excellent for pupils of adjacent school Children on foot would need to cross Common Lane to reach pavement	
		Elderly residents	Immediate access reasonable	
		Disabled persons	Reasonable	
	Requirement for new pavements		None	
	Perceived ability to include new pavements		Not required	
	Need for safe crossing facilities to access village amenities		Consideration would need to be given to provision of a safe crossing to the pavement on the southern side of Common Lane	
	Impact on village parking	Probability of off-road parking		Good
Availability for other users		Poor. Would effectively be a cul-de-sac development		
Impact on village traffic congestion – rush hour/school hours	Ease of access to developing road network		Overall good	
	Probability of directly increasing congestion on established routes of concern	Posbrook Lane	Possible	
		Coach Hill	Significant	
		Square	Marginal	
		St Margarets Lane	Marginal	
		West Street	Marginal	
		Bridge Street	Marginal	
Fishers Hill	Nil			

		Titchfield Lane	Nil	
Impact on village traffic congestion – outside rush hour/school hours	Probability of directly increasing congestion on established routes of concern – outside rush hour	Posbrook Lane	Marginal	
		Coach Hill	Significant	
		Square	Nil	
		St Margarets Lane	Marginal	
		West Street	Nil	
		Bridge Street	Marginal	
		Fishers Hill	Nil	
		Titchfield Lane	Nil	
Proximity to village amenities	Shops		Average – 20 minute walk	
	Established bus routes		Good – on pre-existing route	
	Doctors surgery		Average – 20 minute walk	
	School		Average – 20 minute walk	
	General village amenities		Average – 20 minute walk	
Impact on national features?			Nil	
Impact on village features	Proximity to historic sites		Nil	
	Proximity to conservation areas		Nil	
SITE AVAILABILITY				
Subject to Call for Sites?		No		
Site availability	0-5 years	Owners considering the proposal		
	6-10 years	Ditto		
Brownfield or Greenfield		Brownfield but well outside the settlement boundary Impacts the Strategic Gap – The Meon Gap (CS22)		

Comments: This site is occupied by a sub-standard dwelling in the ownership of Westhill Park School. There are significant trees around and within the site which could limit development. The development of the site could encourage adjacent back land development. It is also within the Strategic Gap and outside the urban boundary. There are also concerns regarding its accessibility and consequently this site is not considered as suitable.

THS 19 (SITE H)
LAND ADJOINING 68 COMMON LANE
PO14 4BU



THS19	
Address	Land Adj 68 Common Lane PO14 4BU
Site Area	0.91 ha
Description	 <p>The description section contains two maps. The upper map is a detailed site plan showing a red-outlined polygon representing the site. The site is situated adjacent to a road on its southern and eastern sides. To the west, there is a railway line and a canal. The surrounding area includes various buildings and land parcels. The lower map is a regional context map showing a dense network of roads and land parcels. A black rectangular box highlights the specific location of the site within the larger regional context.</p>

Site Assessment Questionnaire

Location – H – Common Lane/Warsash Road - Priority No.5

Site Area 0.91Ha Unrestrained Capacity 27.3 Units

Reference THS 19

SITE SUITABILITY				
Issue			Comment	R/A/G
Environmental Considerations		Flood risk	Nil	
		Contamination	Nothing of significance	
		Nature issues	Nothing of significance	
Visual Impact			Marginal	
Pedestrian Access	Safe access to/from site?	School children	Poor (no pavements on Warsash Rd)	
		Elderly residents	Poor (no pavements on Warsash Rd)	
		Disabled persons	Poor (no pavements on Warsash Rd)	
	Requirement for new pavements		No pavement on Warsash Rd	
	Perceived ability to include new pavements		Good	
	Need for safe crossing facilities to access village amenities		Consideration would need to be given to provision of a safe crossing to the pavement on the southern side of Common Lane	
Impact on village parking	Probability of off-road parking		Good	
	Availability for other users		Potentially OK	
Impact on village traffic congestion – rush hour/school hours	Ease of access to developing road network		Overall good	
	Probability of directly increasing congestion on established routes of concern	Posbrook Lane	Nil	
		Coach Hill	Possible	
		Square	Nil	
		St Margarets Lane	Marginal	
		West Street	Marginal	
		Bridge Street	Marginal	
		Fishers Hill	Nil	
Titchfield Lane	Nil			
		Posbrook Lane	Nil	

Impact on village traffic congestion – outside rush hour/school hours	Probability of directly increasing congestion on established routes of concern – outside rush hour	Coach Hill	Possible	Yellow
		Square	Nil	Green
		St Margarets Lane	Marginal	Yellow
		West Street	Nil	Green
		Bridge Street	Marginal	Yellow
		Fishers Hill	Nil	Green
		Titchfield Lane	Nil	Green
Proximity to village amenities	Shops		Poor	Red
	Established bus routes		Good – on pre-existing route	Green
	Doctors surgery		Poor	Red
	School		Average	Yellow
	General village amenities		Poor	Red
Impact on national features?			Nil	Green
Impact on village features	Proximity to historic sites		Nil	Green
	Proximity to conservation areas		Nil	Green
SITE AVAILABILITY				
Subject to Call for Sites?			No	Red
Site availability	0-5 years		Available	Yellow
	6-10 years		Ditto	Yellow
Brownfield or Greenfield			Greenfield but significantly outside the settlement boundary Impacts the Strategic Gap – The Meon Gap (CS22)	Red

Comments: This site is Greenfield, it fronts the fairly busy Warsash Road with a secondary frontage to Common Lane. It is in the Strategic Gap and outside the urban boundary. The owners have indicated that they would consider the site for development, they also own adjoining land. Development of this site could open up large areas of adjacent land within the Strategic Gap, it is also considered not to be in a particularly accessible location. This site is not considered to be suitable.

SECTION 7

LAND OWNER ENQUIRIES AND RESPONSES

Titchfield Neighbourhood Forum



A statutory body guiding the Titchfield Neighbourhood Plan

P Upshall
Titchfield Motor Works
4 East Street Titchfield. PO14 4AD

9th August 2017

Dear Mr Upshall

RE: LAND AT 4 EAST STREET, TITCHFIELD, PO14 4AD

I am contacting you as Vice Chairman of the Titchfield Village Forum.

The 2011 Localism Act introduced neighbourhood planning allowing parishes, town councils and neighbourhood forums across England to develop and adopt legally binding development plans for their neighbourhood area.

The Titchfield Neighbourhood Forum was approved by Fareham Borough Council earlier this year.

One of the principal objectives of the Plan is to identify potential housing sites to meet local needs and for these to satisfy the criteria set by the Community.

I am contacting you as I believe you have ownership of the land shown edged red on the enclosed plan. This land is one of several sites we have identified as having development potential within the plan area. I would stress that at this stage we only need confirmation of ownership and an indication that you are prepared for the land to be considered for development.

I must make it clear that the enquiry does not indicate that the land will definitely be selected for future development. However if you are interested in the development potential we will contact you to discuss this further. It is stressed we are acting in the interests of the community and have no connection with any builders or developers.

Enclosed is a proforma reply which it would be appreciated if you could complete and return in the stamped addressed envelope.

If you wish to discuss this please contact me on 0779 1227343.

Yours Sincerely

Colin A Wilton-Smith
Vice Chairman. Titchfield Village Forum. 2/3 Place House Cottages. Mill Lane. Titchfield. PO15 5RA

Note re: Land at 4 East Street, Titchfield, PO14 4AD

Mr P Upshall spoke to Colin Wilton-Smith on October 24th 2017 and apologised for not responding to the Sites Enquiry, however he received it just as he had submitted a Planning Application for Titchfield Motors. He stated that consent for 3 dwellings was expected shortly and a developer was already involved.

Titchfield Neighbourhood Forum



A statutory body guiding the Titchfield Neighbourhood Plan

**Mr & Mrs Downes
50 Common Lane
Titchfield, PO14 4BU**

5th December 2017

RE: LAND ADJOINING 68 COMMON LANE

I refer to your response to our Housing Sites Enquiry several month's ago. I apologise for the delay in replying however the Forum has been awaiting the publication on the Fareham Draft Local Plan and also a meeting of the Forum to discuss and vote upon proposals to be included within the Neighbourhood Plan. I am writing to inform you that taking into account our own policies and those within the draft Local Plan a decision has been taken by the Forum that we will not be putting forward any Housing Sites within the Neighbourhood Plan area.

The decision therefore has been taken that we will not be considering your site as a potential housing site.

I would be happy to discuss this with you if you wish, in which case please contact me, probably best by email caws@live.co.uk. You may also wish to take your own professional advice regarding the possibility of developing your land.

In the meantime I would thank you for your interest in returning the questionnaire.

Yours sincerely,

Colin A Wilton-Smith
Vice Chairman

2/3 Place House Cottages, Mill Lane, Titchfield, PO15 5RA – Tel 01329 843822

HOUSING SITES ENQUIRY RETURN

ADDRESS OF THE LAND LAND ADJOINING 68 Common Lane
PO14 4BU

NAME & ADDRESS MR & MRS. DOWNES
50 Common Lane TITCHFIELD FAREHAM. PO14 4BU.

ARE YOU SOLE OWNER OF THE LAND Y/M
(if not please give details of other owners)

DO YOU OWN ADJACENT LAND, IF SO PLEASE PROVIDE DETAILS
Please see map edged in blue.

ARE YOU PREPARED FOR THE LAND ON THE PLAN PROVIDED TO BE CONSIDERED FOR HOUSING DEVELOPMENT Y/M

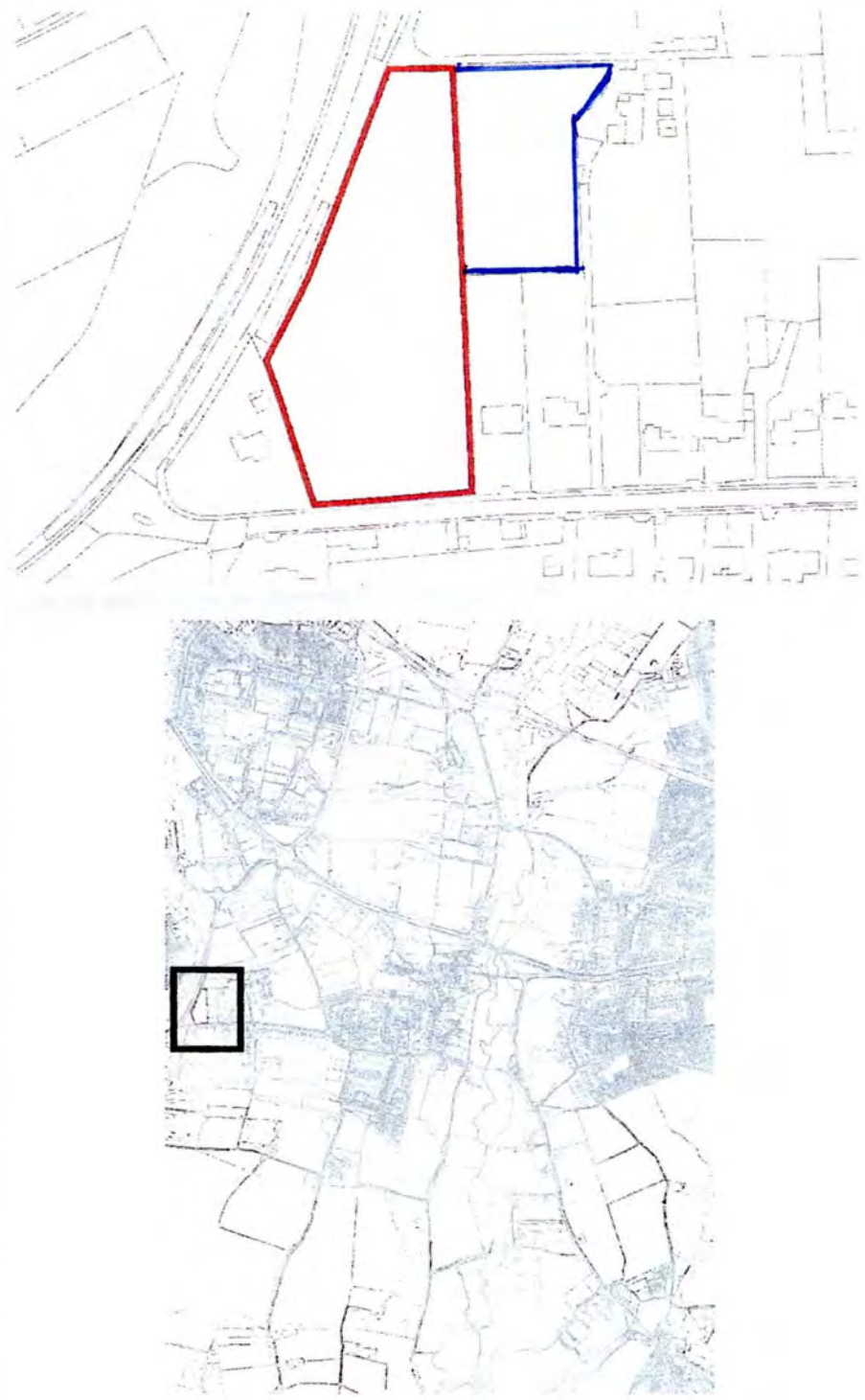
ANY OTHER COMMENTS

Signed Eric Downes

NAME ERIC DOWNES PHYLLIS DOWNES

DATE 16/8/2017

Please return as soon as possible in envelope provided

THS19	
Address	Land Adj 68 Common Lane PO14 4BU
Site Area	0.91 ha
Description	 <p>The description section contains two maps. The upper map is a detailed site plan showing a large irregularly shaped area outlined in red. A smaller, more complex area within the red boundary is outlined in blue. The map shows surrounding roads, buildings, and other land parcels. The lower map is an aerial photograph of a larger area, with a black rectangular box highlighting the specific location of the site shown in the upper map.</p>

Titchfield Neighbourhood Forum



A statutory body guiding the Titchfield Neighbourhood Plan

Mr & Mrs Downes
50 Common Lane
Titchfield. Fareham. PO14 4BU

9th August 2017

Dear Mr & Mrs Downes

RE: LAND ADJOINING 68 COMMON LANE, PO14 4BU

I am contacting you as Vice Chairman of the Titchfield Village Forum.

The 2011 Localism Act introduced neighbourhood planning allowing parishes, town councils and neighbourhood forums across England to develop and adopt legally binding development plans for their neighbourhood area.

The Titchfield Neighbourhood Forum was approved by Fareham Borough Council earlier this year.

One of the principal objectives of the Plan is to identify potential housing sites to meet local needs and for these to satisfy the criteria set by the Community.

I am contacting you as I believe you have ownership of the land shown edged red on the enclosed plan. This land is one of several sites we have identified as having development potential within the plan area. I would stress that at this stage we only need confirmation of ownership and an indication that you are prepared for the land to be considered for development.

I must make it clear that the enquiry does not indicate that the land will definitely be selected for future development. However if you are interested in the development potential we will contact you to discuss this further. It is stressed we are acting in the interests of the community and have no connection with any builders or developers.

Enclosed is a proforma reply which it would be appreciated if you could complete and return in the stamped addressed envelope.

If you wish to discuss this please contact me on 0779 1227343.

Yours Sincerely

Colin A Wilton-Smith
Vice Chairman. Titchfield Village Forum. 2/3 Place House Cottages. Mill Lane. Titchfield. PO15 5RA

Titchfield Neighbourhood Forum



A statutory body guiding the Titchfield Neighbourhood Plan

**A Ramsey Esq
Westhill School Trust Ltd
Westhill Park
Titchfield, PO14 4BS**

5th December 2017

RE: LAND AT 44 COMMON LANE, TITCHFIELD

I refer to your response to our Housing Sites Enquiry several month's ago. I apologise for the delay in replying however the Forum has been awaiting the publication on the Fareham Draft Local Plan and also a meeting of the Forum to discuss and vote upon proposals to be included within the Neighbourhood Plan. I am writing to inform you that taking into account our own policies and those within the draft Local Plan a decision has been taken by the Forum that we will not be putting forward any Housing Sites within the Neighbourhood Plan area.

The decision therefore has been taken that we will not be considering your site as a potential housing site.

I would be happy to discuss this with you if you wish, in which case please contact me, probably best by email caws@live.co.uk. You may also wish to take your own professional advice regarding the possibility of developing your land.

in the meantime I would thank you for your interest in returning the questionnaire.

Yours sincerely,

Colin A Wilton-Smith
Vice Chairman

2/3 Place House Cottages, Mill Lane, Titchfield, PO15 5RA – Tel 01329 843822

HOUSING SITES ENQUIRY RETURN

ADDRESS OF THE LAND..... 44 COMMON LANE
..... TITCHFIELD

NAME & ADDRESS..... ALASTAIR RAMSAY..... WEST HILL PARK
..... TITCHFIELD HANTS PO14 4BS
(on behalf of WEST HILL SCHOOL TRUST LTD)

ARE YOU SOLE OWNER OF THE LAND..... (Y/N)
(if not please give details of other owners)

DO YOU OWN ADJACENT LAND, IF SO PLEASE PROVIDE DETAILS
..... WEST HILL PARK SCHOOL
.....
.....

ARE YOU PREPARED FOR THE LAND ON THE PLAN PROVIDED TO BE CONSIDERED FOR HOUSING DEVELOPMENT..... (Y/N)

ANY OTHER COMMENTS
.....
.....
.....
.....

Signed..... 

NAME..... ALASTAIR RAMSAY

DATE..... 01/09/2017

Please return as soon as possible in envelope provided

Titchfield Neighbourhood Forum



A statutory body guiding the Titchfield Neighbourhood Plan

West Hill School Trust Ltd
West Hill School
St Margarets Lane, Titchfield, PO14 4BS

9th August 2017

Dear Sirs

RE: LAND AT 44 COMMON LANE, PO14 4BU

I am contacting you as Vice Chairman of the Titchfield Village Forum.

The 2011 Localism Act introduced neighbourhood planning allowing parishes, town councils and neighbourhood forums across England to develop and adopt legally binding development plans for their neighbourhood area.

The Titchfield Neighbourhood Forum was approved by Fareham Borough Council earlier this year.

One of the principal objectives of the Plan is to identify potential housing sites to meet local needs and for these to satisfy the criteria set by the Community.

I am contacting you as I believe you have ownership of the land shown edged red on the enclosed plan. This land is one of several sites we have identified as having development potential within the plan area. I would stress that at this stage we only need confirmation of ownership and an indication that you are prepared for the land to be considered for development.

I must make it clear that the enquiry does not indicate that the land will definitely be selected for future development. However if you are interested in the development potential we will contact you to discuss this further. It is stressed we are acting in the interests of the community and have no connection with any builders or developers.

Enclosed is a proforma reply which it would be appreciated if you could complete and return in the stamped addressed envelope.

If you wish to discuss this please contact me on 0779 1227343.

Yours faithfully,


Colin A Wilton-Smith
Vice Chairman
Titchfield Village Forum

FAREHAM

BOROUGH COUNCIL

Mr C Wilton-Smith
Vice Chairman
Titchfield Neighbourhood Forum
2/3 Place House Cottages
Mill Lane
Titchfield
PO15 5RA

Director of Finance
and Resources
Andrew Wannell

Contact: Miss Karen Boothroyd

Ext.: 4319

Date: 28 September 2017

Dear Mr Wilton-Smith

HOUSING SITES ENQUIRY- LAND TO THE REAR OF 107-121 BELLFIELD

I refer to your letter in respect of the above site and apologise for my delay in forwarding our response.

Please find attached the completed site proforma and I can confirm that Fareham Borough Council are the landowners of the site. The land that you have identified via a red line is not available for development at this moment in time as it is not considered to be surplus to requirement. Further information on the site and constraints are available on the enclosed site proforma. In addition, I can confirm that there are a number of adjacent residential properties that are still within the Council's ownership.

Yours sincerely



Karen Boothroyd
Estates Surveyor

Encl

HOUSING SITES ENQUIRY RETURN

ADDRESS OF THE LAND..... LAND TO THE REAR OF
..... 107-121 BELLFIELD PO14 4JB.....

NAME & ADDRESS..... FAREHAM BOROUGH COUNCIL
..... CIVIC OFFICES CIVIC WAY FAREHAM PO16 7AZ.....

ARE YOU SOLE OWNER OF THE LAND Y N
(if not please give details of other owners)

3 OF THE GARAGES HAVE BEEN SOLD

DO YOU OWN ADJACENT LAND, IF SO PLEASE PROVIDE DETAILS

..... VARIOUS COUNCIL HOUSES IN BELLFIELD
..... & RANSOME CLOSE.....

**ARE YOU PREPARED FOR THE LAND ON THE PLAN PROVIDED TO BE CONSIDERED
FOR HOUSING DEVELOPMENT** Y N

NOT AT THIS POINT IN TIME BUT AS
YOU WILL APPRECIATE THE COUNCIL DOES REGULARLY
ANY OTHER COMMENTS : REVIEW ITS ASSETS.

THE LAND IS CURRENTLY USED FOR OPEN
SPACE PURPOSES PLUS GARAGES AND
IS NOT CONSIDERED TO BE SURPLUS TO REQUIRE-
MENT.

Signed..... .....

NAME..... K BOOTHROYD - ESTATES SURVEYOR
..... FOR FAREHAM
DATE..... 12.09.2017.....
..... BOROUGH COUNCIL

Please return as soon as possible in envelope provided

FAREHAM

BOROUGH COUNCIL

Colin A Wilton-Smith
Vice Chairman
Titchfield Village Forum
2/3 Place House Cottages
Mill Lane
Titchfield
Fareham PO15 5RA

Director of Planning
and Regulation
Richard Jolley

Contact: Richard Jolley
Ext.: 4388
Date: 14 August 2017

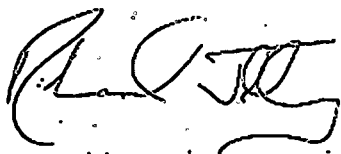
Dear Mr Wilton-Smith

Land to the rear of 107-121 Bellfield, Fareham PO14 4JB

Thank you for your letter dated 9 August 2017.

Landowner enquiries relating to Fareham Borough Council owned land together with any consideration for development is dealt with by the Council's Estates team. I have therefore passed your letter to Karen Boothroyd, Estates Surveyor requesting that she respond to you regarding land to the rear of 107-121 Bellfield PO14 4JB.

Yours sincerely



Richard Jolley
Director of Planning and Regulation

Titchfield Neighbourhood Forum



A statutory body guiding the Titchfield Neighbourhood Plan

Richard Jolley
Director of Planning & Development
Fareham Borough Council, Civic Offices,
Civic Wav. Fareham. PO16 7AZ

9th August 2017

Dear Mr Jolley

RE: LAND TO THE REAR OF 107 - 121 BELLFIELD, PO14 4JB

I am contacting you as Vice Chairman of the Titchfield Village Forum.

The 2011 Localism Act introduced neighbourhood planning allowing parishes, town councils and neighbourhood forums across England to develop and adopt legally binding development plans for their neighbourhood area.

You will be aware that the Titchfield Neighbourhood Forum was approved by Fareham Borough Council earlier this year.

One of the principal objectives of the Plan is to identify potential housing sites to meet local needs and for these to satisfy the criteria set by the Community.

I am contacting you as I advised by your officers that the Council has ownership of the land shown edged red on the enclosed plan. This land is one of several sites we have identified as having development potential within the plan area. I would stress that at this stage we only need confirmation of ownership and an indication that you are prepared for the land to be considered for development.

I must make it clear that the enquiry does not indicate that the land will definitely be selected for future development. However if you are interested in the development potential we will contact you to discuss this further. It is stressed we are acting in the interests of the community and have no connection with any builders or developers.

Enclosed is a proforma reply which it would be appreciated if you could complete and return in the stamped addressed envelope.

If you wish to discuss this please contact me on 0779 1227343.

Yours Sincerely

Colin A Wilton-Smith

Vice Chairman, Titchfield Village Forum, 2/3 Place House Cottages, Mill Lane, Titchfield, PO15 5RA

From: Murray, Karen <karen.murray@hants.gov.uk>
Sent: 21 November 2017 11:08
To: 'colin wilton-smith'
Cc: Ann Wheal; gloria.hunt2010@gmail.com
Subject: RE: Titchfield Forum/Neighbourhood Plan Land At Titchfield

Dear Mr Wilton-Smith

Thank you for your e-mail confirming that you will not be putting the sites referred to in your earlier e-mail forward for development and also for updating me on your proposal for the retention of green spaces within to Settlement/Urban Boundary of the village.

I have passed your e-mail onto our Estates team and have asked them to contact you if they have any questions on your proposals.

Kind regards,

Karen

Karen Murray
Director
Culture, Communities and Business Services
Hampshire County Council
Room 1.05
Castle Avenue
Winchester
01962 847876
karen.murray@hants.gov.uk

From: colin wilton-smith [mailto:caws@live.co.uk]
Sent: 18 November 2017 10:54
To: Murray, Karen
Cc: Ann Wheal; gloria.hunt2010@gmail.com
Subject: Titchfield Forum/Neighbourhood Plan Land At Titchfield

Dear Ms Murray, Further to your letter of the 11th September I have heard nothing from your colleagues Louise Hague or Jolie Palmer re a meeting. We have however been progressing with the Neighbourhood Plan.

I am writing to advise you that none of the Sites I referred to you will be put forward for development, the reasons being that all the sites are within The Strategic Gap and the now agreed Policies of our Draft Neighbourhood Plan support the policy of retaining this in line with the Fareham Draft Local Plan. There are also other reasons affecting individual sites such as access and environmental issues.

I will also bring to your attention that one of our Policies will be the retention of green spaces within to Settlement/Urban Boundary of the village. From the plan you sent me I do not think there is any HCC land affected by this Policy but you may wish to ask your officers to double check as we are required to consult with landowners affected by this proposition.

I am still happy to discuss any aspects of the proposed Titchfield Local Plan with your officers if you or they wish.

Thank you Colin Wilton-Smith Vice Chairman Titchfield Neighbourhood Forum

Sent from Samsung tablet.

***** This email, and any attachments, is strictly confidential and may be legally privileged. It is intended only for the addressee. If you are not the intended recipient, any disclosure, copying, distribution or other use of this communication is strictly prohibited. If you have received this message in error, please contact the sender. Any request for disclosure of this document under the Data Protection Act 1998 or Freedom of Information Act 2000 should be referred to the sender. [disclaimer id: HCCStdDisclaimerExt] *****

From: colin wilton-smith <caws@live.co.uk>
Sent: 18 November 2017 10:54
To: karen.murray@hants.gov.uk
Cc: Ann Wheal; gloria.hunt2010@gmail.com
Subject: Titchfield Forum/Neighbourhood Plan Land At Titchfield

Dear Ms Murray, Further to your letter of the 11th September I have heard nothing from your colleagues Louise Hague or Jolie Palmer re a meeting. We have however been progressing with the Neighbourhood Plan. I am writing to advise you that none of the Sites I referred to you will be put forward for development, the reasons being that all the sites are within The Strategic Gap and the now agreed Policies of our Draft Neighbourhood Plan support the policy of retaining this in line with the Fareham Draft Local Plan. There are also other reasons affecting individual sites such as access and environmental issues.

I will also bring to your attention that one of our Policies will be the retention of green spaces within to Settlement/Urban Boundary of the village. From the plan you sent me I do not think there is any HCC land affected by this Policy but you may wish to ask your officers to double check as we are required to consult with landowners affected by this proposition.

I am still happy to discuss any aspects of the proposed Titchfield Local Plan with your officers if you or they wish. Thank you Colin Wilton-Smith Vice Chairman Titchfield Neighbourhood Forum

Sent from Samsung tablet.



Mr Colin A Wilton-Smith
Vice Chairman
Titchfield Village Forum
2/3 Place House Cottages
Mill Lane
Titchfield PO15 5RA

Culture, Communities and Business Services
Three Minsters House, 76 High Street,
Winchester, Hampshire SO23 8UL

Telephone 01962 841841
Fax 01962 841326
www.hants.gov.uk

<i>Enquiries to</i>	Karen Murray	<i>My reference</i>	
<i>Direct Line</i>	01962 847831	<i>Your reference</i>	
<i>Date</i>	11 September 2017	<i>E-mail</i>	karen.murray@hants.gov.uk

Dear Mr Wilton-Smith,

Land at Titchfield

Thank you for your letter and attached plans of 09 August 2017 regarding land at Titchfield. Your letter seeks an indication of the availability of specific sites within the ownership of Hampshire County Council that have been identified for possible future development by the Titchfield Neighbourhood Forum. You also enquire as to whether the County Council would be interested in discussing other potential sites within its ownership that could be available for future development through the Titchfield Neighbourhood Plan process.

The County Council has a responsive approach to the development of its land and assets that are allocated through the Local and Neighbourhood Development Planning process. Please find attached a plan showing the full extent of Hampshire County's land ownership within the designated Titchfield Neighbourhood Plan boundary to which I would comment follows in response to your enquiry:

- The land hatched brown on the attached plan is not available for development at the current time due to its operational function to the County Council.
- The land hatched green on the attached plan, including site THS14, was previously submitted to Fareham Borough Council in response to its Local Plan Call for Sites consultation and the County Council's rural Affordable Housing Partnership programme. Informal discussions with Fareham Borough Council advised that these sites were of limited development potential however, the County Council can re-affirm the availability of site THS14 should this be of interest to the Titchfield Neighbourhood Forum. Please note, the County Council's ownership within the boundary of THS14

Director of Culture, Communities and Business Services
Karen Murray

does not include the property at 77 West Street in the South East corner of the site.

Regarding sites THS12, 13, 15 and other land within the ownership of the County Council hatched in blue, Hampshire County Council would be open to entering a dialogue regarding their potential availability if they were to form part of a wider comprehensive major allocation in the emerging Titchfield Neighbourhood Plan with an appropriate mix of market and affordable housing. These sites are currently held as operational County Farms and the County Council has a requirement to ensure best value from the sale of its assets identified for development and also to ensure the re-provision of any farm estate lost to development is maintained in line with its County Farms Policy. My colleagues Louise Hague (Senior Manager) and Josie Palmer (Rural Estates Team Leader) would welcome the opportunity to meet with you and the Titchfield Neighbourhood Forum to discuss this matter further and will contact you separately.

I trust the above is of assistance in supporting the housing and community needs of the emerging Neighbourhood Plan Titchfield Neighbourhood Plan.

Yours sincerely



Karen Murray
Director of Culture, Communities and Business Services

does not include the property at 77 West Street in the South East corner of the site.

Regarding sites THS12, 13, 15 and other land within the ownership of the County Council hatched in blue, Hampshire County Council would be open to entering a dialogue regarding their potential availability if they were to form part of a wider comprehensive major allocation in the emerging Titchfield Neighbourhood Plan with an appropriate mix of market and affordable housing. These sites are currently held as operational County Farms and the County Council has a requirement to ensure best value from the sale of its assets identified for development and also to ensure the reprovision of any farm estate lost to development is maintained in line with its County Farms Policy. My colleagues Louise Hague (Senior Manager) and Josie Palmer (Rural Estates Team Leader) would welcome the opportunity to meet with you and the Titchfield Neighbourhood Forum to discuss this matter further and will contact you separately.


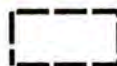




I trust the above is of assistance in supporting the housing and community needs of the emerging Neighbourhood Plan Titchfield Neighbourhood Plan.

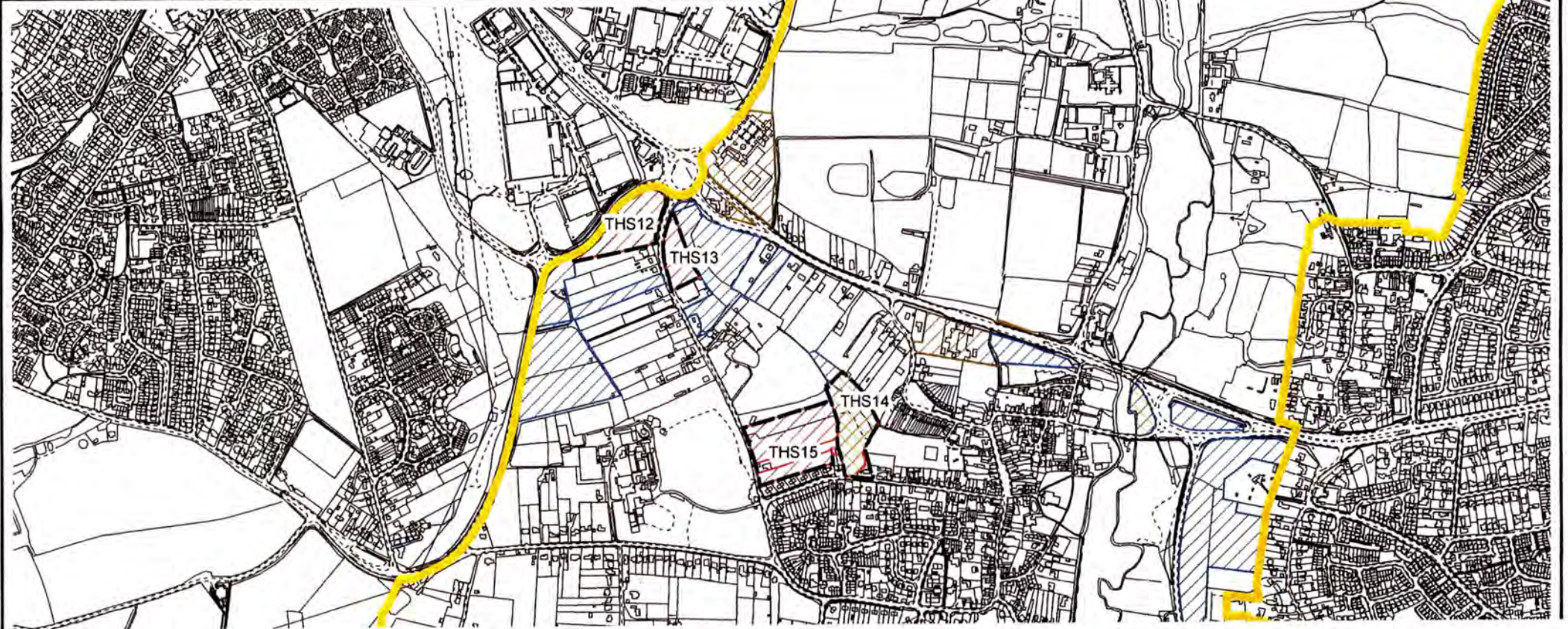
Yours sincerely

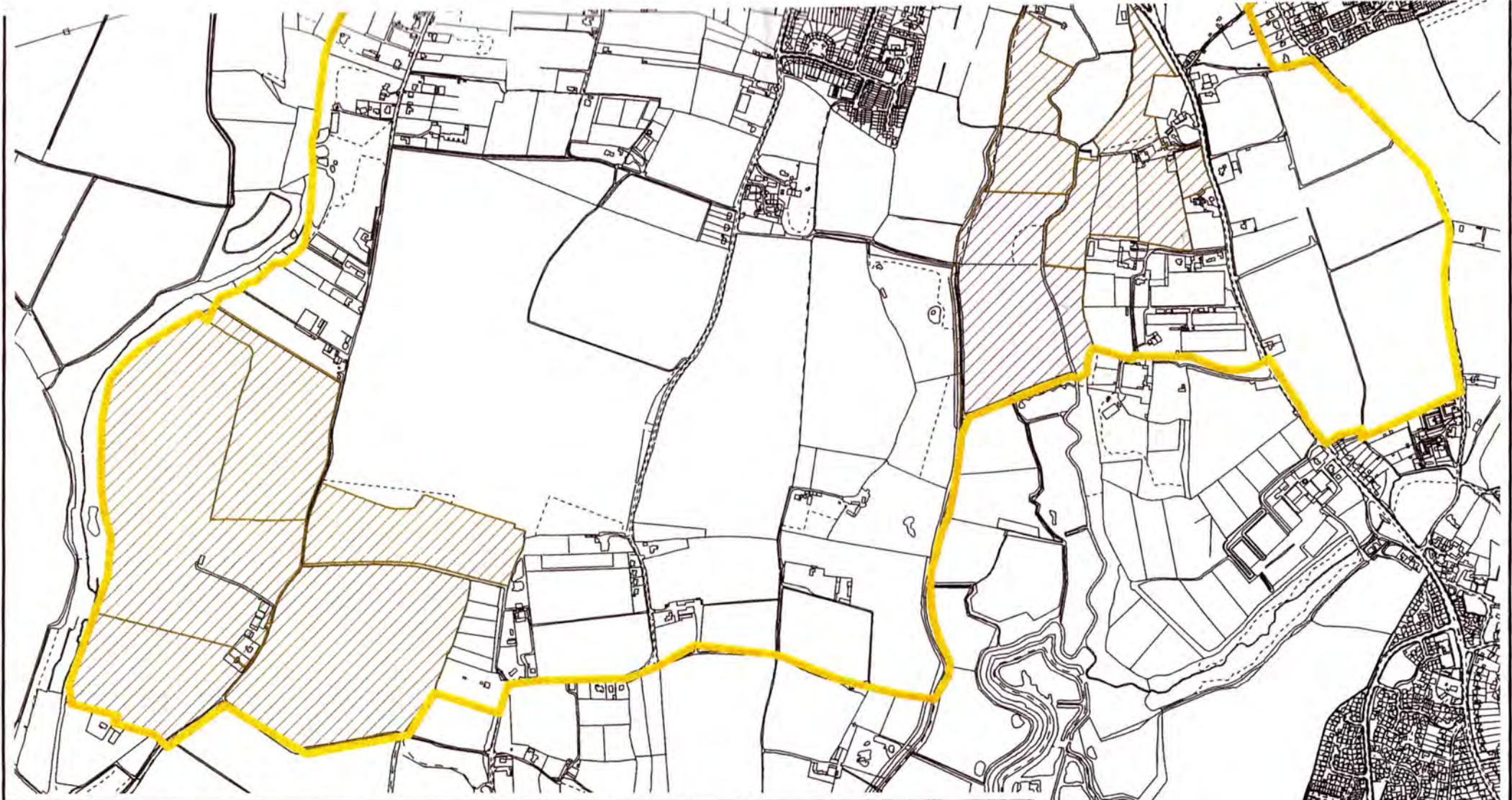


Karen Murray
Director of Culture, Communities and Business Services

Key

-  Neighbourhood Plan Boundary
-  Land Identified by Titchfield Neighbourhood Forum
-  HCC ownership within identified sites
-  Other land within HCC ownership for discussion
-  Previously submitted to Fareham Borough Council
-  HCC ownership not available





**HAMPSHIRE COUNTY COUNCIL
LAND OWNERSHIP WITHIN
TITCHFIELD NEIGHBOURHOOD PLAN AREA**

PLAN NO.
A / 10 / 1351

FILE REF.
Unknown

DATE
September 2017

SCALE
1:12000 @ A3

REV.

C

0 250 500 m

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Hampshire
County Council

**Property
Services**



Hampshire County Council

Mr Colin A Wilton-Smith
Vice Chairman, Titchfield Village Forum
2/3 Place House Cottages
Mill Lane
Titchfield PO15 5RA

Chief Executive's Office
The Castle, Winchester
Hampshire SO23 8UJ

Telephone 01962 841841
Fax 01962 834523
Textphone 0808 100 2484
www.hants.gov.uk

Enquiries to John Coughlan

My reference JC/dlw

Direct Line 01962 845252

Your reference

Date 16 August 2017

E-mail Derra.ward@hants.gov.uk

Dear Mr Wilton-Smith

Land at Titchfield

Further to my acknowledgement letter dated 14 August, Property Services will look into the above. They have asked if it would be possible for you to provide them with a contact email address please by sending it to Jackie.rogers1@hants.gov.uk.

Many thanks.

Yours sincerely

Derra Ward
Executive Assistant to the Chief Executive

Chief Executive
John Coughlan CBE

Ernie - Emma re S/B

EMail Hndlc

EMail Stuart.

Richard Sanders re S/B



Hampshire County Council

Mr Colin A Wilton-Smith
Vice Chairman, Titchfield Village Forum
2/3 Place House Cottages
Mill Lane
Titchfield PO15 5RA

*Chief Executive's Office
The Castle, Winchester
Hampshire SO23 8UJ*

Telephone 01962 841841
Fax 01962 834523
Textphone 0808 100 2484
www.hants.gov.uk

Enquiries to John Coughlan

My reference JC/dlw

Direct Line 01962 845252

Your reference

Date 14 August 2017

E-mail John.coughlan@hants.gov.uk

Dear Mr Wilton-Smith

Thank you for your letter of 9 August to the Chief Executive of Hampshire County Council. John Coughlan is on annual leave at present but please be assured that I will share your letter with him on his return.

Kind regards

Yours sincerely

Derra Ward
Executive Assistant to the Chief Executive

Chief Executive
John Coughlan CBE

Titchfield Neighbourhood Forum



A statutory body guiding the Titchfield Neighbourhood Plan

J Coughlan CBE
Chief Executive
Hants County Council. The Castle
Winchester. SO23 8UJ

9th August 2017

Dear Mr Coughlan

RE: LAND AT TITCHFIELD

I am contacting you as Vice Chairman of the Titchfield Village Forum.

The 2011 Localism Act introduced neighbourhood planning allowing parishes, town councils and neighbourhood forums across England to develop and adopt legally binding development plans for their neighbourhood area.

You will be aware that the Titchfield Neighbourhood Forum was approved by Fareham Borough Council earlier this year.

Once of the principal objectives of the Plan is to identify potential housing sites to meet local needs and for these to satisfy the criteria set by the Community.

I am contacting you as I believe the Council has ownership of the land shown edged red on the enclosed plans. These are some of several sites we have identified as having development potential within the plan area. We have had confirmation of ownership from your Council and therefore would require an indication that the Council are prepared for the land to be considered for development.

I must make it clear that the enquiry does not indicate that the land will definitely be selected for future development. However if you are interested in the development potential we will contact you to discuss this further. It is stressed we are acting in the interests of the community and have no connection with any builders or developers.

I also enclose a plan provided by your Council showing ownership of additional land in the area. We would be interested in discussing with your officers any other potential site for development.

If you wish to discuss this please contact me on 07791 227343.

Yours Sincerely


Colin A Wilton-Smith

Vice Chairman. Titchfield Village Forum. 2/3 Place House Cottages. Mill Lane. Titchfield. PO15 5RA



Mr Colin A Wilton-Smith
2/3 Place House Cottages, Mill Lane
Titchfield
Fareham
PO15 5RA

Culture, Communities and Business Services
Three Minsters House, 76 High Street
Winchester, Hampshire SO23 8UL

Telephone 01962 841841
Fax 01962 841326
DX Winchester 2510
www.hants.gov.uk

Enquiries to Mr Rikki Brown
Direct Line 01962 847307
Date 30 May 2017

My reference RB/TE/L/10.1
Your reference
E-mail rikki.brown@hants.gov.uk

Dear Mr Wilton-Smith

Titchfield Neighbourhood Plan

In reply to your letter regarding the Titchfield Neighbourhood Plan.

According to our records Hampshire County Council does own the land outlined red on your two enclosed plans. Please find enclosed a plan indicating in pink adjacent Hampshire County Council land interests.

Should you require any further information, please get in touch and I shall be happy to assist you.

Yours sincerely

Mr Rikki Brown

Senior Property Records Officer
Property Records Team
Culture, Communities and Business Services

Enc. Plan



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Certificate Date:	26 APR 2017
Certificate Time:	00.00.01
Certificate Ref:	016/G66UYLB

Property	Land edged red on the plan attached to the application and described in form SIM as LAND ADJOINING, 68, COMMON LANE, TITCHFIELD, FAREHAM, HAMPSHIRE, PO14 4BU.
----------	--

The index map does not define the extent of the land in any registered title. This reflects the fact that the boundary of a registered estate as shown for the purposes of the register is a general boundary, unless shown as determined under section 60 of the Land Registration Act 2002. You might also wish to refer to the individual register and title plan of any adjoining titles for details of the surrounding registered estates and their general boundaries and/or determined boundaries.

Result

The index map has been searched in respect of the Property with the following result:

Plan reference	Title No.	Registered Estate or Caution	Notes
Not Applicable	HP495487	Freehold	

The plan lodged with your application for a search of the index map has been accepted for this application. Any statement of disclaimer has been disregarded as it is assumed that it was not intended to apply for the purposes of the application.

Please note that the acceptance of the plan for this particular application does not necessarily mean that the same plan would be accepted if subsequently used for another application. All plans lodged with a Land Registry application should comply with the guidelines in Land Registry's Practice Guide 40, Supplement 2. Lodging

Continued on page 2

Your Reference: THS 15	Key Number: -----	Any enquiries concerning this certificate to be addressed to: TF TEMP 2
C Wilton-Smith 2 Place House Cottages Mill Lane Titchfield Fareham PO15 5RA		Weymouth Office PO Box 75 Gloucester GL14 9BD Tel.No: (0300) 006 0014

Certificate Date:	26 APR 2017
Certificate Time:	00.00.01
Certificate Ref:	016/G66UYLB

a plan which does not comply with the guidelines may result in requisitions being raised, (such as a request to delete a statement of disclaimer) or the application being cancelled.

No other registered estate, caution against first registration, application for first registration or application for a caution against first registration is shown on the index map in relation to the Property.

++++The following message is for information only and does NOT form part of the result of the search++++ Business e-Services (portal) Users can also take advantage of MapSearch, a Free service allowing customers to search an online map to establish if land and property is registered or not, and obtain title numbers.

For further information about:

SIMS - see Practice Guide 10 - Official searches of the index map

How to obtain official copies - see Practice Guide 11 - Inspection and applications for official copies

Plan requirements for registration - see Practice Guide 40 - Land Registry plans - (www.gov.uk/land-registry).

Ordnance Survey map products - (www.ordnancesurvey.co.uk).

END OF RESULT.

CJ

C Wilton-Smith
2 Place House Cottages
Mill Lane
Titchfield
Fareham
PO15 5RA

| |

Certificate Date: 26 APR 2017
Certificate Time: 00.00.01
Certificate Ref: 016/M56UYLB

Property	Land edged red on the plan attached to the application and described in form SIM as LAND ADJACENT AND REAR, WESTFIELD, ST MARGARETS LANE, FAREHAM, HAMPSHIRE, PO14 4BW.
----------	---

The index map does not define the extent of the land in any registered title. This reflects the fact that the boundary of a registered estate as shown for the purposes of the register is a general boundary, unless shown as determined under section 60 of the Land Registration Act 2002. You might also wish to refer to the individual register and title plan of any adjoining titles for details of the surrounding registered estates and their general boundaries and/or determined boundaries.

Result

The index map has been searched in respect of the Property with the following result:

Plan reference	Title No.	Registered Estate or Caution	Notes
Not Applicable	HP156345	Freehold	
Not Applicable	HP158578	Freehold	
Not Applicable	HP5218	Freehold	
Not Applicable	HP93124	Freehold	
Not Applicable	P28467	Freehold	
Not Applicable	P5283	Freehold	

The plan lodged with your application for a search of the index map has been accepted for this application. Any statement of disclaimer has been disregarded as it is assumed that it was not intended to apply for the purposes of the application.

Continued on page 2

Your Reference: THS 14	Key Number: -----	Any enquiries concerning this certificate to be addressed to: TF TEMP 2
C Wilton-Smith 2 Place House Cottages Mill Lane Titchfield Fareham PO15 5RA		Weymouth Office PO Box 75 Gloucester GL14 9BD Tel. No: (0300) 006 0014

Certificate Date:	26 APR 2017
Certificate Time:	00.00.01
Certificate Ref:	016/M56UYLB

Please note that the acceptance of the plan for this particular application does not necessarily mean that the same plan would be accepted if subsequently used for another application. All plans lodged with a Land Registry application should comply with the guidelines in Land Registry's Practice Guide 40, Supplement 2. Lodging a plan which does not comply with the guidelines may result in requisitions being raised, (such as a request to delete a statement of disclaimer) or the application being cancelled.

No other registered estate, caution against first registration, application for first registration or application for a caution against first registration is shown on the index map in relation to the Property.

++++The following message is for information only and does NOT form part of the result of the search++++ Business e-Services (portal) Users can also take advantage of MapSearch, a Free service allowing customers to search an online map to establish if land and property is registered or not, and obtain title numbers.

For further information about:

SIMS - see Practice Guide 10 - Official searches of the index map

How to obtain official copies - see Practice Guide 11 - Inspection and applications for official copies

Plan requirements for registration - see Practice Guide 40 - Land Registry plans - (www.gov.uk/land-registry).

Ordnance Survey map products - (www.ordnancesurvey.co.uk).

END OF RESULT.

CJ

C Wilton-Smith
2 Place House Cottages
Mill Lane
Titchfield
Fareham
PO15 5RA

Certificate Date:	26 APR 2017
Certificate Time:	00.00.01
Certificate Ref:	016/W66UYLB

Property	Land edged red on the plan attached to the application and described in form SIM as LAND ADJOINING, 89, WEST STREET, TITCHFIELD, FAREHAM, HAMPSHIRE, PO14 4DE.
----------	--

The index map does not define the extent of the land in any registered title. This reflects the fact that the boundary of a registered estate as shown for the purposes of the register is a general boundary, unless shown as determined under section 60 of the Land Registration Act 2002. You might also wish to refer to the individual register and title plan of any adjoining titles for details of the surrounding registered estates and their general boundaries and/or determined boundaries.

Result

The index map has been searched in respect of the Property with the following result:

Plan reference	Title No.	Registered Estate or Caution	Notes
Not Applicable	HP472314	Freehold	
Not Applicable	P5283	Freehold	

The plan lodged with your application for a search of the index map has been accepted for this application. Any statement of disclaimer has been disregarded as it is assumed that it was not intended to apply for the purposes of the application.

Please note that the acceptance of the plan for this particular application does not necessarily mean that the same plan would be accepted if subsequently used for another application. All plans lodged with a Land Registry application should comply with the

Continued on page 2

Your Reference: THS 19	Key Number: -----	Any enquiries concerning this certificate to be addressed to: TF TEMP 2
C Wilton-Smith 2 Place House Cottages Mill Lane Titchfield Fareham PO15 5RA		Weymouth Office PO Box 75 Gloucester GL14 9BD Tel.No: (0300) 006 0014

Certificate Date:	26 APR 2017
Certificate Time:	00.00.01
Certificate Ref:	016/W66UYLB

guidelines in Land Registry's Practice Guide 40, Supplement 2. Lodging a plan which does not comply with the guidelines may result in requisitions being raised, (such as a request to delete a statement of disclaimer) or the application being cancelled.

No other registered estate, caution against first registration, application for first registration or application for a caution against first registration is shown on the index map in relation to the Property.

++++The following message is for information only and does NOT form part of the result of the search++++ Business e-Services (portal) Users can also take advantage of MapSearch, a Free service allowing customers to search an online map to establish if land and property is registered or not, and obtain title numbers.

For further information about:

SIMS - see Practice Guide 10 - Official searches of the index map

How to obtain official copies - see Practice Guide 11 - Inspection and applications for official copies

Plan requirements for registration - see Practice Guide 40 - Land Registry plans - (www.gov.uk/land-registry).

Ordnance Survey map products - (www.ordnancesurvey.co.uk).

END OF RESULT.

CJ

C Wilton-Smith
2 Place House Cottages
Mill Lane
Titchfield
Fareham
PO15 5RA



**Official copy
of register of
title**

Title number HP495487

Edition date 27.01.1995

- This official copy shows the entries on the register of title on 07 AUG 2017 at 12:28:38.
- This date must be quoted as the "search from date" in any official search application based on this copy.
- The date at the beginning of an entry is the date on which the entry was made in the register.
- Issued on 07 Aug 2017.
- Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original.
- This title is dealt with by HM Land Registry, Weymouth Office.

A: Property Register

This register describes the land and estate comprised in the title.

HAMPSHIRE : FAREHAM

- 1 (27.01.1995) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being land on the north side of Common Lane, Titchfield.

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

- 1 (27.01.1995) Proprietor: ERIC DOWNES and PHYLLIS DOWNES both of 50 Common Lane, Titchfield, Fareham, Hants.

C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (27.01.1995) The land in this title and other land is subject to the following rights reserved by a Conveyance dated 29 May 1946 made between (1) Charles Horace Ransome (Vendor) (2) Edith Gertrude Ransome and Others (Second Mortgagees) (3) Vincent Austin Charles Ransome and Edith Gertrude Ransome (Third Mortgagees) and (4) William Alexander Brown (Purchaser):-

"EXCEPT AND RESERVING unto the Vendor the septic tank shown by a hollow green square on the said plan and full access thereto in common with the Purchaser at all reasonable times to clean maintain and repair the same and the pipes leading thereto the Purchaser having the right to use the same."

NOTE: The position of the septic tank has been reproduced in blue on the filed plan.

- 2 (27.01.1995) The land is subject to the following rights granted by a

C: Charges Register continued

Conveyance of land to the north of the land in this title dated 13 April 1994 made between (1) Kathleen Esther Brown (Vendor) and (2) West Hill School Trust Limited (Purchaser):-

Together with a right of way for the Purchaser and its successors in title with or without vehicles for all purposes over and along the accessway the approximate position of which is shown hatched blue on the said plan ("the accessway") subject to the payment by the Purchaser and its successors in title of a fair proportion according to user the cost of maintenance repair and upkeep of the accessway.

NOTE: The land hatched blue referred to is shown by blue hatching on the filed plan.

- 3 (27.01.1995) A Transfer of the land in this title dated 8 December 1994 made between (1) Kathleen Esther Brown (Transferor) and (2) Eric Downes and Phyllis Downes (Transferees) contains the following covenants:-

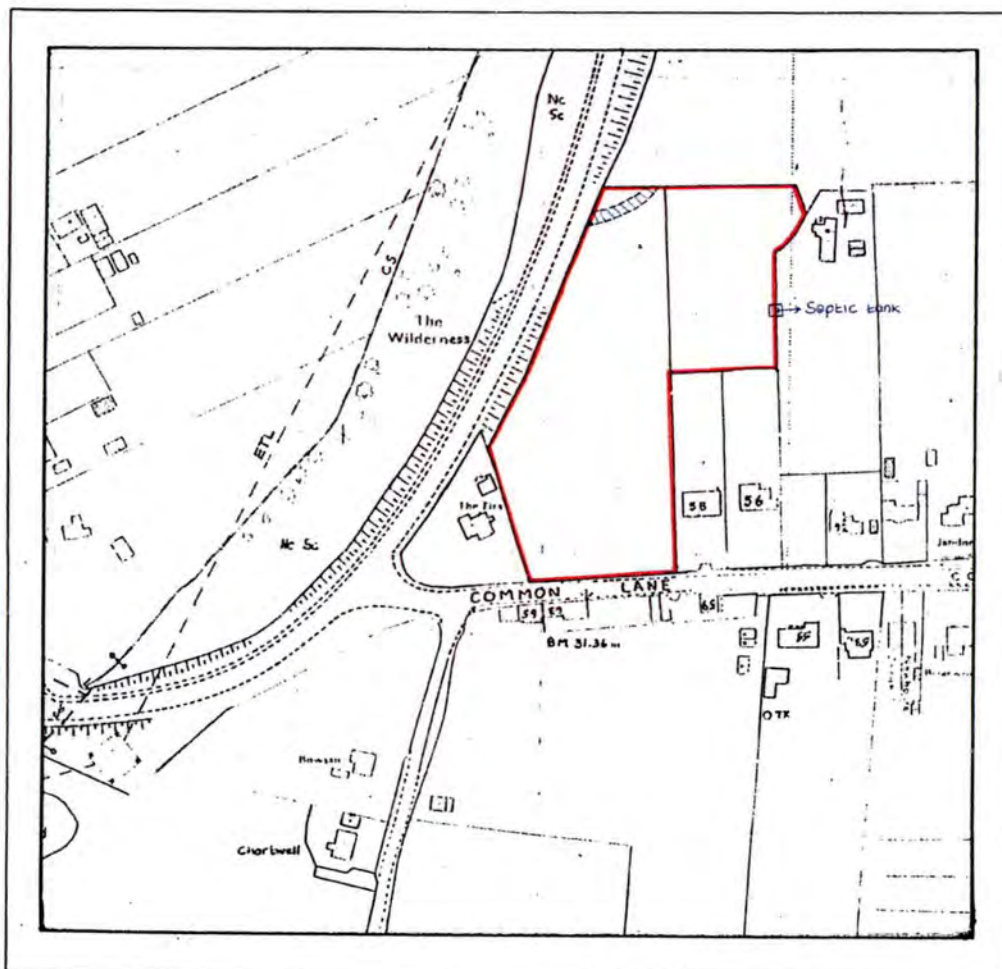
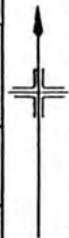
"The Transferee hereby covenant for themselves and successors in Title that neither they nor their successors in Title will fell cut or lop any of the existing trees along the boundary of the property hereby Transferred fronting Common Lane with the consent of the Transferor or her successors in Title save that this shall not necessitate consent where the same is necessary to alleviate overhang or damage to adjacent land or immediate danger to others.

End of register

The electronic official copy of the register follows this message.

Please note that this is the only official copy we will issue. We will not issue a paper official copy.

H.M. LAND REGISTRY		TITLE NUMBER	
		HP495487	
ORDNANCE SURVEY PLAN REFERENCE	SU 5205		Scale 1/1250
COUNTY	HAMPSHIRE	DISTRICT	FAREHAM
			©Crown Copyright



These are the notes referred to on the following official copy

The electronic official copy of the title plan follows this message.

Please note that this is the only official copy we will issue. We will not issue a paper official copy.

This official copy was delivered electronically and when printed will not be to scale. You can obtain a paper official copy by ordering one from HM Land Registry.

This official copy is issued on 07 August 2017 shows the state of this title plan on 07 August 2017 at 12:28:39. It is admissible in evidence to the same extent as the original (s.67 Land Registration Act 2002). This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground. This title is dealt with by the HM Land Registry, Weymouth Office .

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Certificate Date: 26 APR 2017
Certificate Time: 00.00.01
Certificate Ref: 016/G66UYLB

Property	Land edged red on the plan attached to the application and described in form SIM as LAND ADJOINING, 68, COMMON LANE, TITCHFIELD, FAREHAM, HAMPSHIRE, PO14 4BU.
----------	--

The index map does not define the extent of the land in any registered title. This reflects the fact that the boundary of a registered estate as shown for the purposes of the register is a general boundary, unless shown as determined under section 60 of the Land Registration Act 2002. You might also wish to refer to the individual register and title plan of any adjoining titles for details of the surrounding registered estates and their general boundaries and/or determined boundaries.

Result

The index map has been searched in respect of the Property with the following result:

Plan reference	Title No. Registered Estate or Caution	Notes
Not Applicable	HP495487 Freehold	

The plan lodged with your application for a search of the index map has been accepted for this application. Any statement of disclaimer has been disregarded as it is assumed that it was not intended to apply for the purposes of the application.

Please note that the acceptance of the plan for this particular application does not necessarily mean that the same plan would be accepted if subsequently used for another application. All plans lodged with a Land Registry application should comply with the guidelines in Land Registry's Practice Guide 40, Supplement 2. Lodging

Continued on page 2

Your Reference: THS 15	Key Number: -----	Any enquiries concerning this certificate to be addressed to: TF TEMP 2
C Wilton-Smith 2 Place House Cottages Mill Lane Titchfield Fareham PO15 5RA		Weymouth Office PO Box 75 Gloucester GL14 9BD Tel. No: (0300) 006 0014

Land Registry
Application for an official search of the
index map



Any parts of the form that are not typed should be completed in black ink and in block capitals.

If you need more room than is provided for in a panel, and your software allows, you can expand any panel in the form. Alternatively use continuation sheet CS and attach it to this form.

Land Registry is unable to give legal advice, but you can find guidance on Land Registry applications (including our practice guides for conveyancers) at www.gov.uk/land-registry.

LAND REGISTRY USE ONLY
Record of fees paid
Particulars of under/over payments
Reference number
Fees debited £

Where there is more than one local authority serving an area, enter the one to which council tax or business rates are normally paid.

If no postal address insert description, for example 'land adjoining 2 Acacia Avenue'.

1	Local authority serving the property:				
2	Property to be searched				
	Flat/unit number:				
	Postal number or description:				
	Name of road:				
	Name of locality:				
	Town:				
	Postcode:				
	Ordnance Survey map reference (if known):				
	Known title number:				
3	Application and fee				
	<table border="1"> <thead> <tr> <th style="text-align: left;">Application</th> <th style="text-align: left;">Fee paid (£)</th> </tr> </thead> <tbody> <tr> <td>Search of the index map</td> <td></td> </tr> </tbody> </table>	Application	Fee paid (£)	Search of the index map	
Application	Fee paid (£)				
Search of the index map					
	Fee payment method				
	cheque made payable to 'Land Registry'				
	direct debit, under an agreement with Land Registry				

To find out more about our fees visit www.gov.uk/government/collections/fees-land-registry-guides

Place 'X' in the appropriate box.

The fee will be charged to the account specified in panel 4.

This panel must always be completed.

If you are paying by direct debit, this will be the account charged.

Please note that until further notice all copies ordered using this form will be despatched in paper form. When email despatch becomes available, a direction will appear on GOV.UK and details will be given in practice guide 10: inspection and application for official copy. Until there is a direction, you do not need to complete this panel to obtain an official copy in paper format.

Place 'X' in the box if applicable.

Any attached plan must contain sufficient details of the surrounding roads and other features to enable the land to be identified satisfactorily on the Ordnance Survey map. A plan may be unnecessary if the land can be identified by postal description.

4	This application is sent to Land Registry by	
	Key number (if applicable):	
	Name:	
	Address or UK DX box number:	
	Email address:	
	Reference:	
	Phone no:	Fax no:
5	Issue of certificate of result of search in paper format where an email address has been supplied	
	If you have supplied an email address in panel 4, then, unless you complete the box below, any certificate of result of search of the index map will be issued electronically to that address, if there is a direction under section 100(4) of the Land Registration Act 2002 by the registrar covering such issuing.	
	I have supplied an email address but require the certificate of result of search to be issued in paper format instead of being issued electronically	
6	I apply for an official search of the index map in respect of the land referred to in panel 2 shown on the attached plan	
7	Signature of applicant:	
	Date:	

WARNING

If you dishonestly enter information or make a statement that you know is, or might be, untrue or misleading, and intend by doing so to make a gain for yourself or another person, or to cause loss or the risk of loss to another person, you may commit the offence of fraud under section 1 of the Fraud Act 2006, the maximum penalty for which is 10 years' imprisonment or an unlimited fine, or both.

Failure to complete this form with proper care may result in a loss of protection under the Land Registration Act 2002 if, as a result, a mistake is made in the register.

Under section 66 of the Land Registration Act 2002 most documents (including this form) kept by the registrar relating to an application to the registrar or referred to in the register are open to public inspection and copying. If you believe a document contains prejudicial information, you may apply for that part of the document to be made exempt using Form EX1, under rule 136 of the Land Registration Rules 2003.

LAND 8

**CONSULTATION
RE: SITES AND HOUSING**

**COMMUNITY CONSULTATION
PARISH ROOMS 7TH JANUARY 2018**

The Forum held a Community Consultation on the Housing Sites Proposals for the Neighbourhood Plan together with the proposed change to the Settlement Boundary.

The Presentation material follows together with the proposals voted upon and the result of the Consultation.

Titchfield Forum Housing Policy

The purpose of this meeting:

- To explain the Forum's Housing Policy and to recommend its adoption.

What we will cover:

- Why Housing Policy is essential for the Neighbourhood Plan (NP)
- Why we are proposing a change to the Urban Settlement Boundary
- Why we are not recommending housing sites.



Why Housing Policy is Important

- Neighbourhood Plans are recognised by the Government and have legal standing
- Sets planning and housing policy for the lifetime of the plan
- Without a planning policy random development will go unchallenged
- The Plan will be embedded into the Local Plan being prepared by Fareham Borough Council (FBC)
- Can be reviewed after 5 years.

Key Policies

- Respect Urban Settlement Boundary
- Protect Strategic Gap
- Preference for small sites in accessible locations
- Brownfield sites preferred
- Preference for 2-3 bedroom properties with parking provision
- Provision of affordable / social housing
- Style to fit with existing surroundings.

Change to Urban Settlement Boundary

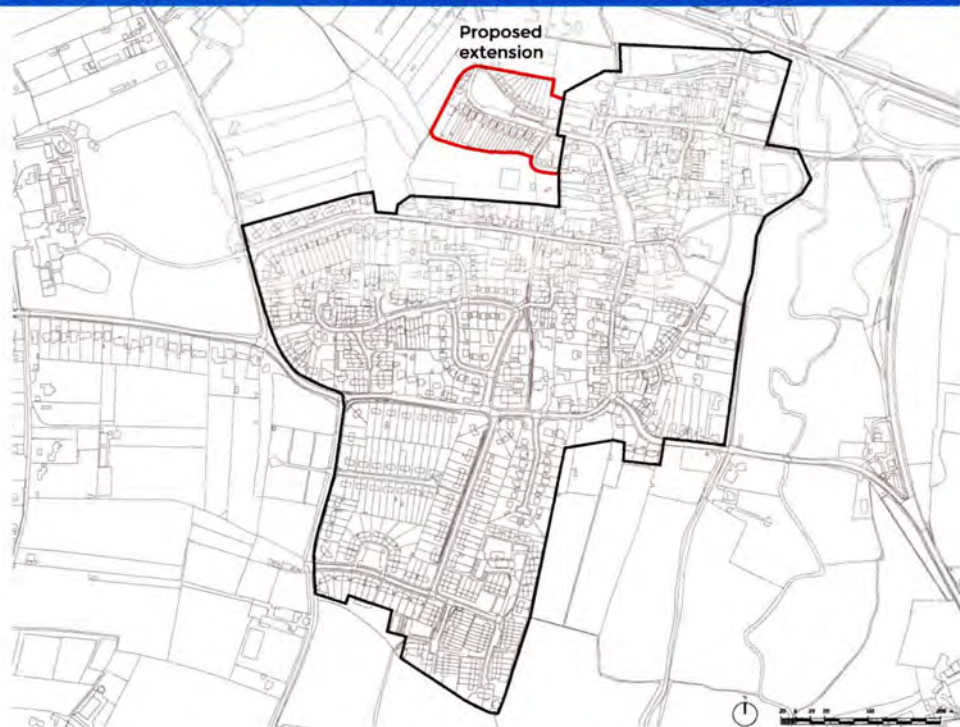
-  Existing Urban Settlement Boundary
-  Proposed Urban Settlement Boundary

FBC Draft Local Plan proposes a modest change to the boundary in the area of the village GP surgery and Titchfield Meadows.

Why Change?

- The change will be a truer representation of the Urban area of the Village
- The proposal is in line with the Draft Local Plan Policies
- Having a more representative Urban Settlement Boundary will be more sustainable in resisting development.

Note: Boundary excludes peripheral properties with large gardens that could be built on.



Housing Needs Assessment

The Process

- Housing Needs Assessment (complete)
- Determination of suitable sites
- Allocation of sites.

The Housing Needs Assessment produced for Titchfield identifies a requirement for 178 dwellings (net) over the 18 year lifetime of the plan.

These dwellings to be mainly smaller (2-3 bed) dwellings and 'affordable' with provision for social and specialist housing.

Potential Sites and Assessment Criteria

Potential sites

- Call for Land sites
- Windfall sites
- Forum identified sites

Site Assessment Criteria

- Accessible to amenities
- Within built or partially built frontages
- Not backland
- Brownfield sites preferred
- Respect strategic gap

Examples of how new housing developments could look



Mix of housing types and tenures



Affordable Housing



Accessible



Well defined street frontages

Available Land and Proposals

Available Land

Within the NP area all developable land is either:

- outside the urban boundary
- or within the strategic gap

So it does not meet the Forum's policies and FBC Local Plan policies.

Our Proposals

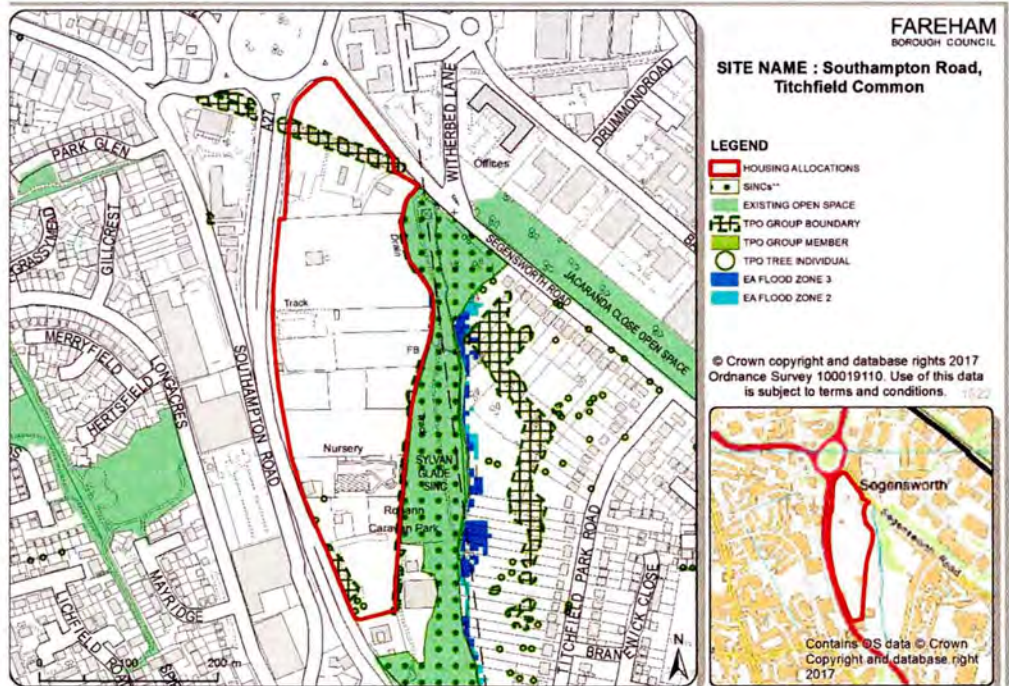
- No additional housing within NP area except for windfall sites that meet our criteria
- No 'call for land' sites or 'Forum identified' sites to be recommended

Note: Titchfield Motors site likely to be approved as it meets our policies.

How we will meet the NP Housing Needs

Local development- Southampton Road, Titchfield Common.

- 400 houses proposed to be allocated in the Local Plan within half a mile of NP boundary
- Mostly smaller homes
- Affordable or Specialist units (120)
- Negligible impact on Titchfield village and surrounds
- Close enough to meet some of our local housing needs.



Why Support Our Proposals

- The proposition fits with FBC Local Plan
- Windfall sites will bring some housing development
- Our policies, along with those in the FBC Draft Local Plan will control and manage any future development
- Our housing needs should (mostly) be met by the Southampton Road site and additional windfall sites
- The proposal limits the impact of development on Titchfield and preserves the integrity of the settlement and the strategic gap.

Summary

- Housing Policy is essential for the Neighbourhood Plan.
 - We are proposing a modest change to the Urban Settlement Boundary to make it more robust.
 - We are not recommending sites because housing is being provided close to the plan area.
-
- Please feel free to put any questions to Forum members in the room.

Proposal

1. Agree change to settlement boundary.
2. Agree that no sites are to be recommended in the NP area.
3. Agree to support the FBC Draft Local Plan proposal for land at Titchfield Common (400 dwellings).

What is...

Affordable Housing- Social rent, affordable rent (no more than 80% of the local market rent) and intermediate housing (homes for sale and rent provided at a cost above social rent, but below market levels, including shared ownership), provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

- **Backland development-** Development of 'landlocked' sites behind existing buildings, such as rear gardens and private open space, usually within predominantly residential areas. Such sites often have no street frontages.
- **Brownfield Land-** Previously developed land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.
- **Built frontage-** The facade of a building that faces a road, river or land near a road.
- **Call for Land sites-** Supported by the Government this exercise identifies potential sites that can be technically assessed for their suitability, availability and achievability (including viability) for housing and economic development to meet the needs identified for the Borough. Sites can be put forward by anyone or any organisation, typically by land owners, developers, agents, local businesses and individuals.
- **Housing Needs Assessment-** Involves evaluation of demographic data, economic trends, current housing inventory and characteristics, government policies and incentives, and the availability of community services. The assessment concludes with quantifying the number of housing units needed in the market by tenure (rentals vs. for-sale), price

point, bedroom type and market segment (e.g. families, seniors, disabled, young professionals, etc).

- **Local Plan-** Prepared by local planning authorities to set planning policies to facilitate development, economic growth and protection of the natural and historic environment. Fareham Borough Local Plan is currently being prepared for the borough.
- **Neighbourhood Plan-** A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
- **Specialist housing-** Housing designed for vulnerable people who live independently or with an element of support including older people, physically disabled people, people with cognitive difficulties and people with mental health problems.
- **Strategic Gap-** An area of additional protection from development between significant settlements for instance between Fareham and Park Gate / Locksheath. It also provides protection for sensitive areas such as the Meon River valley.
- **Strategic Housing Land Availability Assessment (SHLAA)-** A key component of the evidence base to support the delivery of the Local Plan, the assessment aims to identify sites with potential for housing, assess their capacity, and timing for development.
- **Urban Settlement Boundary-** This is the boundary between the urban area of the village and the surrounding countryside.
- **Windfall sites-** Often brownfield or previously developed land or smaller sites that unexpectedly become available for development.

**A NEIGHBOURHOOD PLAN GIVES THE POWER BACK TO THE PEOPLE -
National Government**

The Forum held an open meeting at the Parish Rooms on Sunday, 7th January 2018 to publicise and seek views on the **housing** proposals that will form a major part of the Neighbourhood Plan. Despite the cold, damp and windy afternoon, this meeting was well attended, and thanks must go to these residents for their support.

Colin Wilton-smith, vice chair of the Forum, explained the importance of consulting the community. He also said that a sub- committee of the Forum, known as the sites and housing group, had spent over a year looking at potential housing sites and also examining those sites that had been put forward by landowners as part of the FBC Local Plan process for consideration for development - 'Call for Land'. A poster display and a revolving projector display (see our website www.titchfieldmatters.org.uk) were on show for residents to peruse and Forum members were available to answer questions.

Residents were then asked to vote on the proposals and the results are as follows:

Agree change to The Urban Settlement Boundary	Yes	No	No vote
	76	6	1

Agree that no sites should be recommended for housing in the Neighbourhood Plan area (this can be reviewed in 5 years).	Yes	No	No vote
	76	6	1

Agree that any applications for development on windfall sites meet Neighbourhood Plan policies	Yes	No	No vote
	79	3	1

Agree to support the approval of the Fareham Borough Council Draft Local Plan proposal for development of land at Titchfield Common (400 dwellings)	Yes	No	No vote
	75	8	-

A few people in attendance did not vote.

Hampshire Local Transport Plan

2011 - 2031



Reviewed April 2013

Hampshire Local Transport Plan

Foreword i

Part A: Long-term LTP Strategy 2011-2031

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Chapter 7: South Hampshire Joint Strategy	63

Part B: Three-year Implementation Plan 2013/14 to 2015/16

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Glossary	99

This document has been issued and amended as follows:

Review number	Publication Date	Description	Verified by	Publication Approved by
1	29/03/2011	Final Long-term strategy and first 3-year implementation plan (2011-2014)	Cabinet	Full Council
2	15/6/2012	Long-term strategy unchanged, 3-year implementation plan rolled forward (2012-2015)	H,T&T Service Stream Board	Executive Member for Environment and Transport
3	15/04/2013	Weblinks and statistics in Long-term strategy updated - priorities and policies unchanged. 3-year implementation plan rolled forward (2013-2016)	H,T&T Service Stream Board	Executive Member for Environment and Transport

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Foreword

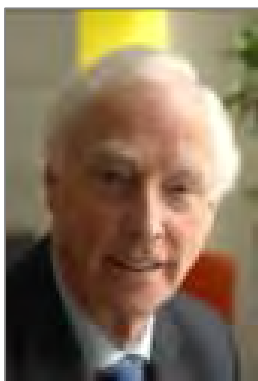
We are pleased to introduce Hampshire County Council's new Local Transport Plan (LTP). It is intended to be a succinct and readable document written in two parts: a 20-year Strategy, which sets out a long-term vision for how the transport network of Hampshire will be developed over the next 20 years, and clearly articulates how the LTP will contribute to achieving progress on the County Council's corporate priorities; and a three-year Implementation Plan.

A number of major issues face Hampshire in the years ahead. We must support the sustainable growth and competitiveness of the Hampshire economy and sustain the high quality of life enjoyed by current and future Hampshire residents, while responding to challenges like climate change. In its plans to address these issues, the County Council plays an important role in ensuring that transport and travel in Hampshire is safe, efficient and reliable.

Our top priority is maintaining Hampshire's key transport resource: our highway network. Roads and railways are the arteries on which Hampshire's economy and prosperity depends. For businesses and communities to prosper and flourish, a well-connected network with reliable journey times is essential. We are also committed to reducing carbon emissions and other negative impacts from transport. Technological advances will play a part in helping to achieve these objectives, but wherever possible we also need to improve local travel options, so that public transport, walking and cycling, on their own or in combination, can provide viable, attractive alternatives to the car.

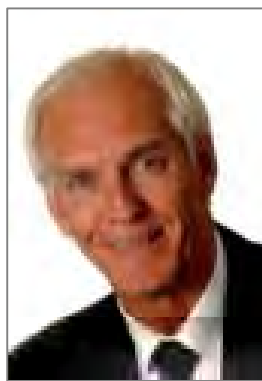
Transport networks and services improve health and wellbeing by helping people get to shops and essential services, visit their families and friends, and participate in community life. However, transport and travel can also damage communities, through excessive speed, noise and pollution, and by creating physical barriers. The County Council will work hand in hand with Hampshire communities to carefully balance its plans for the benefit of the economy, communities and the environment.

This Hampshire Local Transport Plan demonstrates how we will tackle these issues in the years ahead, despite significant reductions in the levels of funding available to maintain and improve transport services. Even since this LTP was first drafted we have invested heavily in a sustained programme of highway repairs. We are determined to keep Hampshire moving, and are grateful for your part in helping us to do so.



A handwritten signature in black ink that reads "Ken Thornber".

Councillor Ken Thornber
Leader,
Hampshire County Council



A handwritten signature in black ink that reads "Melville Kendal".

Councillor Melville Kendal
Executive Member for
Environment and Transport,
Hampshire County Council

Chapter 1: The Transport Vision

Hampshire's transport strategy as set out in this Local Transport Plan (LTP) will help the County Council to make progress on its [corporate priorities](#)¹; of developing and supporting stronger safer communities, maximising well being and enhancing quality of place, and on its [Sustainable Community Strategy](#)². It will also help realise our vision of "safe, efficient and reliable ways to get around a prospering and sustainable Hampshire".

Transport is an enabler of activity and in many ways essential to the success of society. Every day, Hampshire's transport network carries people, goods and services – our social and economic lifeblood – to every corner of the county.

In Hampshire every day:

- Around 650,000 people travel to work;
- Over 200,000 young people travel to pre-school, school or college;
- Over three quarters of a million people do their shopping;
- 22,000 people receive essential care services;
- 13,500 people visit tourist attractions;
- Cars travel approximately 20 million miles;
- Lorries travel almost 910,000 vehicle miles on major roads;
- 20,000 tonnes of freight are moved by rail;
- You, your family, your neighbours and your colleagues can, at a moment's notice, walk, ride, drive, get a lift, catch a bus, train, aeroplane or ferry, call a taxi or cycle.

In many places, the transport network is modern and efficient, while in others it is in need of significant investment; but everywhere it is a vital and precious asset on which most activities depend. The development of a well-functioning, reliable transport network plays a crucial role in supporting wider economic prosperity and competitiveness, enabling healthy social interaction, and reducing carbon emissions.

The South Hampshire area, including the cities of Portsmouth and Southampton, contains two international gateway ports and one international airport. These gateways make a major contribution to the Hampshire and national economy through significant international flows of passengers while the ports handle a wide range of freight and goods traffic, both for export and import. Their continued competitiveness and success depends on having reliable strategic transport links to connect them with the wide hinterland they serve.

People in Hampshire care a great deal about the freedom, choice and access that transport provides. Parking, speed limits, potholes, ticket prices, congestion, air quality and bus services are just some of the issues that fill the columns of local newspapers and dominate local debate. People rightly feel entitled to a high-quality transport system that the transport authorities will not just maintain, but constantly improve. However, they also care about the cost of travel and the value for money of transport provision.

¹ <http://www3.hants.gov.uk/corporatestrategy>

² http://www3.hants.gov.uk/73496_sustain_communities_2.pdf

Transport is for people, lives and places

The starting-point for Hampshire County Council is that a Local Transport Plan (LTP) is not only about transport, it is about helping people maintain their quality of life and go about their daily business. Everybody needs to move around, and modern life is fundamentally dependent on the movement of people and goods. This transport strategy can provide the context to help this movement in ways that maximise opportunity, health and the value of time. However, transport policy alone does not determine what happens on the ground. Changes in the way other service suppliers, such as retailers, hauliers and healthcare or tourism providers, deliver their services can ultimately have a great effect on transport needs, and are determined by many other factors.

During the next 20 years, people's lives and the ways they move around will change. In some ways the change will be dramatic. In perhaps most cases it will be slow, and in some hardly anything will change at all. Children may travel to one school or different school sites for particular lessons; shoppers may be collected in free supermarket buses or stay at home to receive home deliveries; employees may commute longer distances or work from home; manufacturers may deliver goods locally or to central warehouses; and people of all ages may need care services at home or better transport to hospitals and healthcare centres. Amidst change, one thing that will stay constant is the vital role that transport plays in helping people live their daily lives.

Regardless of the changes that will undoubtedly take place, transport policy will continue to be an essential component of the wider public agenda; derived from and contributing to policies on health and well-being, the economy and the environment. For the County Council there will be a balance to be struck between the need to provide a 'universal' service to all Hampshire's residents, businesses and visitors, and the need to provide services that do not exclude particular groups or are tailored to individual needs. To give one example, under the social care policy known as 'personalisation', more tailored transport services could help support people's independence and widen the life choices available to them.

There is also a need to be constantly mindful of the impact that meeting all of our transport needs can have on the environment, both in terms of carbon emissions and adaptation to climate change, as well as on communities, biodiversity and the quality of local places.

It is the Council's role to organise its own resources, make the best use of its powers, and work with a wide range of partner organisations, so that whatever happens in their lives people can:

- reliably get to the places they need to go;
- choose how, when (and whether) to travel;
- travel safely, for themselves and others;
- if possible, enjoy their journey.

The Council also works with others where it can to contribute towards the health and prosperity of the places where people live and work, so that transport:

- respects and protects the physical quality of places;
- serves places' economic needs;
- minimises carbon emissions and the impact of climate change;
- is fully integrated with other areas of policy affecting places (for example, economic development, energy and land-use planning);
- helps places be sustainable and socially connected.

The plans that are made and the work done on the ground will be aimed at understanding and meeting the needs of Hampshire's people and places, balanced against those of the wider community.

The role of the County Council

The Local Transport Act 2008 contains a statutory requirement for the County Council to produce and review Local Transport Plans and policies. The County Council's responsibilities for transport are both statutory and discretionary, and are aimed at achieving objectives set out in its Corporate Plan and Community Strategy.

Statutory duties

In terms of transport, the County Council has a legal and statutory duty to:

- Maintain and repair the public highway (other than motorways and trunk roads) including roads, pavements, drains and verges, and carry out regular inspections³;
- Work to keep the main road network clear of ice and snow in winter;
- Deal with reported defects and problems on the highway;
- Produce an LTP that has regard to Government guidance and policies on the environment, including mitigation of and adaptation to climate change⁴;
- Manage the road network to improve the movement of traffic, including co-ordination of all road-works⁵;
- Work with bus operators to plan provision of local bus service information⁶;
- Provide home-to-school transport for children who live outside a defined walking distance between their home and the school, to enable attendance at school⁷;
- Meet the transport needs of children and young people in a way that promotes sustainable travel⁸;
- Provide free concessionary bus travel for older people and people with disabilities from 9:30a.m. on weekdays, and all day at weekends and bank holidays⁹;
- Consider the needs of disabled people both when developing plans and implementing them¹⁰;
- Support district councils with respect to carrying out air quality reviews, the assessment of air quality management areas and the preparation of air quality action plans¹¹;
- Address the effects of inequalities that arise from social or economic disadvantage, as well as from gender, race, disability, sexual orientation and belief¹².

Other important activities

In addition to these statutory legal duties the County Council is expected to:

- Produce a Highway Asset Management Plan;
- Produce a Network Management Plan;

³ Highways Act, 1980

⁴ Local Transport Act, 2008

⁵ Traffic Management Act, 2004

⁶ Transport Act, 2000

⁷ Education Act, 1996

⁸ Education and Inspections Act, 2006

⁹ Transport Act, 2007

¹⁰ Disability Discrimination Act, 1995 and 2005

¹¹ Environment Act 1995

¹² Equalities Act, 2010

- Work to reduce road casualty levels;
- Provide support for socially necessary public transport services (in the form of buses or community transport) where services are not commercially viable;
- Deliver the school crossing patrol service;
- Provide a school escort service for children with special educational needs;
- Develop District Statements and Town Access Plans (TAPs) for larger urban centres, setting out packages of sustainable transport measures to improve accessibility and modal choice.

To meet these duties and expectations, the County Council needs to work closely in partnership with a wide range of stakeholders including District Councils, infrastructure providers, Government agencies, public transport operators and providers of community transport services to plan and jointly fund transport improvements. These will include schemes that improve integration between different travel modes.

The County Council also works to assimilate and monitor data on traffic and travel patterns within Hampshire, to help better understand pressures on the network. This “evidence base” building proves useful in terms of our role in advising Government on local transport policy, through which the County Council seeks to ensure that its interests are heard and reflected within the policies, plans and programmes of the Highways Agency, Network Rail, Local Enterprise Partnerships, District Councils, port and airport operators and rail franchise-holders.

With the Coalition Government’s new focus on localism, the County Council also seeks to foster and enable community-driven grassroots initiatives and solutions to the transport problems that communities face. A good example of this is our guiding role in the development of [Town Access Plans](#)¹³ (TAPs) for main towns within Hampshire*.

A strong track record of delivery

In recent years, the County Council (through its previous Local Transport Plan) working with partners such as the Highways Agency and Network Rail, has delivered a number of major transport improvements including:

- Completion by the Highways Agency of the M27 [lane widening project between junctions 3 and 4](#)¹⁴, and M27 [climbing lane project between junctions 11 and 12](#)¹⁵ in early 2009 (the combined cost of these two projects was £96m);
- The [Southampton to West Midlands Rail Gauge Enhancement project](#)¹⁶, completed by Network Rail in February 2011, saw around 50 bridges and structures rebuilt to improve clearances. This will enable more deep-sea containers from the Port of Southampton to be transported by rail (project cost £71m);
- Completion by the County Council of the [A3 ZIP bus priority corridor](#)¹⁷ between Clanfield and Cosham in autumn 2008 (project cost £33.8m);
- Completion by the County Council of the 864-space South Winchester Park and Ride site off Junction 11 of the M3 in April 2010 (project cost £7.1m); and

* This was a commitment in the County Council’s second Local Transport Plan (2006-2011)

¹³ <http://www3.hants.gov.uk/taps>

¹⁴ <http://webarchive.nationalarchives.gov.uk/20120810121037/http://www.highways.gov.uk/roads/projects/5655.aspx>

¹⁵ <http://webarchive.nationalarchives.gov.uk/20120810121037/http://www.highways.gov.uk/roads/projects/5660.aspx>

¹⁶ <http://www.networkrail.co.uk/asp/12277.aspx>

¹⁷ <http://www.hants.gov.uk/a3buscorridor>

- Completion of a new [bus interchange](#)¹⁸ and taxi rank on the forecourt of Farnborough Main station in summer 2010, and new fully-accessible footbridges with lifts at Fareham and Southampton Airport Parkway stations in 2009.



Photos of completed projects (clockwise from top right): new accessible footbridge at Southampton Airport Parkway; bus at South Winchester Park & Ride site; bus at new Farnborough Main station interchange; bus using the A3 ZIP priority corridor.

Two further major projects were completed by the County Council or its' partners during 2011 and early 2012:

- The A3 [Hindhead Improvement](#)¹⁹ project, was delivered by the Highways Agency to address a congestion bottleneck on this key strategic route between south east Hampshire and London and Surrey (project cost £371m); and
- Phase 1 of the [Eclipse Bus Rapid Transit \(BRT\) network](#)²⁰, a 4km long dedicated busway on the 8km route between Gosport and Fareham, using a former railway corridor, was constructed by the County Council and opened in April 2012. The County Council received £20m of funding towards the project from the Community Infrastructure Fund. In addition, funding from Planning for Urban South Hampshire (PUSH) and Hampshire County Council was used to progress the design and advanced works for the scheme.

Alongside these larger schemes the County Council, its partners and the voluntary sector have been involved in delivery of a range of low-cost improvements:

- Lower speed limits have been introduced in 112 villages across Hampshire, through the [Village 30](#)²¹ programme;
- The County Council supports 17 [taxishare and carshare schemes](#)²², catering for residents of the more isolated parts of Hampshire that have no bus service;

¹⁸ <http://www.southwesttrains.co.uk/farnborough.aspx>

¹⁹ <http://webarchive.nationalarchives.gov.uk/20120810121037/http://www.highways.gov.uk/roads/projects/3832.aspx>

²⁰ <http://www3.hants.gov.uk/tfsh/eclipse.htm>

²¹ <http://www3.hants.gov.uk/roadsafety/community.htm>

²² <http://www3.hants.gov.uk/passengertransport/communitytransport/taxishares.htm>

- The County Council funds the purchase of new minibuses for voluntary sector Community Transport groups;
- The County Council provides advice to employers who are producing workplace travel plans, and supports Hantscarshare.com, to enable people wanting to share lifts to find others who make the same or similar journeys;
- The County Council supports two Community Rail Partnerships (Lymington to Brockenhurst²³ and Three Rivers²⁴) which have increased passenger numbers on these corridors through working with volunteers and the community; and
- Support for 118 community-based voluntary '[Good Neighbour' groups](http://Good Neighbour groups)²⁵ (also known as 'Care Groups', who provide car schemes for vulnerable people to help them attend hospital appointments or do their shopping.

The latter two initiatives are good examples of the Coalition Government's 'Big Society' agenda at work in the provision of essential transport services through communities, taking responsibility for meeting local transport needs. It is the County Council's aim that more such initiatives will be developed in the future.

Policy Context

The wider policy context within which LTP has been drafted is covered in more detail in Chapter 3. With the election of a new Government in May 2010, policies that influence transport have undergone significant change.

The LTP was drafted in the light of Government policy announcements and the DfT Business Plan²⁶, and so anticipates the thrust of central Government policy. The LTP has taken into account Government policies for local transport are set out within 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen'²⁷, a Local Transport White Paper published in January 2011. The Coalition Government has made it a priority to devolve power, and greater financial autonomy to local authorities, through the Localism Act 2011²⁸. This Act is one of the cornerstones of the Coalition Government's policies, prioritising greater control, participation and accountability at a local level. This is intended to help increase the sustainability of local transport systems so that they can promote economic growth, minimise the environmental impact of travel, improve public health and promote social inclusion.



As well as the 'Big Society' and 'localism', which are being promoted by the Government, the County Council's own corporate priorities, Sustainable Community Strategy²⁹ and other specific strategies on climate change³⁰, children³¹ and meeting the needs of older people³² have also shaped the formulation and strategies of the LTP.

²³ <http://www.lymington-brockenhurstcrp.co.uk/>

²⁴ <http://threeriversrail.com/>

²⁵ <http://www.goodneighbours.org.uk/website/>

²⁶ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3367/dft-2012-business-plan.pdf

²⁷ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3890/making-sustainable-local-transport-happen-whitepaper.pdf

²⁸ <https://www.gov.uk/government/publications/localism-act-2011-overview>

²⁹ http://www3.hants.gov.uk/73496_sustain_communities_2.pdf

³⁰ <http://www3.hants.gov.uk/climatechange.htm>

³¹ <http://documents.hants.gov.uk/childrens-services/CYPP2012-15FullVersion.PDF>

³² <http://www3.hants.gov.uk/bettertime/cx-olderpeoplesstrategy.htm>

These ambitions cannot be delivered by a single organisation, but require all the agencies and other partnerships across Hampshire to work closely together to co-ordinate their policies and plans.

Looking ahead: Constraints and choices

In addition to the severe financial constraints now faced by all public authorities, in developing and delivering this LTP the County Council has limited powers or opportunity to change large parts of the transport network. Meanwhile, there are no indications of a natural reduction in demand. As a result, options are inevitably restricted and improvement across the board will be difficult to achieve. Both the scale and pace of transport improvements that can be delivered by all transport authorities and agencies are constrained, and given this, prioritisation of scarce resources will be needed.

Constraints: The role of other bodies and private companies

This LTP seeks to focus efforts on improving those aspects of the transport network over which the County Council has the most control, namely the local highway network. In areas of strategic transport infrastructure and public transport, the County Council will use its influence to lobby the national infrastructure operators and private companies that operate rail and bus services to encourage them to make improvements to those aspects under their control, for the benefit of the people of Hampshire.

The County Council does not operate or control train and bus services, nor does it control the motorway or trunk road network, which is operated by the Highways Agency. Over the next few years, both the Highways Agency and Network Rail are expected by Government to focus on improving their efficiency, and are expected to scale back the level of investment in their networks.



Network Rail plans and delivers rail infrastructure investment. Rail services are run by privately-owned train operating companies under franchise agreements with Government. The current system of rail franchising, with a short franchise period of around seven years, can discourage rail operators from making substantial investments in station facilities and services. In April 2012, South West Trains and Network Rail announced that they were entering into a new “[deep alliance](#)”³³ partnership, whereby both organisations would share a management team for running passenger rail services and rail infrastructure across the Wessex route area (covering Hampshire). This alliance, a first for the UK rail industry is expected to improve levels of local responsiveness, and help reduce costs through closer joint-working and collaboration until the current South West Trains franchise expires in February 2017.

Bus services are run by privately-owned companies, mostly on a commercial basis, and these companies decide on fare levels, the routes buses should take and how often they run. The majority of bus services in Hampshire are run by four large bus companies, and each takes their own approach towards service investment, ticketing, innovation and marketing to seek to grow demand for their services.

³³ <http://www.southwesttrains.co.uk/Alliance.aspx>

Constraints: The impact of reductions in funding and other external factors

It is clear that the dominant feature of the transport landscape over the next few years will be the substantial reductions in available funding from all sources, including for capital schemes traditionally funded by central Government. This will inevitably have the effect of limiting policy choices as certain options will simply be unaffordable in the short term, while essential tasks such as highway maintenance will consume a higher proportion of available funding. The effects of the current spending reductions will be felt right through the 20-year period of the proposed LTP strategy, as the system catches up with what is likely to be years of national underinvestment.

Even when the 'normal' situation has been recovered, there will only be enough investment available to satisfy a fraction of our transport needs. Congestion, pollution and the risk of road casualties will still be present. More frequent severe weather may change the way roads are maintained and the way they are used. The cost of some forms of travel will rise faster than that of others, possibly to the point where they are unaffordable for some people. Others may be affordable but inconvenient. Promised new technologies may be disappointing or delayed. Despite the best-laid plans of the state – for example the landmark Climate Change Act which mandates an 80% reduction in carbon emissions by 2050 – the natural behaviour of people, organisations and markets will always be difficult to regulate.



Even where sufficient funding exists, most of Hampshire's transport network was built long ago and cannot be redesigned, moved around or easily adapted to suit changing life patterns. Jobs and households may move down, up, towards or away from the M3 – but the M3 itself will stay where it is. By and large it is people and their plans that have to adapt to the system; and ambitions to reverse this tend to be most effective at a very local level.

Choices for the County Council and local people

The County Council can offset some of the constraints identified above. This can be achieved by means such as structural maintenance, better traffic management, working to reduce dependence on the private car and encouraging low-carbon transport. However, traffic and travel are forms of economic activity, requiring the right balance between control and freedom. This could mean, for example, accepting greater traffic congestion as a fact of life, but managing it to make journey times more reliable; helping people travel at times that avoid peak congestion; or helping them work in ways that avoid the need to travel altogether. In the end, people will make choices based on their own circumstances, and the role of the County Council is to ensure that, where practicable, such choices exist.

Working with others, Hampshire County Council must itself make policy choices about the interventions that are most likely to achieve our vision described above. Hence this Local Transport Plan proposes some strategic priorities for transport in Hampshire over the next 20 years. The priorities and policy objectives, set out in Chapter 2, have been developed through consultation with County Councillors, stakeholders and residents. These priorities and policy objectives have been identified on the basis that, while the funding gap as set out in the County Council's [budget statement](http://www3.hants.gov.uk/budget-statement/budget-funding-gap.htm)³⁴ will limit our ability to

³⁴ <http://www3.hants.gov.uk/budget-statement/budget-funding-gap.htm>

be ambitious in the short term, as economic growth returns over the second half of this period it will be increasingly possible to deliver the more aspirational elements of our strategy.

The Road Ahead

Over the 20-year period of the strategy element of this LTP, the County Council fully expects the private car, which provides unparalleled freedom, choice and flexibility, to remain the dominant form of transport across most of the county. Our emerging priorities, set out in Chapter 2, reflect this expectation. However, as economic growth recovers in the period to 2031, traffic congestion is forecast to increase substantially, beyond the official peak capacity of busy Hampshire road corridors such as the M3 or M27. If this happens, motorists will need to find ways to adapt to the kinds of delays currently seen in more congested parts of the United Kingdom; and to maximise capacity it may be necessary to introduce active traffic management measures that have proved successful in keeping congestion at tolerable levels. Meanwhile, other parts of Hampshire that currently do not experience congestion may start to see it becoming noticeable during the period.

The County Council will be able to mitigate some of the expected increase in congestion through better traffic management, intelligent transport systems and small local improvements. For those who find increased congestion unacceptable, the County Council will ensure that there is the opportunity to switch to public transport, for example bus-based rapid transit systems benefiting from priority measures. The County Council will continue a lobbying and influencing role with the Highways Agency, to explore ways of managing congestion on the strategic road network. Scope exists for more joint management of signals at junctions and other measures to more closely integrate management of the strategic and local road networks. Meanwhile, our planning policies will be grounded in the reality that most people will wish to own and use cars, but as far as possible, new development will be planned to avoid increasing traffic pressure by ensuring that a choice of attractive alternatives are available.

National investment in railways may also increase travel choice. However, patterns of travel in Hampshire are such that bus capacity is likely to be able to expand and flex to meet a much greater share of demand than fixed rail or ferry services, for which additional capacity represents a major long-term investment. The County Council will lobby for rail investment in stations and services in Hampshire and, in particular, seek to influence the re-franchising of the South West Trains franchise, expected in 2017.

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.

While the County Council will encourage an increase in healthier travel choices, such as walking and cycling where they can replace short car journeys, the broad pattern of travel is not expected to change significantly.

Short-term prospects: looking to 2015

A detailed explanation of planned expenditure on local transport over the next three years is contained in the Implementation Plan (Chapter 8). However, looking at the prospects for investment, in the short-term funding is available nationally to bid for transport improvements that meet Government priorities of low-carbon transport infrastructure and economic growth through job creation. The County Council will take such opportunities where they serve its overall transport priorities.

In line with its 'localism' agenda, the Government has pooled centrally funded local transport grants to create fewer, but larger, funding streams. These are largely formula based to cover highways maintenance (capital) and local integrated transport schemes, supplemented by funding streams awarded by a competitive bidding process, which include the £560m Local Sustainable Transport Fund and £170m Local Pinch Point Fund. In addition to these pure transport funding streams, there are others, most notably the Regional Growth Fund, that can be used to invest in transport infrastructure.

In 2011, the DfT established a new funding stream called the [Local Sustainable Transport Fund](#)³⁵ (LSTF), worth £560m. Local Transport Authorities were given an opportunity to bid for LSTF funding and develop packages of measures that contribute towards the twin objectives of supporting local economic growth and reducing carbon emissions. In guidance published in January 2011, authorities were invited to bid for small packages of under £5 million and larger packages of up to £50 million over the four year life of the Fund (to March 2015). Measures that could be included in any bid include interventions that improve the attractiveness of walking and cycling, initiatives to improve integration between travel modes and end-to-end journey experiences, better public transport and traffic management improvements that tackle congestion.

During 2011 and 2012, the County Council was successful in securing DfT funding to deliver four LSTF projects. The "Hampshire Sustainable Transport Towns" small project has secured £4.1m to deliver a package of improvements in six towns in North and mid Hampshire. The County Council is also working with Portsmouth and Southampton City Councils to deliver a joint package in the large project category entitled "A Better Connected South Hampshire" covering the Transport for South Hampshire area, which has been awarded £17.8m of LSTF funding. The "2 National Parks" joint project, covering the New Forest and South Downs National Parks has secured £3.8m of LSTF funding to encourage sustainable travel to the parks by visitors, shared across six Local Transport Authorities, including Hampshire. The "Walk to School Outreach" project, another joint project will see £600,000 of LSTF funding invested in Hampshire to encourage school pupils to walk to school. All four projects seek to deliver sustainable travel improvements and demonstrate partnership working with business, transport providers and communities. More information about these projects is provided in Chapter 8.

The [Regional Growth Fund](#)³⁶ (RGF) is another mechanism for funding of new transport infrastructure in Hampshire where it can be demonstrated that the investment can encourage private sector enterprise, create sustainable private sector jobs and help places currently reliant upon the public sector make the transition to sustainable private sector growth. Given the private sector-led nature required of this approach the County Council has focused on working with Local Enterprise Partnerships (LEPs) to develop transport infrastructure elements of bids to this fund. More details about bids to the RGF and to other competitive funding streams including the Growing Places Fund and Pinch Points Fund are given in Chapter 8.

The focus for the County Council's own local investment is likely to be in the basic soundness and efficiency of the network. Although the transport network cannot be

³⁵ <https://www.gov.uk/government/publications/local-sustainable-transport-fund>

³⁶ <https://www.gov.uk/understanding-the-regional-growth-fund#what-is-the-regional-growth-fund>

rebuilt, it must be maintained – and as shown above, its extraordinary productivity makes it well worth maintaining.

The County Council will also explore the opportunities for making the 'Big Society' a reality. This may mean that in some cases local communities could take responsibility for running facilities and services where they would not normally be financially viable. There is already a strong and very active community transport sector within Hampshire that meets local transport needs for many isolated or vulnerable people. There may be scope for social enterprises to play a more active role as transport providers.

The 'localism' agenda also presents opportunities. Through approaches such as Community Plans, Town and Parish Councils can tackle local needs and challenges through community-driven solutions.

Medium-term prospects

It is likely that investment in wholesale capacity expansion in the strategic road and rail networks will remain the preserve of central government and, while such expansions in Hampshire are possible, they are unlikely to be funded locally (given the long-term priority of maintenance) and could serve only to encourage increased traffic.

Should there be a return to significant national investment in transport in the medium term, the County Council will be in a position to fund and implement local improvements to Hampshire's transport system, as set out in the three area-based transport strategies: North Hampshire (Chapter 5), Central Hampshire and the New Forest (Chapter 6), and South Hampshire (Chapter 7).

The County Council will also need to adapt its plans in the light of changing political, economic and social circumstances, and will consider any strong business case for schemes that satisfy local needs being funded by acceptable local means. It is expected to utilise a range of sources of funding, including Government grant allocations for transport, developer contributions, match-funding from third parties, as well as through bids to funding streams such as the Local Sustainable Transport Fund, Regional Growth Fund and other funding opportunities that materialise during the lifetime of the LTP. Local Enterprise Partnerships (LEPs) and Local Transport Bodies (LTBs) will play a role in prioritising and allocating funding devolved from central government towards transport infrastructure improvements or supporting bids to the DfT for strategic transport infrastructure. There are two LEPs approved by Government that cover Hampshire. The Solent LEP covers South Hampshire and the Enterprise M3 LEP covers the remainder.

Longer-term prospects

Looking ahead to **2031 and beyond**, there is tremendous potential for change and development, especially through new technology, which as always provides opportunities to shape places and choices. Some of the educational, social and commercial activities that now rely on physical transport may in the future rely instead on communications technology; traffic and in-car technology may make the experience of travelling much safer and more efficient; and carbon emissions may be substantially reduced through use of electric or other 'clean' engines. The County Council will monitor all such developments and flex our policies if and when it becomes clear that investing in new technology provides reliable and improved travel choices for people, and delivers against our priorities.

Whatever the time horizon, however, the County Council will come back to its starting point: that transport is for people, lives and places, and that it is our aim to provide **safe, efficient and reliable ways to get around a prospering and sustainable Hampshire.**

Chapter 2: Transport Priorities

Working with others, Hampshire County Council must make choices about the policy interventions that are most likely to achieve the Vision set out in **Chapter 1**. This chapter contains three main transport priorities for Hampshire over the next 20 years, and fourteen further policy objectives, structured under five broad themes:

- a) Supporting the economy through resilient highways;
- b) Management of traffic;
- c) The role of public transport;
- d) Quality of life and place;
- e) Transport and growth areas.

The emphasis of this LTP over the next five to ten years will not be on attempting to enlarge the network through major capital projects, but will instead be principally focused on three priorities covering maximising the efficiency of the existing network to support the economy, maintenance and management (our Main Priorities 1, 2 and 3 below).

The focus on these three priorities is meant to help support economic recovery, which will then provide the conditions to enable the County Council to progress more ambitious improvements.

The Transport Vision in Chapter 1 emphasises the important role played by the transport network in supporting the Hampshire and national economy. The road and rail networks of the county are enablers of activity, used to get people to work, shops, services and places of education, and to get goods from ports to market, from suppliers to manufacturers or from warehouses to shop floors. For the economy to recover from the recession of 2008-2009 and grow, and to ensure that Hampshire remains a competitive location for business, it is vital that the transport network is reliable and functions smoothly.

Theme A – Supporting the economy through resilient highways

Main Priority 1: To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire.

In the short-term, given the funding constraints that the County Council is facing, ensuring that the existing network is as resilient and reliable as possible will make the greatest contribution to supporting economic recovery, growth and competitiveness. The County Council's overall priority for the next five years is therefore to make the most of what it has.

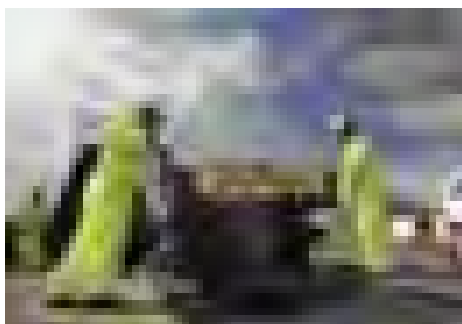


Main Priority 2: Provide a safe, well-maintained, and more resilient road network in Hampshire as the basic transport infrastructure of the county on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction.

The biggest single contribution that the County Council can make towards the provision of a resilient and reliable transport network that can cope with the demands placed on it, is through investment in highway maintenance.

The priority of highway maintenance was emphasised by the severe weather experienced during recent winters. This weather had a very damaging effect on the condition of Hampshire's roads and created a significant problem in terms of requiring an increase in highway maintenance work. As well as routine repairs to the network, there remains a need to deliver greater climate resilience (to flooding, heat and winter conditions) on the County's roads. The importance of highway maintenance is consistently reinforced by customer surveys, such as the 2008 Place Survey and 2010 National Highways and Transport (NHT) Public Satisfaction Survey.

The County Council's initial response to this need was through 'Operation Restore' during 2010, and 'Operation Resilience', which started in 2011. Between them, these Operations constitute a plan of action, supported by a significant financial commitment in the short and medium term, to improve the strength and condition of Hampshire's road network.



'Restore' has sought to rectify the damage caused by the severe weather of early 2010, and between June and November 2010 saw 62 miles of A, B and C class roads resurfaced and repaired. Operation 'Resilience' will be a programme of major structural repairs, resurfacing and drainage works to make the county's roads more resilient and less susceptible to damage. Although the focus will be on delivery in the next few years, the strategy to be developed for Operation 'Resilience' will span 15 years to 2026.

The Council will also develop a 'whole life-cycle' approach to maintenance. This will provide effective strategies for the best allocation of resources to maintain and upgrade existing assets.

Theme B – Management of traffic

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;

Traffic congestion is forecast to be an increasing feature of travelling on both the strategic and local road networks in Hampshire. A priority for this LTP is to effectively manage and maximise the capacity and efficiency of the existing network, and hence improve journey time reliability. More predictable journey times on Hampshire's roads will benefit both the local and national economy, including flows to and from the three international gateways within the county (see Chapter 3), and will thus help support the recovery.



A more efficient network with more reliable journey times can be achieved through a range of Intelligent Transport System (ITS) measures, complemented by traditional traffic management, network interventions and urban traffic control. These measures will help businesses and individuals to more effectively plan journeys, thereby supporting the efficient and sustainable movement of people and goods, while reducing pollution and carbon emissions.

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.

Promoting and increasing road safety will remain a key element of the County Council priorities. Programmes will be targeted at reducing the number of people who are fatally and seriously injured on the County's roads. High-risk routes will be identified for speed enforcement, and if appropriate, treated by the County Council with a range of engineering solutions. Vulnerable road users can be identified and targeted by a range of education, training or publicity programmes based on age or type of road user. Speed management is an important element of this LTP. Through the application of a speed management philosophy and approach the aim is to reduce the impact of traffic on community life, promoting safer roads and considerate driver behaviour. In residential areas the approach to speed control will be driven by the principle that people should be able to move about their communities without the intimidation of traffic travelling at excessive speed. For more information visit the [road safety](#)³⁷ website.



Policy Objective 2: Work with district authorities to agree coherent policy approaches to parking, including supporting targeted investment in 'park and ride' to provide an efficient and environmentally sustainable alternative means of access to town centres, with small-scale or informal park and ride arrangements being considered as well as major schemes;

The availability and price of car parking has a major influence over how people choose to travel. Public car parks in town centres are normally managed by District Councils, and in some cases private companies. It is important to ensure that adequate parking for blue badge holders is available to meet the needs of the mobility impaired. In addition to parking provision for cars, it is important to provide loading bays for delivery vehicles in



town centres, and to provide cycle and motorcycle parking facilities at key destinations. Employers can choose whether to offer free parking to employees in private car parks. The County Council will continue to work closely with Districts to promote existing Park and Ride services (and where there is a good business case, develop new ones) as well as encouraging employers to take up workplace travel plans that may reduce the need for parking in town centres. [Travel Plans](#)³⁸ can include incentives to encourage lift sharing and use of park and ride, which can reduce the number of spaces required. Within smaller towns, there is potential to develop smaller-scale park and ride systems. Rather than relying on bus services, the users could complete the journey by employee minibuses, lift sharing, taxi or on foot.

³⁷ <http://www3.hants.gov.uk/roadsafety>

³⁸ <http://www3.hants.gov.uk/workplacetravel>

Policy Objective 3: Promote, where they are stable and serve our other transport priorities, the installation of new transport technologies, including navigational aids, e-ticketing and smartcards, delivery of public transport information over the internet and on the move, and electric vehicle charging points.

As set out in Chapter 1, technology will play a part in shaping travel patterns and choices. It can play an important role in making public transport a more attractive travel option. Provision of public transport travel information, including whether buses and trains are on time, and ticketing via mobile phones will become increasingly important. Most mobile phones have built in GPS, so can be used to help pedestrians find their way around a town. Smartcard ticketing has the potential to speed up bus journey times and offer users the convenience of not needing to carry cash or purchase several separate tickets. Electric vehicle charging points are likely to become a more common sight in public and private car parks, as the market for electric vehicles grows.



Theme C – The role of Public Transport

Policy Objective 4: Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors;

An effective passenger transport system is a vital contributor to supporting economic growth, reducing inequality, improving accessibility and supporting independent living so that residents and the county as whole reach their full potential. This LTP recognises that the car is likely to remain the predominant mode of transport. In many areas, especially the rural communities of Hampshire where access to services can be difficult, the car may be the most viable transport option for the majority of people. Public transport has a role to play in providing a safe, environmentally efficient alternative on our busiest corridors and providing a lifeline for accessibility for isolated communities.



Investment in public transport will be focused where it can have the greatest impact. In particular, the County Council will work with bus operators, generally through the [Quality Bus Partnership](#)³⁹ approach, to maintain growth in bus use and reduce dependence on the car for journeys on inter- and intra-urban corridors. This will be done by focusing investment on improvements to access and information at key bus stops and interchanges to lever in complementary investment in vehicles and frequencies from operators.

From April 2011, the County Council assumed the responsibility for [concessionary fares](#)⁴⁰ travel for older people, those with disabilities and their companions within Hampshire, that previously rested with District and Borough Councils. This will enable opportunities to maximise accessibility for older people and people with disabilities to be fully explored within the constraints of available funding.

³⁹ <https://www.gov.uk/government/policies/improving-local-transport/supporting-pages/increasing-the-use-of-buses>

⁴⁰ <http://www3.hants.gov.uk/passengertransport/passtrans-helpcosts/concessionary-travel.htm>

In recognition of the importance of timetabled and tourist coach services, the County Council will work with District Councils to improve provision for coaches. Bus operators will also be encouraged to improve the training given to frontline transport staff to help them assist vulnerable adults and those with physical or learning disabilities to travel by bus services more easily. The County Council is piloting travel training schemes for those with learning disabilities to make greater use of their local bus services so as to support independent travel, enabling access to employment opportunities and services. This will include the use of assisted technology as part of the [Telecare](#)⁴¹ initiative.

Policy Objective 5: Maintain a ‘safety net’ of basic accessibility to services and support for independent living in rural areas, with Community Transport services as the primary alternative to the private car, including car-based provision such as Neighbourcare schemes, car clubs and shared taxis;

Where social need is identified and a commercial service or other alternative is not available, the County Council, working closely with District Councils will consider 'safety net' provision using community transport and taxi-share schemes (particularly for rural areas, away from the main inter-urban bus corridors) or supported local bus services as appropriate. This safety net will help to maximise accessibility during a period of reduced external funding. [Community transport](#)⁴² encompasses minibus schemes, locally based dial-a-ride, car schemes such as Neighbourcare schemes, (which play an important role in providing access to retail and health services for mobility-impaired people) and wheels-to-work schemes. Provision of accessible transport, such as dial-a-ride services and community transport is an important part of helping to maintain the quality of life and wellbeing of vulnerable adults and groups with physical or learning disabilities. A focus on removal of barriers to travel will help these groups gain greater independence and help them access mainstream services.

Policy Objective 6: Work with rail industry partners and Community Rail Partnerships to deliver priorities for long-term rail investment; including improved parking and access facilities at railway stations, movement of more freight by rail, upgrades of existing routes and stations and (where viable) new or re-opened stations or rail links;

The County Council will work with rail industry partners, Network Rail and passenger and freight Train Operating Companies to deliver priorities for long-term rail investment, improved access to the rail network for those with mobility difficulties and integrated bus-rail ticketing, using smart-ticketing. Where there is a strong case developed, and where funding from the rail industry is available, this may include new or re-opened stations or rail links, and upgrades of existing routes and stations. The County Council will support and promote measures by the rail industry to increase the share of freight moved by rail. Support will also be given to Community Rail Partnerships where they are viable and add value and will encourage Train Operating Companies to adopt Station Travel Plans, which may incorporate provision of improved car, motorcycle and cycle parking at railway stations.



⁴¹ <http://www3.hants.gov.uk/adult-services/health-wellbeing/wellbeing-partnerships/telecare.htm>

⁴² <http://www3.hants.gov.uk/passengertransport/listofctschemes.htm>

Policy Objective 7: Ensure that travel from home to school affordably serves changing curriculum needs, underpins sustainable schools and maximises individual opportunities for education and training;

The County Council will work to ensure that home-to-school transport services are delivered efficiently and sustainably while taking account of the fact that the move towards a new pattern of modules being delivered in different locations, sites and buildings will create different transport needs.

Policy Objective 8: Improve co-ordination and integration between transport modes through better local interchanges, for example at rail stations.

In the longer term, co-ordination and integration between transport modes will be improved through better interchanges, such as at rail stations, and through inter-modal tickets, using smart-ticketing where possible, as described earlier in Theme B.

Theme D – Quality of life and place

Hampshire is rich in both natural and built landscapes (as set out within Chapter 3: The Hampshire Context). Conserving and enhancing the quality of Hampshire's environment is a responsibility that residents expect the County Council to meet. It is important to manage and mitigate the adverse impacts of traffic and travel on people, natural habitats and landscapes, where practical. Examples of adverse effects include poor air quality, noise and water pollution, severance and visual intrusion. Efforts will be made when carrying out work on the highway or designing improvements to minimise these effects.

Policy Objective 9: Introduce the 'shared space' philosophy, applying Manual for Streets design principles to support a better balance between traffic and community life in towns and residential areas;



Station Road, New Milton

The 'shared space' approach seeks to make town centre areas and residential streets within new developments more attractive places for people to interact, relax or play, in an environment less dominated by vehicles. Investing in attractive public spaces and streetscapes in urban centres can engender a sense of community identity and pride, as well as supporting retailers and other local businesses. Streetscapes include street furniture, signs, trees and guardrails. In principle, the County Council supports an approach of de-cluttering of streetscapes. This is particularly important in historic areas where there are listed buildings. The Manual for Streets publication recognises that streets are for people as well as vehicles, and encourages good design in new developments so that road and building layouts are attractive and complement each other. More details on Manual for Streets are included in Chapter 3.

Policy Objective 10: Contribute to achieving local targets for improving air quality and national carbon targets through transport measures, where possible and affordable;

Taken together, many of the priorities identified in this chapter will play an important part in helping to de-carbonise transport, and to address those 'hotspots' of poor air quality that are traffic-related. Measures to reduce the need to travel, widen travel choice and

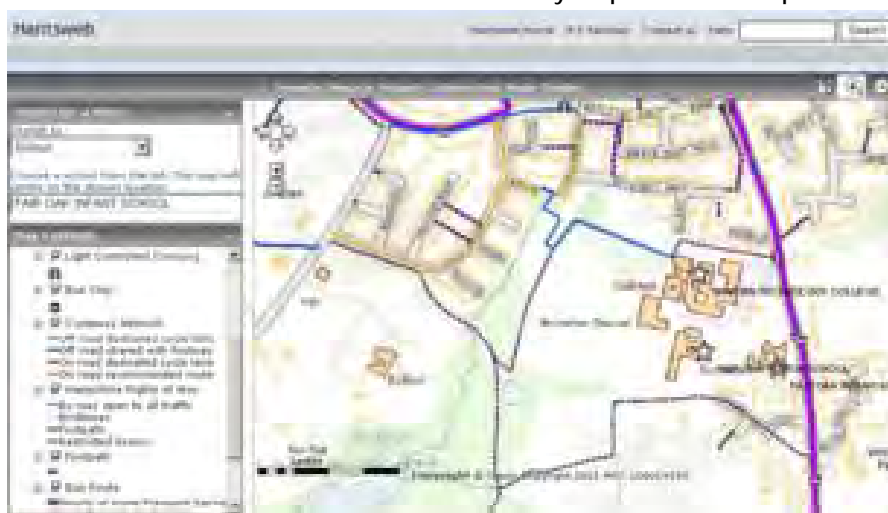
reduce dependence on the private car, alongside investment in low-carbon vehicle technologies, as described earlier, are an important part of helping to meet local and national targets for carbon and air quality. Measures such as quiet surfacing can be considered in noise hotspots. Cleaner, greener travel will help improve quality of life and health for residents near busy roads and for the people travelling.

Policy Objective 11: Reduce the need to travel through encouragement of a high-speed broadband network, supporting the local delivery of services and in urban areas the application of 'Smarter Choices' initiatives;

The County Council will work with Hampshire employers to recognise and help implement the changes in working practices that may be needed to avoid unsustainable patterns of long-distance commuting at specific times of day. High-speed broadband offers potential to make it easier for people to work remotely or from home. Currently the national average broadband speed is 2 – 2.5 megabits per second (Mbps)⁴³. Although improving and upgrading broadband services is commercially driven, the County Council plays an important role in [promoting improvements to broadband speeds](#)⁴⁴. In early 2013, it will appoint a commercial partner to deliver a three-year programme to bring faster broadband to areas of the County that will not be upgraded by the commercial market. The super-fast broadband upgrade recently announced for Basingstoke will see speeds of up to 40 Mbps, with a minimum download speed of 15 Mbps.



In urban areas in particular, the application of Smarter Choices initiatives will be important, utilising funding from the successful LSTF bids referred to in Chapters 1 and 8. A travel awareness campaign entitled “My Journey – Helping Hampshire Get Around” will aim to influence travel choices for local journeys, and encourage people to use sustainable travel modes where good quality alternatives are available. Initiatives include workplace, residential and school travel planning, personalised travel planning for households and promotion of car-sharing, via the www.hantscarshare.com scheme covering Hampshire. Through workplace travel plans, employers can promote public transport by offering interest free loans for season tickets or bicycle purchase and provide information to staff



on sustainable forms of travel. To support schools in developing travel plans, the County Council has developed an [interactive route finder](#)⁴⁵ for every school, showing walking and cycling routes together with bus stops.

⁴³ *megabits per second* is a measure of bandwidth (the total information flow over a given time) on a telecommunications network.

⁴⁴ <http://www3.hants.gov.uk/broadband.htm>

⁴⁵ <http://maps.hants.gov.uk/smots/>

Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.

The County Council will continue to deliver existing [Town Access Plans](#)⁴⁶ (TAPs) for the larger urban centres, setting out packages of sustainable transport measures to improve accessibility and modal choice. The County Council has developed a series of [Transport Statements](#)⁴⁷ (TS) that cover whole districts. Each TS contains a schedule of potential transport improvements that could be delivered, subject to funding being available, that would improve local accessibility, encompassing the TAP and non-TAP areas.



The active travel modes of walking and cycling are relevant to many areas of our Local Transport Plan. Increasing the proportion of journeys made on foot and by bicycle has the potential to assist in achieving local goals including carbon reduction, improved air quality and healthier communities. Investment in walking and cycling infrastructure will be primarily focused on urban areas, where it has the potential to provide a healthy alternative to the car for local short journeys to work, local services and schools at relatively low cost. The County Council will also seek low-cost opportunities to create a non-intimidating environment to allow people to make short journeys on foot and by bicycle in both urban and rural areas that currently have no foot or cycleways. Provision of [Bikeability training](#)⁴⁸ for children will help them to cycle safely, and enable them to build

healthy travel into their daily routines while helping to improve their independence. Improvements in access to the countryside for recreational purposes will be promoted through the [Hampshire Countryside Access Plan](#)⁴⁹ (the Rights of Way Improvement Plan for the County). This LTP has been developed to align with and complement this Plan.

Theme E – Transport and growth areas

Linking transport and land-use policy requires the strategy outlined in this LTP to be aligned with and complementary to Local Development Frameworks developed by Local Planning Authorities (LPAs). New development provides opportunities to deliver better streetscapes, de-carbonise transport and reduce the need to travel. These aims can also be achieved within new development through the provision of more services locally that people can access easily by walking or cycling. Many LPAs wish to provide traffic-free paths within new developments, as part of the master-planning of green infrastructure. A proactive approach to land-use planning will allow



⁴⁶ <http://www3.hants.gov.uk/taps>

⁴⁷ <http://www3.hants.gov.uk/transport-planning/transport-statements.htm>

⁴⁸ http://www3.hants.gov.uk/roadsafety/children/cycle_training.htm

⁴⁹ <http://www3.hants.gov.uk/countryside/access-plans.htm>

people and services to be sited close to each other, assisted by delivery of a high-speed broadband network, provision of e-offices and flexible working practices (such as support for home working).

Policy Objective 13: Over the longer term, develop bus rapid transit and high-quality public transport provision in South Hampshire as a strategic transport direction, to reduce car dependence and improve journey time reliability;



The County Council will work closely with the private sector to ensure that Hampshire's transport system maintains the County's reputation as a great place to do business, and with private developers to bring much-needed investment into transport infrastructure. Building on the success of the [Eclipse corridor](#)⁵⁰ between Gosport and Fareham and the [Zip corridor](#)⁵¹ between Waterlooville and Portsmouth, the County Council is looking

to secure funding to enable a wider [Bus Rapid Transit \(BRT\)](#)⁵² network to be delivered, linking towns in the south east of the County. If funding for this network can be identified, this network has the potential to improve travel choice, support employment in the area and assist delivery of the planned development known as New Community North Fareham. High-quality public transport alternatives will also be developed at an early stage to serve planned new development in places such as Basingstoke and Whitehill-Bordon.

Policy Objective 14: Outline and implement a long-term transport strategy to enable sustainable development in major growth areas.

An effective and reliable transport network is essential to accommodating natural demographic growth and promoting economic success in Hampshire. Whilst acknowledging that most people will wish to own and use cars, it is important that new development is planned to avoid increasing traffic pressure by ensuring that attractive sustainable transport alternatives are available. These alternatives then need to be promoted to ensure that those working and living within new developments are aware of the travel choices open to them.



In some cases, areas of planned development will require transport access improvements to enable the development to commence, or to cater for travel movements generated by the new development. Where appropriate, the County Council will work closely with Local Planning Authorities to identify and safeguard land that would be required for the delivery of transport improvements over the longer term. Such safeguarding will help to ensure that land that will be needed for transport improvements is protected from development.

⁵⁰ <http://www3.hants.gov.uk/tfsh/eclipse/>

⁵¹ <http://www.hants.gov.uk/a3buscorridor>

⁵² <http://www3.hants.gov.uk/tfsh/bus-rapid-transit/brt-wider-brt-scheme.htm>

Chapter 3 – The Hampshire Context

The Geography of Hampshire

Hampshire is in the South East of England and as shown by Figure 3.1, shares its borders with Dorset and Wiltshire to the west, West Berkshire, Wokingham and Bracknell Forest to the north and Surrey and West Sussex to the east. The Unitary authorities of Southampton City Council and Portsmouth City Council border the County to the South and the Isle of Wight lies just off Hampshire's southern coastline.

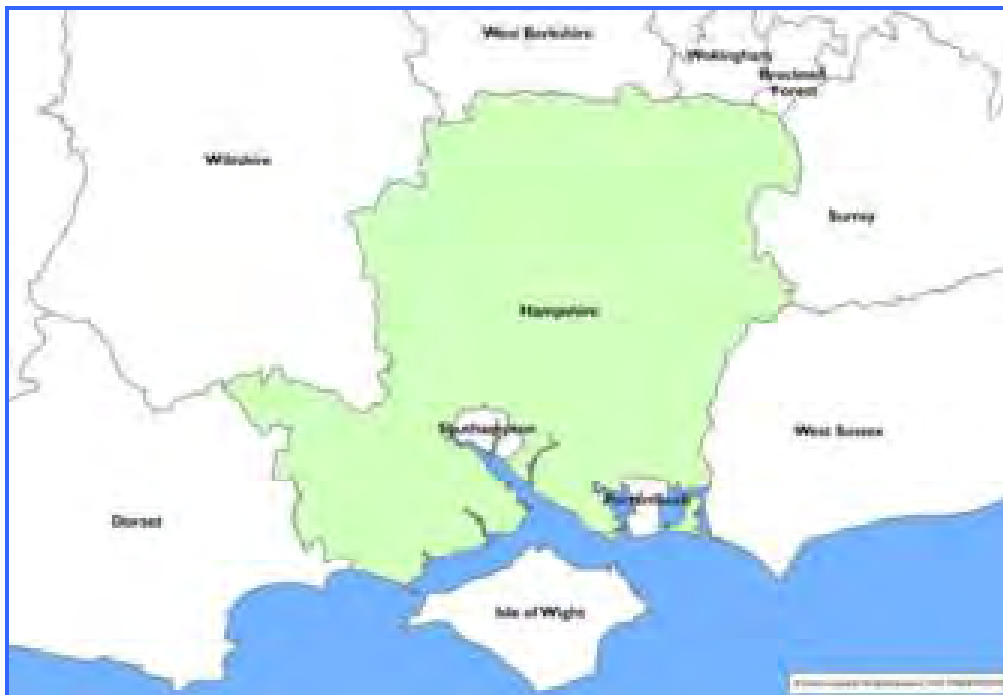


Figure 3.1 Context Map of Hampshire

The County Council has established good communications with neighbouring counties, as there is a considerable level of cross-boundary travel. It is therefore important that the planning for transport is not constrained by local authority boundaries; hence regular liaison takes place between Hampshire and its neighbours.

Principal Characteristics

Demographics

- Hampshire is the seventh-largest county in England, covering an area of over 1,420 square miles (3,680 square kilometres).
- In terms of population, Hampshire is the third largest shire county in England (after Kent and Essex), with a population of 1,317,800 in around 545,200 households⁵³.
- Of this population, 764,500 are of working age (between 20 and 64⁵⁴).
- Hampshire has a population density of 3.37 people per square kilometre, compared to an average of 4.2 people per square kilometre for the South East.
- Approximately 85% of Hampshire's land area is rural and accommodates 23% of the county's population⁵⁵.

⁵³ Office for National Statistics 2011 Census

⁵⁴ Office for National Statistics 2011 Census

⁵⁵ http://www3.hants.gov.uk/sustainable_rural_communities_factsheet_copy.pdf

The Hampshire Economy

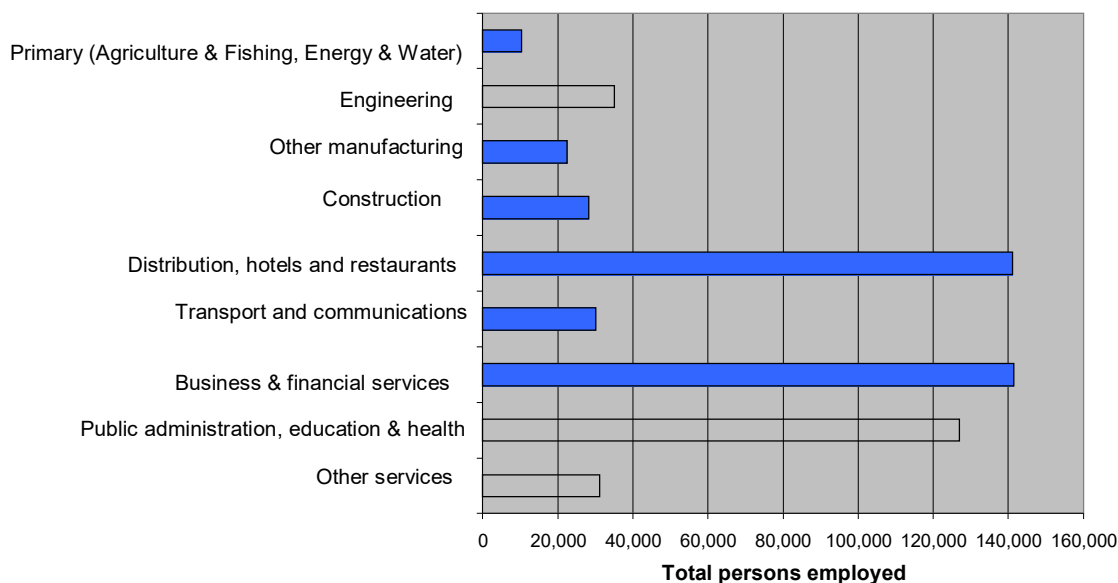
Table 3.2, below summarises data on the Hampshire economy. These figures are for the Hampshire County Council area. Further information on the economy of Hampshire, including the cities of Portsmouth and Southampton can be found within the [Hampshire Economic Assessment Update](#)⁵⁶, published in January 2013. The assessment provides an evidence base to inform a range of local strategies, policies and interventions.

Table 3.2 – Indicators of the current state of the Hampshire Economy

Indicator	Hampshire	Comparative figure for South East
Gross Value Added (GVA) per head of population ⁵⁷	£20,025	£21,248
Disposable Household Income (GDHI) per head ⁵⁸	£16,449	£16,792
Annual value of economic output in Hampshire (Total GVA) ⁵⁹	£25.6 billion	n/a
Number of businesses in Hampshire (2007) by VAT registrations ⁶⁰	48,645	n/a
Number of employees ⁶¹	658,000	n/a
Proportion of employment in knowledge-driven sectors (2007) ⁶²	27.54%	27.23%
Unemployment rate (number of Job Seekers Allowance claimants) ⁶³	1.9%	2.4%

- The GVA per head in Hampshire is below that of Surrey and the Berkshire authorities, but above West Sussex, the Isle of Wight, Dorset and Wiltshire⁶⁴.
- Employees in Hampshire are employed in key sectors as shown in Figure 3.3 below⁶⁵.

Figure 3.3 - Employment in Hampshire by sector



⁵⁶ http://www3.hants.gov.uk/factsandfigures/figures-economics/hea_update_.htm

⁵⁷ Office for National Statistics, NUTS3 GVA Data 2007

⁵⁸ Office for National Statistics, NUTS3 Regional Household Income Data 2008

⁵⁹ Office for National Statistics, GVA Data 2007

⁶⁰ http://www3.hants.gov.uk/business/economic_data/economy.htm

⁶¹ Office for National Statistics Labour market statistics: South East November 2010 (data from 2008)

⁶² http://www3.hants.gov.uk/business/economic_data/economy.htm

⁶³ http://www3.hants.gov.uk/hampshire_lmb_november_2012.pdf

⁶⁴ Office for National Statistics, NUTS3 GVA Data 2007

⁶⁵ Office for National Statistics, Annual Business Inquiry 2008

- North Hampshire has a high level of activity linked to the knowledge economy. Within South Hampshire, there is a higher number of larger employers, whilst within Central Hampshire and the New Forest, there are more smaller enterprises⁶⁶.
- Hart and Winchester are the two Districts within Hampshire with the lowest unemployment rates (1.1% and 1.3%), while Havant has the highest unemployment rate (3.4%)⁶⁷.

International Gateways

Hampshire's transport networks provide access to three international gateways (Southampton port and airport and the port of Portsmouth) as well as functioning as the primary routes to the Isle of Wight and South East Dorset. The strategic highway network in Hampshire includes two major routes to the south-west, the A303(T) and A31(T), both accessible via the M3. The M3, A34(T) and M40 link these gateways with the Midlands.

Port of Southampton

- In 2011, the Port of Southampton, operated by Associated British Ports (ABP), handled 37.8 million tonnes of goods⁶⁸, representing 7% of all United Kingdom trade by tonnage, within a site covering 755 acres⁶⁹.
- The Port contributes over £2 billion a year to the local economy.
- Key trades of national significance handled by the Port of Southampton include containers, cars, passenger cruises and petrochemicals (via two refineries located outside ABP's port site, at Fawley and Hamble, which are run by Exxon and BP respectively).
- The container port, operated by ABP and DP World, is the second largest in the UK by throughput, helped by its proximity to major shipping routes.
- Current (2011 figures) and future volumes of traffic at the Port of Southampton are summarised in Table 3.4, below:



Table 3.4 – Current and forecast traffic types using Port of Southampton

Category of port traffic	Current annual volumes ⁷⁰	Forecast annual volumes for 2030 ⁷¹
Container units	965,000	4.2 million
Motor vehicles	511,000	840,000
Dry bulks (e.g. aggregates, grain, fertiliser, animal feed, scrap)	2.1 million tonnes	2.1 million tonnes
Cruise Passengers	1.4 million	2 million
Oil and petroleum products	25 million tonnes	35 million tonnes

- This commercial growth of the Port will make a significant contribution to local, regional and national economic success.

⁶⁶ http://www3.hants.gov.uk/business/economic_data/economicassessment.htm

⁶⁷ http://www3.hants.gov.uk/hampshire_lmb_november_2012.pdf

⁶⁸ Department for Transport Maritime Statistics 2011

⁶⁹ ABP Southampton

⁷⁰ ABP Southampton/ Department for Transport

⁷¹ ABP Southampton

Port of Portsmouth

- Portsmouth is the UK's second busiest ferry port, with over 2.3 million passengers per year, 697,000 vehicles and 147,000 freight units passing through each year⁷².
- Ferry routes are operated by Brittany Ferries, LD Lines and Condor Ferries and destinations served include Cherbourg, Caen, Le Havre and St. Malo in France, Bilbao in Spain and the Channel Islands of Guernsey and Jersey.
- The Port includes the Camber in Old Portsmouth, a popular tourist area, home to the Wightlink terminal for Isle of Wight services to Fishbourne. In addition, from piers adjacent to Portsmouth Harbour station, a high-speed catamaran service to Ryde on the Isle of Wight and the local ferry to Gosport operate.
- In 2011, 3.77 million tonnes of freight passed through the port of Portsmouth. Of this, 2.33 million tonnes was "roll-on roll-off" freight using ferries⁷³.

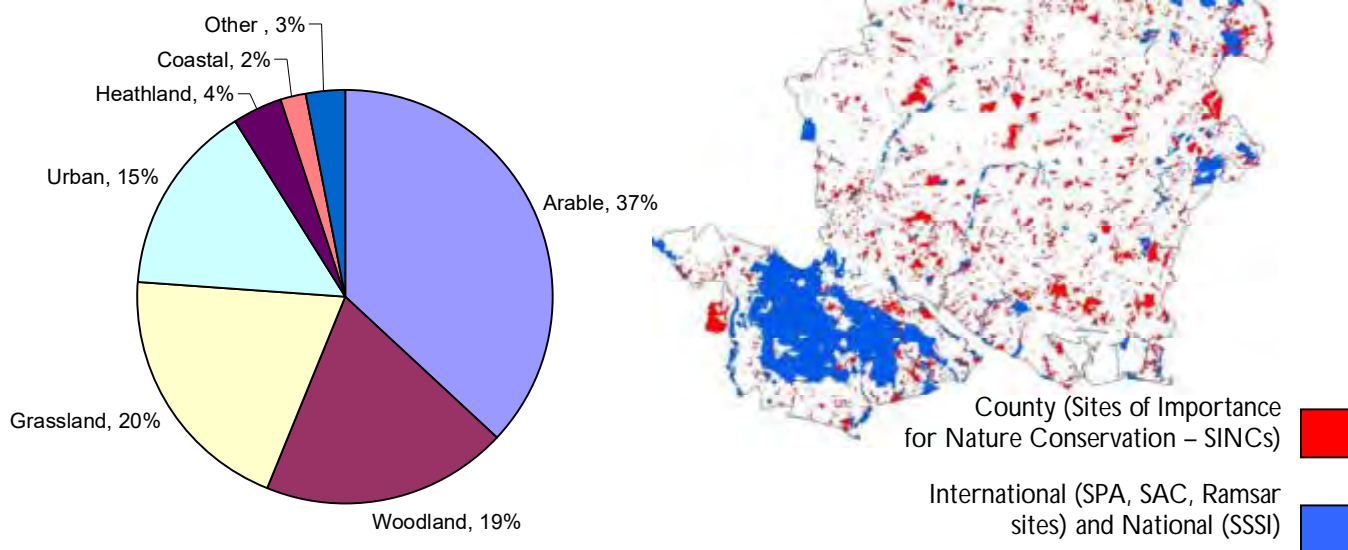
Southampton International Airport

- In 2011, Southampton International Airport was used by 1.76 million passengers, and saw 45,700 flight movements⁷⁴.
- The airport is served by 12 airlines flying to 46 destinations. Popular international destinations served include Dublin, Amsterdam, Paris and Hannover. Popular UK destinations served include Edinburgh, Glasgow, Jersey, Manchester and Guernsey.
- Prior to the economic downturn, BAA estimated that passenger numbers were expected to grow to 3.05 million per year by 2015, and to 6 million a year in 2030⁷⁵.

Environment

Hampshire covers an area of 368,000 hectares and contains a high quality and diverse landscape, with a number of important habitat types and sites of international, national and local nature conservation importance, as shown in Figure 3.5 below⁷⁶:

Figure 3.5 Main habitat types within Hampshire



- Over 23% of Hampshire is designated for its nature conservation importance, including the New Forest National Park, South Downs National Park, and three Areas of Outstanding Natural Beauty (AONBs).

⁷² Department for Transport Maritime Statistics 2011

⁷³ Department for Transport Maritime Statistics 2011

⁷⁴ CAA UK Airport Statistics 2011

⁷⁵ Southampton Airport Masterplan, BAA

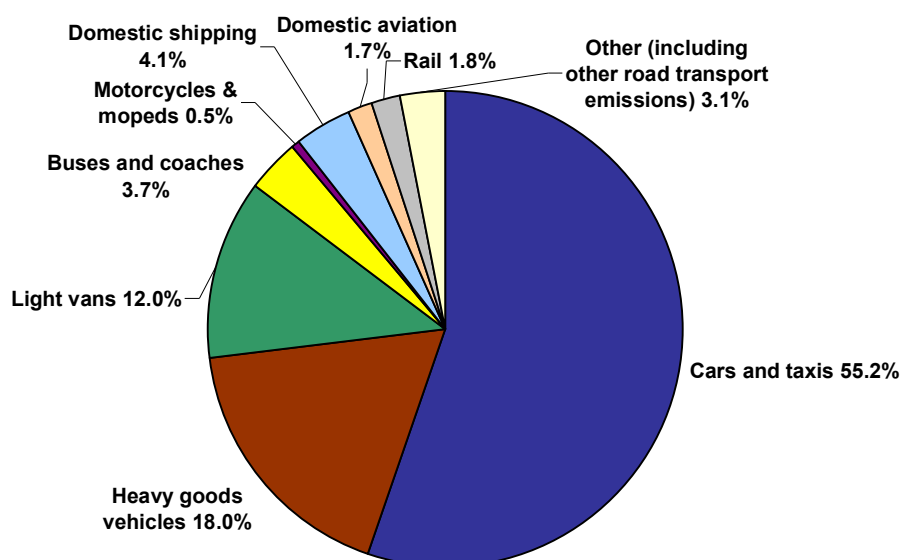
⁷⁶ Hampshire County Council, State of Hampshire's Biodiversity, 2006

- Sites of Special Scientific Interest (SSSIs) are legally protected and cover 14.5% of the County.
- A further 8.7 % of Hampshire is covered by Sites of Importance for Nature Conservation (SINCs), identified by the County Council in partnership with other local authorities, Natural England and the Hampshire Wildlife Trust.
- Hampshire has the greatest diversity of species of any county in England.
- There is an extensive rights of way network and a unique coastline and river estuaries that offers superb leisure and economic opportunities.

Climate Change

- Nationally, transport accounts for 24% of domestic emissions of **carbon dioxide**⁷⁷. Of these emissions, 64% are from cars, and 18% from Heavy Goods Vehicles.
- Since 1990, greenhouse gas emissions from transport have increased by 12% and now represent 19% of total UK emissions⁷⁸. The breakdown of transport **greenhouse gas** emissions are shown in Figure 3.6 below⁷⁹:

Figure 3.6 - UK domestic transport greenhouse gas emissions, 2008



- In Hampshire, in 2007/08, the average carbon footprint per person was 6.9 tonnes, compared to a South East average of 8.2 tonnes⁸⁰. From road transport sources, the average carbon footprint per person was 2.1 tonnes.
- Major bus operators and large road haulage operators are introducing in-cab technology to show drivers how to reduce emissions and improve fuel economy while monitoring performance so that management action can be taken where needed.

Road Safety

- Since 2001, the number of people killed or seriously injured on Hampshire's roads has fallen by 26%; the number of slight injuries has reduced by 39%; and the number of children killed or seriously injured has fallen by 34%⁸¹.
- Overall cycle casualties in Hampshire decreased by 18% between 2001 and 2008.

⁷⁷ Department for Transport: Transport Statistics Great Britain November 2010

⁷⁸ Department for Transport: Transport Statistics Great Britain November 2010

⁷⁹ Department for Transport: Transport Statistics Great Britain November 2010

⁸⁰ http://www3.hants.gov.uk/business/economic_data/economy.htm

⁸¹ Hampshire County Council, Transport Trends 2010

Transport Networks

- Table 3.7 below provides a range of statistics about the transport networks in Hampshire:

Table 3.7 – Statistics about the transport networks in Hampshire

Investment by the County Council in maintaining Hampshire's highways and pavements in 2009/10	Over £58 million
Size of Hampshire's road network	5,000 miles (8600 km)
All motor vehicle flows in Hampshire in 2008 ⁸²	15,362 million vehicle km
Car flows in Hampshire in 2008 ⁸³	12,428 million vehicle km
HGV flows in Hampshire in 2008	580 million vehicle km
Number of bridges maintained by the County Council	1,850
Number of rail passengers journeys made in Hampshire in 2008/09	16.9million
Increase in passenger journeys from 2004 to 2008 ⁸⁴	24%
Size of the rail network	193 miles
Number of Hampshire rail stations	49 stations
Number of rail freight terminals and railheads	6
Number of deep-sea shipping containers forwarded by rail each year from the Port of Southampton	255,000
Number of freight container train movements per day	up to 31
Total passenger journeys by bus in Hampshire in 2011/12	31.8 million
Number of bus routes	310
Number of main bus stations	10
Number of bus stops	8,500
Proportion of bus journeys in Hampshire that are on Quality Bus Partnership (QBP) routes.	27%
Proportion of bus services operated by private bus companies on a commercial basis	70%
Number of cross-Solent passenger journeys per year from Portsmouth, Southampton and Lymington	over 8 million
Number of passenger journeys per year using other local ferry services in Hampshire in 2010/11	3.8 million
Increase in level of cycling between 2005 and 2009	3%
Proportion of children walking to school	48%
Proportion of people in Hampshire that worked for employer with an adopted travel plan in 2009	15%
Number of development related travel plans submitted to the County Council in 2012	50

- Ferry services provide important links between Hythe and Southampton, Gosport and Portsmouth, Hayling Island and Portsmouth and links to the Isle of Wight.

⁸² Department for Transport, Great Britain National Road Traffic Survey, 2009

⁸³ Department for Transport, Great Britain National Road Traffic Survey, 2009

⁸⁴ Office of Rail Regulation, 2009

- Park and Ride services within Winchester and Basingstoke assist in providing sustainable forms of access to these important centres.
- Hampshire has 3,000 miles of rights of way, comprising 2,058 miles of footpaths and 465 miles of bridleways.

Traffic Growth and Congestion

Figure 3.8 – Congestion hotspots in Hampshire



- Traffic flows on roads in Hampshire have been increasing year on year up to 2007, but in 2008 traffic flow dropped by around 1%⁸⁵.
- The most severe congestion is generally experienced on the motorway network, in particular the M27 and M3 in south Hampshire. On the rest of the network, the most congested section is on routes to and from the Gosport peninsula. Figure 3.8 shows these congestion hotspots.

Car Ownership

- 38% of households in Hampshire own one car and 43% own two, while 6% do not own a car⁸⁶. Table 3.9 below shows the variation in car ownership levels between urban and rural areas in Hampshire, using 2001 Census data.

Table 3.9 – Car ownership levels in Hampshire – rural and urban wards⁸⁷

	No car	1 car	2 cars	3 cars	4+ cars
Rural wards	2.5%	29.5%	49.1%	13.6%	5.3%
Urban wards	6.6%	40.6%	41.4%	8.7%	2.7%

⁸⁵ Great Britain National Road Traffic Survey, Department for Transport, 2009

⁸⁶ Office for National Statistics 2001 Census

⁸⁷ Office for National Statistics 2001 Census

Wider Policy Context

As outlined in Chapter 1, transport is not an end in itself; transport policy alone does not determine what happens on the ground. Changes in the way other service suppliers, such as retailers, hauliers and health care or tourism providers, deliver their services ultimately have a great effect on transport needs and are determined by many other policy initiatives. How this is achieved is outside the scope of a transport strategy, but the issue does underpin how transport is provided, both now and in the longer term. This LTP is therefore shaped by how transport contributes to these wider policy objectives.

Central to this are the links to local priorities for Hampshire as outlined in the [Hampshire Sustainable Community Strategy](#)⁸⁹ (SCS). The SCS sets out quality of life issues, key trends that impact on Hampshire and 11 long term ambitions to achieve the vision that:

“Hampshire continues to prosper, providing greater opportunity for all without risking the environment”.

These ambitions are:

1. Hampshire is a globally competitive environment for business growth and investment, where everyone has the opportunity to develop their skills and play a full part in the county's success.
2. Hampshire provides excellent opportunities for children and young people.
3. Infrastructure and services are developed to support economic and housing growth whilst protecting the environment and quality of life.
4. Social and affordable housing needs are met, including provision to support rural communities.
5. Hampshire's communities are cohesive and inclusive, and vulnerable people are safeguarded.
6. Hampshire and its partners work to reduce inequalities in outcome for residents according to individual need and through a focus on specific areas of multiple disadvantage.
7. Hampshire's communities feel safe and can expect not to suffer violence or anti-social behaviour.
8. Hampshire's residents can make choices to improve their health and wellbeing.
9. Hampshire's environment and cultural heritage are enjoyed and celebrated.
10. Hampshire is acclaimed for conserving and using natural resources more efficiently, and for reducing and adapting to the effects of climate change.
11. Hampshire's residents receive excellent public services and value for money.

Transport and travel has strong links to these ambitions with eight broad outcomes identified, towards which transport can contribute in terms of policy, management and ensuring that the maximum benefit from investment is realised, shown in Figure 3.10 overleaf.

This LTP has been developed to meet these wider objectives, within the context of a wide range of national and local transport policy documents. The LTP has been informed by [‘Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen’](#)⁹⁰ (the White Paper on local transport), published in January 2011. The White Paper confirms earlier ministerial announcements by the Coalition Government, stating that the two main

⁸⁹ http://www3.hants.gov.uk/73496_sustain_communities_2.pdf

⁹⁰ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3890/making-sustainable-local-transport-happen-whitepaper.pdf

objectives for transport are promoting economic growth and reducing carbon emissions. This LTP also reflects the Government’s desire to empower local-decision making.



The challenges, detailed below under these eight wider themes, were consulted on as part of a consultation for the LTP, and broadly reflect the principal issues that the County Council will address over the LTP period.

Transport and the Economy

An effective and reliable transport network is essential to economic success in Hampshire. Traffic congestion and economic performance are closely inter-related and each influences the other. Businesses in Hampshire have indicated that traffic congestion is a major difficulty for them and that they would like the County Council to play a lead role in working with the Highways Agency to improve the performance and reliability of its transport networks. Increasing the capacity of the strategic highway network to a level that would cater for the forecast traffic increases is unaffordable, undeliverable and unacceptable in environmental terms. In the long run may only lead to additional capacity being soaked up by new traffic.



A reliable road network is essential to Hampshire’s economic success

It is vital that Hampshire is not starved of investment in transport, as this will have negative impacts and implications upon the economy across the whole country. Priority needs to be given to maintaining investment in the highway and transport asset to ensure a safe, well-maintained and managed network that is resilient to extreme climate and traffic-related events and supports the reliable movement of people and goods.

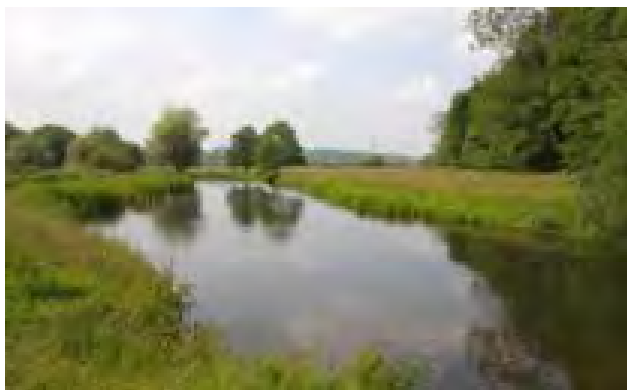
Within Hampshire there remains a need to provide a well-connected transport network that links employment and business centres with labour markets and that ensures reliable access to and from international gateway ports and airports. In recognition of this need,

the Port of Southampton in 2010 published a [Master Plan](#)⁹¹, setting out its strategy for growth up to 2030. Network Rail has produced a number of infrastructure strategies setting out proposals for rail investment, which affect Hampshire. These strategies have been termed Route Utilisation Strategies (RUS) by Network Rail. The RUS for the [South West Mainline](#)⁹² was published in 2006, the RUS for [Freight](#)⁹³ services was published in 2007 and a strategic RUS covering [London and the South East](#)⁹⁴ was published in July 2011. The latter differs in that it looks further ahead to 2031 in forecasts for future demand for passenger rail travel. Network Rail is building on these RUS documents

The economic downturn has resulted in a fall in traffic volumes on both strategic and local roads. The extent to which this has been experienced differs across the county. This fall has resulted in improvements in journey times, with congestion decreasing. Nevertheless, it is important that efforts in this area do not diminish, since the fall in congestion is likely to be temporary. Longer-term forecasts suggest that traffic volumes nationally are likely to increase, with growth in road traffic of 44% expected between 2010 and 2035⁹⁵.

Greater business involvement in shaping the development strategies for Hampshire is important and there is potential for [Local Enterprise Partnerships](#)⁹⁶ (LEPs) to have a role in advising on priorities and supporting work with transport providers to deliver new infrastructure. LEPs could usefully identify the transport approach that they feel is needed to maximise economic growth, and help to support funding bids. Two LEPs covering the County of Hampshire have been established. These include the [Solent LEP](#)⁹⁷, covering the South Hampshire area (as shown by the map at the beginning of Chapter 7) and the Isle of Wight, and the ['Enterprise M3' LEP](#)⁹⁸, covering the remainder of Hampshire extending into the western part of Surrey. In Hampshire, the Enterprise M3 LEP area incorporates the area covered by the North Hampshire, and Central Hampshire and the New Forest local area strategies (set out in Chapters 5 and 6).

Transport and the environment



Hampshire's natural environment is a precious asset, to be protected and enhanced, reflecting Hampshire's diversity and underpinning local distinctiveness and sense of place. Of critical importance in the development of this LTP is the growing emphasis on the impact of transport on the environment.

⁹¹ http://www.southamptonvts.co.uk/admin/content/files/PDF_Downloads/Master%20Plan/SMP.pdf

⁹² <http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/south%20west%20main%20line/37299%20swml%20rus.pdf>

⁹³ <http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/freight/freight%20rus.pdf>

⁹⁴ <http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/rus%20generation%202/london%20and%20south%20east/london%20and%20south%20east%20route%20utilisation%20strategy.pdf>

⁹⁵ Department for Transport Road Traffic Forecasts 2011

⁹⁶ <https://www.gov.uk/government/policies/supporting-economic-growth-through-local-enterprise-partnerships-and-enterprise-zones/supporting-pages/local-enterprise-partnerships>

⁹⁷ <http://www.solentlep.org.uk/>

⁹⁸ <http://www.enterprisem3.org.uk/>

Hampshire contains a diverse range of habitats including chalk rivers

These impacts have been fully considered as this LTP has been developed through the accompanying **Strategic Environmental Assessment** (SEA) of the Plan. An SEA has been carried out to inform the LTP as required by the [SEA Directive 2001/42/EC](#)⁹⁹. The SEA has been used to assess this LTP against a set of environmental objectives developed in consultation with interested parties and the public. The purpose of this assessment is to avoid adverse environmental effects and identify opportunities to improve the environmental quality of Hampshire through the LTP. Full details of this assessment can be found at the above link. The process followed has been in accordance with [Draft Guidance on Strategic Environmental Assessment for Transport Plans and Programs](#)¹⁰⁰ produced by the Department for Transport.

The County Council has also undertaken a Habitats Regulations Assessment (HRA) of this LTP. This is a requirement of [Regulation 102](#)¹⁰¹ of the Conservation of Habitats and Species Regulations 2010 ('the Habitats Regulations'). An **HRA Screening Report** has been produced which focuses on the potential effects of the plan on the nature conservation interests of European-protected areas in and around the County.

A key element of the LTP is the impact that transport can have on climate change and carbon emissions. In 2007, the County Council adopted a Climate Change Policy, which states:

“The County Council, through its own operations and in partnership with others, will seek to ensure a resilient sustainable Hampshire by placing climate change considerations at the heart of its decision-making processes, its policy development, and its operational activities.”

The County Council accepts that climate change will have serious implications for the transport networks in Hampshire in future years. New approaches will be required, including on highway maintenance and to address the effects of more extreme weather patterns. This will require mitigation measures to be developed against increased flooding incidents, which our drainage systems will need to cope with, while hotter drier summers will bring other problems affecting infrastructure and transport services.

It is recognised that air quality is a major environmental factor that can affect human health, as well as significantly influence and alter local ecosystems. Several factors contribute to air pollution in the county, most notably emissions from transport and pollutants related to industry, largely outside the county boundary. Air quality in the majority of the county is considered to be relatively good and within government standards, although certain areas do experience problems. The strategy for air quality in the LTP seeks to address poor air quality locations, the overall health of the community and why pollution incidents occur.

The County Council will work closely with district councils to deliver Air Quality Action Plans in locations where Air Quality Management Areas have been declared and these are identified in each of the area strategies. The County Council also has a responsibility to develop action plans in relation to environmental noise and will again work closely with district councils to meet these obligations.

Hampshire's biodiversity assets are also likely to come under increasing pressures from new development and associated transport impacts. Through supporting a reduction of

⁹⁹ http://europa.eu/legislation_summaries/environment/general_provisions/l28036_en.htm

¹⁰⁰ <http://www.dft.gov.uk/webtag/documents/project-manager/unit2.11d.php>

¹⁰¹ <http://www.legislation.gov.uk/ukxi/2010/490/regulation/102/made>

traffic growth, promoting modal shift, and supporting improvements to air quality, the LTP has the potential to limit impacts on biodiversity from new and existing transport infrastructure. However, there are potential issues, relating to land take and disturbance, that will be considered as appropriate at the project level environmental impact assessment.

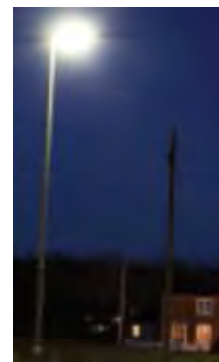
Transport can also play a variety of roles in the physical environment:

- Providing access to the countryside, National Parks and Areas of Outstanding Natural Beauty;
- Fostering the tourist economy;
- Ensuring social connectivity for isolated communities;
- Negating the attractive and unique characteristics of rural areas.

Transport and safety

A key priority for the County Council is to promote and increase road safety. As described earlier in this chapter, the County Council has an excellent track record of reducing road casualties. This has been achieved through targeted investment in road improvements and focused maintenance work, supported by education and training programmes. Programmes will continue to be targeted at reducing the number of people and children killed and seriously injured on Hampshire's roads. However, with less funding available from central Government, this will make achieving further reductions in casualty levels challenging.

Alongside priorities of casualty reduction, and reducing speeding, more effort is needed to improve safety on rural roads and tackle poor road user behaviour. Transport policy will also consider how it can reduce crime and the fear of crime, for example, through careful design and [street lighting](#)¹⁰². Measures such as clear pedestrian signing, well-designed waiting facilities and interchanges for public transport and brighter street lighting will help people to feel safer and will provide communities with a more attractive public realm that discourages anti-social behaviour.



Transport and health

Transport has a range of beneficial and adverse impacts on human health, which have been summarised in [Transport and Health Resource: Delivering Healthy Local Transport Plans](#)¹⁰³, published in January 2011. Active modes of travel offer wide-ranging health benefits, whereas traffic related deaths and injuries, air pollution and noise pollution are damaging to health. The Local Transport White Paper (January 2011) suggests that the costs to urban economies of physical inactivity, air quality and noise are up to £25billion per year, and the costs of road traffic accidents are £9billion per year.

These impacts have been considered, as this LTP has been developed, through a Health Impact Assessment which has been carried out as part of the SEA of the Plan.

Obesity, health and physical activity

Lack of physical activity and poor physical fitness can contribute to obesity, cardiovascular disease, strokes, diabetes and some cancers as well as to poorer mental wellbeing. The

¹⁰² <http://www.lightsoninhampshire.co.uk/Public/Faq.aspx>

¹⁰³ <http://www.apho.org.uk/resource/item.aspx?RID=100579>

Government's [Active Travel Strategy](#)¹⁰⁴ published in 2010 recognises the health benefits of active travel modes as a means of building physical activity into everyday routines. A [Public Health White Paper](#)¹⁰⁵ 'Healthy Lives, Healthy People' was published in November 2010, which further emphasised and underlined the important links between active travel and public health, and the role transport can have in improving the health of the nation.

In April 2013, the responsibility for public health formally transferred from Primary Care Trusts to local authorities. In Hampshire, this responsibility has passed to Hampshire County Council, which should make it easier to coordinate health and transport initiatives. There is also an opportunity to work closely in partnership with NHS organisations, Sport Hampshire and Isle of Wight, and the emerging [Hampshire and Isle of Wight Physical Activity Alliance](#)¹⁰⁶ on social marketing campaigns, which have an increasing evidence base for achieving behaviour change. NHS Hampshire and Sport England have produced a [Sports Strategy for Hampshire and the Isle of Wight](#)¹⁰⁷ which sets out priorities for action to increase physical activity. The strategy estimates that the cost of physical inactivity to the local NHS in Hampshire is £18million a year.

Road safety, air quality and noise

Transport can conversely be damaging to health through road traffic injuries, pollution, stress and anxiety to travellers and those living near transport corridors. Severance, and lack of access to services can lead to loss of independence. This LTP aims to encourage more active travel patterns where practical, to improve road safety and air quality and tackle problems of stress by better managing traffic flow, helping to reduce emissions and noise. The Department of Health has also published a [Transport and Health Resource](#)¹⁰⁸ which contains useful guidance on how the County Council might maximise the health benefits when developing and delivering transport solutions.

Benefits of recreational access to the countryside for wellbeing

Recreational access to the countryside is also an important goal, in terms of health and general well being. By providing good transport links between urban and rural areas, with easier and safer access to services, enables a wealth of opportunities for informal learning, healthy recreation and exercise to be available to people.

Transport and quality of life and place

Hampshire is rich in both natural and built landscapes and maintaining the quality of its environment is challenging. Investing in attractive public spaces and streetscapes in urban centres can engender a sense of community identity and pride, while also supporting retail.

Better urban design, by applying the principles set out in [Manual for Streets](#)¹⁰⁹ (2007) and [Manual for Streets 2](#)¹¹⁰ (2010), within new developments can help all road users inter-mingle more safely. In April 2010, the County Council adopted a [Companion document to Manual for Streets](#)¹¹¹. The aim of this document, covering streets with speed limits of 30 mph or less, is to provide guidance to developers on how to design attractive streetscapes.

¹⁰⁴ <http://www.ctc.org.uk/sites/default/files/activetravelstrategy.pdf>

¹⁰⁵ <http://www.nwph.net/phnw/writedir/6da2White%20Paper.pdf>

¹⁰⁶ <http://www3.hants.gov.uk/activehampshireiow>

¹⁰⁷ http://www3.hants.gov.uk/shiow/sports_strategy_2010_-2013web.pdf

¹⁰⁸ <http://www.apho.org.uk/resource/view.aspx?RID=100579>

¹⁰⁹ <https://www.gov.uk/government/publications/manual-for-streets>

¹¹⁰ <http://www.ciht.org.uk/en/publications/index.cfm/manual-for-streets-2--wider-application-of-the-principles-2010>

¹¹¹ http://www3.hants.gov.uk/manual_for_streets_companion_document_final_for_adoption__hf000000757359_.pdf

Access to the countryside and heritage is important and needs to be considered alongside access to services. Striking the right balance between traffic and community life is a vital consideration for this LTP.

Transport and equality of opportunity

Most of Hampshire is not considered deprived when compared to national levels; nevertheless, pockets of social deprivation exist both in urban and rural areas. There are groups and individuals without access to a car who experience difficulty accessing opportunities, often where conventional public transport services are expensive to deliver. The County Council wishes to increase the level of co-ordination between its services and those provided by other agencies, such as the voluntary sector. This is vital in order to help meet the travel needs of vulnerable adults or those with a physical or learning disability.

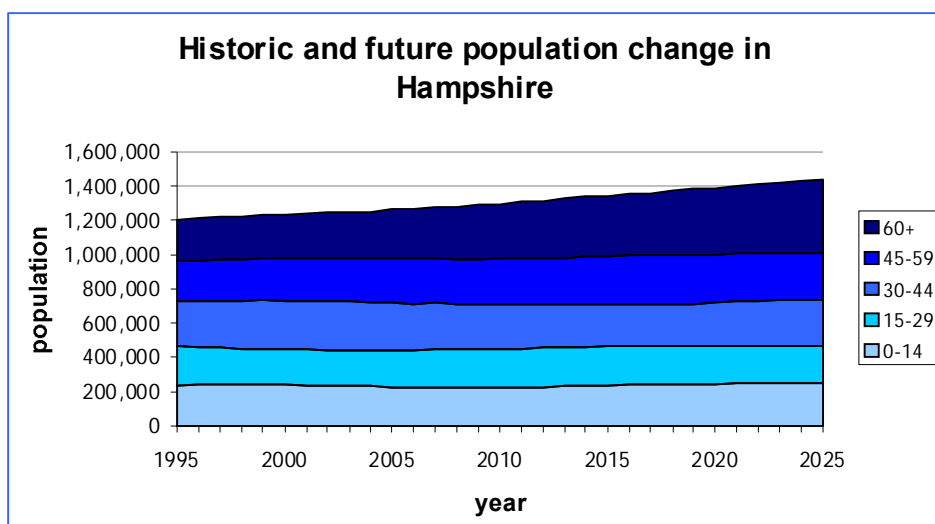
Improving the availability and affordability of public transport is challenging in a climate where bus industry costs have exceeded inflation. A significant proportion of elderly and vulnerable people, together with many people who have a learning disability, are not able to drive. Public transport services need to be accessible for elderly, vulnerable and disabled people. Efforts to improve the capacity and capabilities of community transport, car and taxi-share schemes, as well as infrastructure upgrades to improve access to bus and rail, will help with this challenge.

The personalisation agenda, which focuses on meeting individual care needs in the way people choose, will make different calls on the public and community transport system. This will require the provision of good quality, accessible information on the travel choices available, as well as services which are both flexible and responsive to individuals. Improvements to bus stops, railway stations and other measures will need to be delivered in order to ensure the removal of barriers to transport use, thereby accommodating the needs of those with mobility difficulties and other needs.

Transport and meeting the needs of older people

Hampshire, as with England and Wales as a whole, is facing profound changes to the demography of its population. In 2007, the proportion of those aged 60 years of age and over was 21% and is currently set to rise to 27% by 2026. It is predicted that by 2026, close on half of the population of Hampshire will be aged 45 years and over; with the largest growth to occur in those 85 years of age and over. Figure 3.11, below shows the historic trend and forecast changes to the age profile of Hampshire residents.

Figure 3.11 – Graph to show historic and future population age profile change



It is within the 85 plus age group that the probability of poor health increases, with the resulting reduction in independence and higher reliance on others for care. [Source: [Ageing Well in Hampshire: Older People's Well-Being Strategy 2011 – 2014](#)¹¹², Hampshire County Council].

As well as having implications for the healthcare system, these trends will increase demand for hospital transport and community transport schemes, and the number of people requiring care at home to help maintain their independence. The provision of care and services to elderly people in their homes helps older people to live independently, and reduces the need for them to travel. A small but growing proportion of older people may not be considered “fit” to drive on medical grounds, and more may need to be done to improve standards of driving.

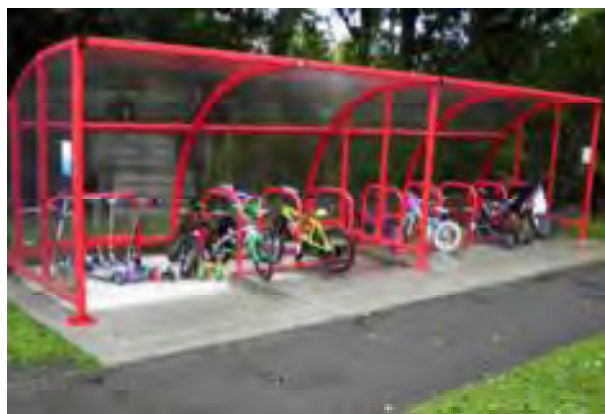
Public transport provision is of particular importance to older people and the County Council will continue to work in close partnership with operators and providers to maximise the effectiveness of bus services and community transport where possible. Community transport solutions, in particular, together with travel training, companions and other measures can support vulnerable users.



Transport and meeting the needs of children

The County Council plays a key role in supporting and meeting the needs of children and young people. The County Council's vision and priorities for children and young people are set out in the [Hampshire's Children and Young People's Plan](#)¹¹³ (2012-2015).

Transport plays a key part in achieving this through provision of home-to-school transport and transport for young people up to the age of 19. These services provide access to education and vocational training opportunities, but the cost of these services has been increasing faster than the rate of inflation. In the current financial climate, more efficient approaches to these services that deliver better value for money are required. The move towards modules being delivered on different locations, sites and buildings will create different transport needs, as will the “extended schools” programme. There are also particular transport issues that will be considered for children with Special Education Needs and Learning Difficulties and Disabilities. The school run is a significant generator



of traffic, and adds to congestion problems in the morning peak during term-times. Achieving greater use of sustainable travel modes for journeys to school is a significant challenge.

Encouraging children and young people to walk and cycle more regularly can be encouraged through Bikeability training, competitions and other measures identified through school travel plans. Public transport services are used regularly by many children and young

¹¹² <http://documents.hants.gov.uk/adultservices/older-people/AgeingWellinHampshire-OPWBStrategy.pdf>

¹¹³ <http://documents.hants.gov.uk/childrens-services/CYPP2012-15FullVersion.PDF>

people to access social networks, leisure, shopping and recreation opportunities. Ensuring that travel information is available in formats popular with young people such as via smartphone ‘apps’ will be increasingly important in the future.

National Planning Policy Context

In March 2012, the Government published the [National Planning Policy Framework \(NPPF\)](#)¹¹⁴. This sets out government’s planning policies for England and how these are expected to be applied. The framework acts as guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications. It has simplified and replaced previous guidance that was set out within **Planning Policy Statements (PPS)** and Planning Policy Guidance (PPG) notes.

The NPPF contains twelve core planning principles. These are summarised below.

Planning should:

1. be genuinely **plan-led**, with up to date, positive local and neighbourhood plans, that empower local people, and support predictable and efficient planning decisions.
2. be a **creative exercise** in finding ways to enhance and improve the places in which people live their lives;
3. proactively **drive and support sustainable economic development** to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. ...
4. always seek to secure **high quality design and a good standard of amenity** for all existing and future occupants of land and buildings;
5. take account of the different **roles and character of different areas**, promoting the vitality of our main urban areas, protecting the **Green Belts** around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
6. support the transition to a **low carbon future** in a changing climate, taking full account of **flood risk** and **coastal change**, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
7. contribute to **conserving and enhancing the natural environment and reducing pollution**. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework.
8. “encourage the effective use of land by **reusing land that has been previously developed (brownfield land)**, provided that it is not of high environmental value;
9. **promote mixed use developments**, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
10. **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;
11. actively manage patterns of growth to make the fullest possible use of **public transport, walking and cycling**, and focus significant development in locations which are or can be made sustainable; and

¹¹⁴ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

12. take account of and support local strategies to **improve health, social and cultural wellbeing** for all, and deliver sufficient community and cultural facilities and services to meet local needs.

The NPPF contains a section of guidance on travel and transport (on pages 9 to 11 of the document). The main points of this section are summarised below:

The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Government recognises that different policies and measures will be required in different communities.

- Local Plans should support a pattern of development which, where reasonable, facilitates the use of sustainable modes of transport.
- Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment.

Transport Statements / Transport Assessments should be used to support developments that generate significant movement.

Location of major movement generators - 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 modes can be maximised.

Developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for electric and ultra-low emission vehicles; and
- consider the needs of people with disabilities by all transport modes.

Travel plans - All developments which generate significant amounts of movement should be required to provide a Travel Plan.

Balance of land uses and mix of uses – should be the aim in planning policies so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities. For larger scale residential developments in particular, planning policies should promote a mix of uses to provide opportunities to undertake day-to-day activities including work on site. Particular within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

Parking - If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility; and the type, mix and use of development;
- public transport availability and potential, local car ownership levels;
- an overall need to reduce the use of high-emission vehicles.

Town centre parking - Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles.

Local Planning Policy Context

All eleven district and borough councils in Hampshire, and the National Park Authorities, prepare **Local Plans** outlining the spatial planning strategy for that particular local area, encompassing transport and demonstrating how the council's policies affecting the development and use of land will meet the authority's economic, environmental and social objectives. The main component of a Local Plan is a Core Strategy, which includes an Infrastructure Delivery Plan.

The LTP strategy and implementation plan have been prepared in dialogue with local planning authorities who are at various stages in the development of Local Plans for their areas. The County Council has therefore worked closely with districts to ensure that the transport elements of their Infrastructure Delivery Plans (where these have been produced) are consistent with the LTP.

The Government has introduced a new right for communities to create **Neighbourhood Plans**, to help simplify arrangements for securing planning permission for certain types of development. The County Council will feed into the preparation of such plans where appropriate. This has the potential to build upon the active role played in supporting the development of Parish and Community Plans through provision of specialist input and advice, including on transport issues.

Countryside Access Plans

A [Hampshire Countryside Access Plan](#)¹¹⁵ has been produced which outlines activities and actions to improve access to the countryside. This incorporates a series of seven area-based Countryside Access Plans (CAPs) which, together with a County Overview, form the Rights of Way Improvement Plan (ROWIP) for Hampshire. Each of these CAPs contains a delivery plan, setting out actions to be delivered.

Hampshire County Council's Vision for countryside access in Hampshire is:

"A network that provides the highest quality countryside access for everyone to enjoy, now and in the future."

The County Overview identifies a series of county-wide priorities for improving access to Hampshire's countryside to achieve this vision. Ensuring that people have a good level of access to the countryside is a challenge. Barriers to access could include having no access to a car, lack of information about countryside walks in the area, or lack of public transport. 'Green Infrastructure' strategies are also being developed that identify the need for both biodiversity and access, given possible future housing and population growth.



¹¹⁵ <http://www3.hants.gov.uk/countryside/access-plans.htm>

Chapter 4 – Monitoring and Review

This section of the LTP has been produced at a time of great uncertainty about the level of funding likely to be available to deliver the Plan. This affects the range and scale of indicators and targets that are sensible to adopt at this time. Furthermore, the Government now only requires a single list of performance data from local authorities, with decisions on what targets to adopt to be made locally, allowing the County Council to place a greater emphasis on local priorities. Over the next five years the County Council's priorities for transport will be supporting growth by ensuring safety, soundness and efficiency of the transport network in Hampshire, maintaining roads and maximising network capacity. This is reflected in an opening set of actions, indicators and targets that focus on public satisfaction and measures for the management and maintenance of transport infrastructure.

In line with the increasing emphasis on localism and decentralisation, LTP monitoring is focused on performance in areas of activity that are of direct benefit to the County Council and people of Hampshire.

In some areas of activity, indicators and targets are quite long term and relate to activities where the effect will take a number of years to materialise (for example, major investment and land use planning to address strategic congestion). However, some targets are more immediate, such as investment in casualty reduction measures. To ensure consistency with the three-year Implementation Plan set out in Chapter 8, the initial target periods will cover up to 2013/14 at least. During this initial plan period the County Council recognises the likely funding constraints, which will be reflected in the Implementation Plan and associated targets. The longer-term targets set will reflect the County's ambitions in continuing to give value for money and maintaining excellent services for the residents of Hampshire in the future.

The contribution of transport towards wider strategic outcomes is an integral part of the LTP strategy, as set out in Chapter 3. Therefore key actions and indicators have been identified to measure and monitor the management, maintenance and provision of transport infrastructure and sustainable transport to support economic growth and reduce carbon emissions. The public satisfaction indicators will be used to supplement these, and also to monitor the impact of the overall LTP strategy. Monitoring of activities to reflect other priorities will be developed as necessary, using publicly available data where possible, to demonstrate progress in other areas such as public transport, traffic volume, accessibility, community transport, school travel, active travel and travel planning.

This also demonstrates the importance of partnership working in delivering the LTP strategy and vision, both within the authority between departments, and externally with stakeholders. Indicators and targets will be regularly reviewed as part of the ongoing development of the LTP, so that a fuller range of targets for the LTP can be produced as strategies develop and the funding situation becomes clearer.

Monitoring Theme 1 – Public Satisfaction

Hampshire County Council exists to satisfy the needs of Hampshire residents and businesses and therefore recognises the importance of public satisfaction in the development and delivery of transport services. To help monitor this, the Council participates in the NHT Network Public Satisfaction Survey. The survey seeks to identify services the public think are most important and understand how satisfied they are with delivery of those services.

The NHT Network ethos and survey helps the County Council in its aims to be accountable, responsive and transparent. Details of the survey and previous results for Hampshire can be found at www.nhtsurvey.org.

Action: To measure the level of public satisfaction in the following key areas:

- Highway maintenance /enforcement
- Accessibility
- Public transport
- Walking/cycling
- Traffic congestion
- Road safety

The County Council has committed to improving its comparative and actual satisfaction ratings on the NHT road maintenance Key Benchmark Indicators (KBIs) as part of the Corporate Improvement Plan (CIP). Performance in other areas will also be considered, relating this to the funding available over the LTP strategy period. In addition, information from the public satisfaction surveys is being used to develop review processes which will feed back into budget decisions and will measure how successfully practices in areas such as maintenance and asset management are performing. Results from, and detailed analysis of, the NHT surveys will inform future indicators and targets, with a focus on perceptions and where specific local initiatives are taking place.

Monitoring Theme 2 – Economic Growth

Hampshire County Council is working hard to maintain a thriving Hampshire with strong economic growth. As a local authority responsible for the transport network, it is clear that a strong and effective transport system helps to support economic growth within Hampshire, through the provision of a well-maintained and well-managed transport network (which functions as the arteries of the County for movement of people and goods), by connecting employment centres to labour markets.

Hence in the LTP priority is given to maintaining investment in the highway and transport asset to ensure a safe, well-maintained and managed network, to support the reliable movement of people and goods. This is reflected in an initial target and indicator set focussed on asset management, road safety, congestion and traffic monitoring.

Investing in Infrastructure: Highways Maintenance

Carriageways

The targets below are similar to those set down in the second LTP (2006-2011) but have been enhanced to mirror the importance Hampshire has now placed on highway maintenance.

Targets: A roads maintain red condition* at 6.0% +or- 1.5% throughout the LTP period
B&C roads maintain red condition at 9% +or- 2% throughout the LTP period
U roads maintain red condition at 9% +or- 2% throughout the LTP period

Based on the results of customer feedback and the surveys that the County Council has conducted recently it is believed that these targets are appropriate in terms of meeting the public's expectations of highway condition and good maintenance practice. In addition, the

* Red condition - can be defined as those roads that are in need of structural repair.

Council believes that these targets represent good value for money and return against investment. The County Council is committed to restoring resilience in the network and is applying a long-term strategy which is not solely focussed on repairing the sections of carriageway in the worst condition. It is therefore important to set reasonable targets for managing the network in the poorest condition so that funding can also be allocated to preventing further deterioration on other parts of the network.

It is also realised that the target reflects only part of the highway asset and within that only part of the carriageway asset. A balanced, sustainable asset management approach to budget allocation must therefore reflect the maintenance needs of the whole asset; the use of that asset and that carriageway condition is not the only consideration.



Footways

Target: To complete the footway inventory and condition survey in 2012 and use the information to develop lifecycle plans, targets and inform budget allocation for the 2012/13 financial year.

The County Council does not have a complete inventory of its footway asset and has limited information on whole network condition. Part of Hampshire's Asset Management Strategy is to identify data and information needs in order to manage assets better, allowing informed decision making. To achieve this, the council has embarked on a two-year project to collect its footway inventory and measure its condition using the Footway Network Survey (FNS).

Bridges and Structures

Target: To achieve at least 90% of bridge stock with Level of Bridge Condition Index (BCI) average greater than 80 (fair or better condition) over the five-year period from 2011/12 to 2015/16.

The County Council has a long-term strategy to increase/improve its bridge condition index (BCI). To achieve this, annual targets will be set for strengthening and replacing bridges that are not to current standards, when there is a clearer indication of the likely level of funding that will be available. Similarly other targets will be set for painting and replacement of footbridges over railways and the installation of protective measures on road-rail interfaces. In addition to maintaining the structural requirements, the Council considers the visual environment to be a high priority and will set improved service levels and targets for the removal of graffiti.

These sound asset management principles will improve the condition of the bridge stock and reduce potential risk issues where appropriate.

Drainage

Action: To complete strategies and plans within timescales to be determined

The County Council is committed to meeting the challenge of climate change' and as a Highway Authority is committed to developing strategies and plans that support these objectives; in particular this includes ensuring that our weather emergency plans and drainage assets are operating efficiently.

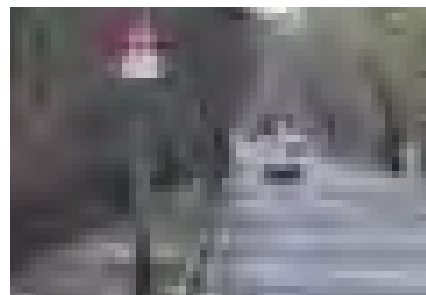
With particular reference to drainage, the Council is presently developing plans to meet the European requirements for flood risk assessment, producing its own flood risk strategy, surface water management plans and district-based flood relief plans.

Targets will be set for completing these plans within set timeframes, to rationalise cleansing regimes, reduce flooding incidents and develop maintenance strategies that reflect positive customer feedback.

Once there is a clearer indication of the likely level of funding available, targets and indicators will be set for footway asset management, bridge replacements/improvements and drainage strategies.

Road safety

A major priority for the County Council is to promote and increase road safety. Programmes continue to be targeted at reducing the number of people and children killed and seriously injured on Hampshire's roads, excluding motorways and trunk roads, which are the responsibility of the Highways Agency.



The current draft national (Great Britain) road safety strategy, is set out in the DfT publication [Strategic Framework for Road Safety](#) (May 2011)¹¹⁶. The casualty reduction targets below reflect the current direction of Government policy and have been derived locally, in recognition of the reduced levels of funding likely to be available for road safety initiatives.

Targets: To reduce the number of people killed or seriously injured in road traffic accidents on Hampshire's roads by 20% from the 2004 to 2008 average by 2020.
To reduce the number of children killed or seriously injured in road traffic accidents on Hampshire's roads by 20% from the 2004 to 2008 average by 2020.

Interim Target: To achieve 50% of the targeted reduction by 2015

These provide a clear measure of performance that is readily understood, easily measured and provides consistency and continuity with existing targets. In the absence of a requirement to make direct comparisons with a national target, motorway and trunk road accidents are excluded, since the County Council has no control over these roads.

Current indicators are measured as rolling three-year averages and this will continue since it provides a more stable picture of trends and reduces the effects of short-term fluctuations.

Congestion and Traffic Management

Congestion on the road network leads to significant costs for the economy of Hampshire, in terms of delay and disruption. Therefore, a strategic priority of this LTP is to effectively manage and maximise the capacity and efficiency of the strategic and local road network in Hampshire. In addition, as part of monitoring traffic flows in Hampshire, indicators of economic activity can be measured including numbers of light and heavy goods vehicles and footfall surveys to determine activity within key centres.

¹¹⁶ <https://www.gov.uk/government/publications/strategic-framework-for-road-safety>

Level of congestion at local priority sites

Action: To identify priority areas where local congestion will be addressed using a programme of practical interventions by 2012

Once priority areas have been identified, targets will be set to measure and address local priority issues within areas where local partnership working will be key to identifying locations of congestion. Targets will be developed at each site during the lifetime of the LTP. At this level there are different scales of problems and practical interventions related to traffic management, school site congestion etc, where local partnerships will be most effective.

To measure congestion, traffic impacts and journey reliability at a strategic level, countywide indices of congestion 'hot spots' and traffic volumes will continue to be monitored. The index covers 50 links that are representative of congested roads across the highway network during the morning and evening peak periods. This will enable year-on-year comparisons for the two established indices to be continued and trends to be examined.

Indicator: To measure journey reliability in terms of average total vehicle delay (hours) at 50 representative road links that are congested during the morning and evening peak periods.

These are measures that can be used for comparative purposes to help prioritise actions and funding over the longer term, therefore supporting the identification of key investment priorities for transport infrastructure improvements.



An indication of the state of the economy can be gleaned from the number of light vans (LVs) and heavy goods vehicles (HGVs), as these vehicle types are broadly representative of different sectors of the economy. Light van traffic tends to follow a similar trend to economic indicators such as retail sales and Gross Domestic Product, whereas HGV traffic flows are more related to outputs in manufacturing and construction.

Whereas increased numbers of light and heavy good vehicles on Hampshire's road network would add to road congestion, monitoring the numbers of these commercial vehicles, at either a local or strategic level, could give an indication of local economic activity.

Monitoring Theme 3 – Reduce Carbon Emissions

In 2008, total carbon emissions in Hampshire were 6.8 tonnes per capita, of which transport accounted for around two tonnes per capita.

Therefore, although transport has an important role to play in responding to the challenge of mitigating and adapting to climate change, it is only one of a number of areas and hence its importance should not be overstated. At a national level, monitoring to date indicates that reducing carbon emissions from transport is particularly challenging.

A range of sustainable transport measures are delivered across the county that can have a beneficial impact on climate change. Monitoring of these activities can include usage of

public transport, community transport, school travel, active travel, cycling, walking and travel planning.

Public Transport

Overall public transport usage

Indicator: The total number of journeys by bus, rail and coastal ferry services in Hampshire.

The LTP strategy supports the development and improvement of public transport measures and encourages bus, rail and ferry use. It is therefore important to measure public transport use and the County Council will continue to report the total number of local bus passenger journeys originating in the authority area as part of this indicator. Such journeys increased by over 11% between 2003/4 and 2009/10, meeting the corresponding LTP2 target by a comfortable margin.

However, in the LTP, public transport usage and bus services running on time will be monitored as an indicator, rather than a target because of a number of external factors that are likely to have an impact on passenger numbers. The fluctuation of the economy is an important influence on passenger numbers for all three modes, and the recent downturn is likely to have been the main cause of a small reduction in passenger numbers since 2008/9. The economic downturn coupled with reduced funding will mean that there will be lower levels of investment in bus route infrastructure than during previous Local Transport Plans. Responsibility for providing the free national concession for elderly and disabled bus users passes to the County Council in 2011, and reduced funding means that discretionary enhancements to the concession offered over and above the statutory minimum in many cases now must be curtailed, thus affecting the number of journeys made by pass holders. Changes in the retirement age will also affect the eligibility of pensioners for the concession. These, and other factors mean that measures that have encouraged passenger growth during LTP2 may be suppressed to a significant degree in the early years of this new LTP.

Bus services running on time

Indicator: The level of bus punctuality along corridors where projects to reduce delays affecting buses have been implemented

A countywide Bus Punctuality Improvement Partnership for Hampshire was agreed in 2008. From this, work has been carried out to identify congestion points in different areas of the County, and subsequently a range of measures, including adjustments to traffic signal timings, have been put in place, leading to a reduction of delays affecting buses in several areas. This measure focuses on local objectives rather than countywide monitoring, to aid investment decisions and monitor the impact of local improvement schemes.

Local Accessibility

Good local accessibility reduces the need to travel in terms of trip length and frequency. This helps cut the amount of carbon generated by road traffic and supports the local economy by saving time and money spent on the movement of goods and people. Use will be made of Geographical Information Systems (GIS) to inform land use/transportation decision-making. Local accessibility will be monitored using spatial analysis techniques to obtain quantitative data and the National Highways and Traffic Survey to gather qualitative information.

Results from, and detailed analysis of, the NHT surveys will inform future indicators and targets, which will continue to be measured, with a focus on perceptions and where specific local initiatives are taking place.

Sustainable Travel

This is an area of activity of some importance in the short to medium term, when funding for major transport infrastructure is likely to be constrained, but potential exists through the new Government's Local Sustainable Transport Fund (LSTF). A significant proportion of the funding from this source secured by the County Council and its' partners from this Fund is in the form of revenue funding. This is being utilised to deliver travel awareness initiatives including the '[My Journey](http://www.myjourneyhampshire.com/)'¹¹⁷ campaign to encourage people to consider using sustainable travel for everyday journeys, as well as providing support to employers through workplace travel planning initiatives and delivering personalised journey planning to households in areas where a range of attractive travel options are available. Sustainable travel measures can benefit local areas in a number of ways. These include reduced congestion, better quality of life, improved air quality, health benefits and carbon savings.

The County Council collects school travel data as part of the annual school census. This information remains useful as an indicator related to carbon reduction and travel to school. Data collected from automatic cycle counters gives a measure and shows trends in cycle activity at a representative index of survey sites. Coverage of workplace travel plans produced by local businesses and new developments is monitored to encourage employees to consider modes of travel other than the private car.

Air quality is monitored by the district councils and there is currently automatic monitoring of various air pollutants such as nitrogen dioxide (NO₂) and particulate matter (PM10) across Hampshire. District councils develop Air Quality Action Plans (AQAPs) for each declared Air Quality Management Areas (AQMAs), which detail measures to address the air quality problems identified. Although there are a number of short-term measures that can be introduced that have a beneficial impact on air quality, they are difficult to quantify. Progress towards the air quality targets can sometimes be slow as larger scale solutions, such as town centre access plans and major schemes, are often needed to make a significant impact.

This transport related information and data will continue to be monitored and measured to inform the LTP as it progresses and strategies develop.

¹¹⁷ <http://www.myjourneyhampshire.com/>

Chapter 5: Transport Strategy for North Hampshire

Characteristics and context

The North Hampshire Transport Strategy covers the administrative districts of Basingstoke and Deane Borough Council, Hart District Council and Rushmoor Borough Council together with the northern part of Test Valley. It contains several large urban settlements, namely Andover, Basingstoke, Fleet, Farnborough and Aldershot. In terms of population, the largest urban settlement in the North Hampshire Strategy area is Basingstoke with a total population of approximately 99,000 people. The main settlements within Rushmoor are Farnborough (with a population of 60,000) and Aldershot (with a population of 37,000). Fleet is the largest settlement in Hart District with a population of approximately 27,000 people. Andover in northern Test Valley has a population of approximately 42,000 people.

There are also a number of smaller settlements located in North Hampshire, such as Hook, Overton, Tadley, Whitchurch and Yateley, with a total population ranging from approximately 4,500 to 20,000 people. The remainder of the North Hampshire area is largely of a rural nature with a number of villages located within an extensive rural hinterland.

North Hampshire is rich in biodiversity, reflected by the presence of internationally and nationally designated nature conservation sites, such as the North Wessex Downs AONB, and a large number of Biodiversity Action Plan (BAP) priority habitats and species.

Figure 5.1 below shows the extent of this strategy area covered within this chapter.

Figure 5.1 – Map of the North Hampshire Transport Strategy area



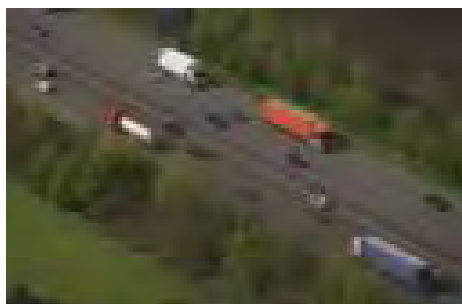
Challenges

Significant transport challenges in North Hampshire relate to the area's historical and future planned spatial development and economic growth. The Coalition Government's twin priorities for transport of supporting economic prosperity and carbon reduction, together with an increased emphasis on sustainable transport in the short to medium term, accord with the transport challenges the County Council has identified in this area. The principal challenges for North Hampshire are:

- Ensuring that the existing high-quality transport network is effectively maintained and managed and is increasingly resilient to the effects of extreme weather events.
- Higher than average levels of car ownership and travel patterns dominated by car travel.
- Ensuring that the transport network supports and enables economic growth and contributes towards efforts by the Enterprise M3 Local Enterprise Partnership to create jobs and improve economic competitiveness.
- Worsening congestion and the need to mitigate anticipated transport impacts of planned growth on the strategic and local highway network, both within the area and into neighbouring areas such as Reading, Woking and Guildford.
- Out-commuting and long-distance commuting due to the strategic location of the area and the attraction of London. There are excellent regional, national and international transport connections, especially by road and rail.
- Reducing car dependency through development of high-quality public transport alternatives, in partnership with operators and 'Smarter Choices' programmes.
- Ensuring the timely delivery of transport infrastructure, information services and sustainable transport measures to support, and mitigate the impact of, new development.
- The need to conserve and enhance biodiversity, particularly where it is affected by the road network.
- Supporting the regeneration of Aldershot, including major development of the Aldershot Urban Extension (AUE) and planned growth in Basingstoke and Andover.
- Managing and mitigating the impacts of increasing traffic, including HGV movements on core routes and in more rural areas.
- Improved public transport access to key destinations such as Heathrow Airport.
- Enabling the rail network to play a greater role in catering for local commuter journeys and supporting measures to improve access for all.
- Securing investment to improve capacity and journey time reliability on strategic national corridors (M3, A34 and A303) using 'managed motorway' solutions.
- Encouraging the development of IT infrastructure, including high-capacity broadband (building on planned investment in Basingstoke and Whitchurch) to enable increased home-working, thereby reducing peak time travel.

The Road Network

The road network in North Hampshire provides important strategic inter-urban links and will continue to be the backbone of the transport system. The area has good connectivity to the strategic road network, including the M3, M4, M25, A34(T) and A303(T). It has good road



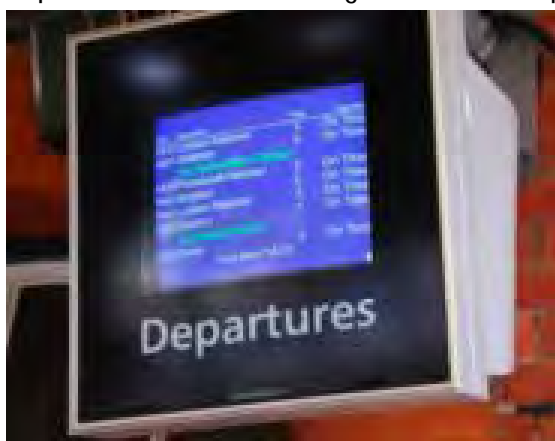
connections to London, Heathrow Airport, the Midlands and the South Coast as well as links to urban centres in neighbouring counties such as Newbury, Reading, Woking and Guildford. It is important these routes remain relatively free of congestion to accommodate possible growth in the area. Peak time capacity problems exist on some inter-urban and rural roads, such as the A33, A287, A339, A340, A343 and B3400, especially where they provide access to particular busy junctions, such as on the approach to Basingstoke.

Many locations in the vicinity of the M3 motorway junctions have developed into highly accessible business parks, but the attractiveness of these as an employment location could be undermined by further peak hour traffic congestion. Potential options that could be considered for delivery in support of the highway network are:

- Workplace Travel Planning in business park locations near the M3, using the '[Smarter Ways to Work Farnborough](#)' project¹¹⁸ as a template
- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network
- In association with the Highways Agency, investigate the potential for:
 - 'managed motorway' measures on the M3 between Basingstoke and the Farnborough area, such as ramp metering at junctions, including a review of the benefits and implications of these measures
 - enhancing the M3/A303(T) junction west of Basingstoke, including noise-reducing measures
- Measures to widen travel choice and transport information services
- Mitigation of the travel impacts arising from new development
- Support for low-carbon vehicle technologies through provision of electric vehicle charging points in key centres

The Rail Network

Rail plays a vital role in providing for longer-distance commuting and local journeys. Basingstoke acts as the rail hub, with good services to Southampton, (including the airport), London, Reading, the Midlands and Exeter. In the north-east of the area, rail access from Rushmoor and Hart is focused on London, with services also available to Gatwick Airport via the North Downs Line. Good rail connectivity for passengers and freight to other growth areas in the area (such as Reading and Guildford) and beyond is an important factor in retaining economic competitiveness for the area.



Within North Hampshire, modal share of rail journeys to work ranges from 3.95% in Basingstoke and Deane Borough to 5.39% in Hart District¹¹⁹. Over the LTP period, rail will play an increasingly important role in providing for commuter journeys, both for longer-distance commuting into London and for local journeys within North Hampshire. This will help to tackle traffic congestion, especially at peak times on key strategic and more local road corridors.

¹¹⁸ <http://www3.hants.gov.uk/workplacetravel/smarterwaystoworkfarnborough.htm>

¹¹⁹ Office for National Statistics, 2001 Census, Travel to work

Safe, easy access to the rail network, including for people with mobility impairments, is essential to achieving more journeys by rail. There is a need to provide better sustainable transport links with key surrounding employment areas, such as improved pedestrian links to Basing View in Basingstoke, and better bus services to the main employment areas in Farnborough. Working in partnership with Network Rail, South West Trains and Stagecoach Bus Company, will be vital to delivering improvements to facilities in the area.

The County Council will work with rail industry partners to support the improvement of the rail network to achieve:

- Improved station facilities and ticketing within North Hampshire
- New rail stations at locations such as Chineham
- Increased capacity on the Reading-Basingstoke rail corridor
- Increased capacity on the main line rail corridor from Andover and Basingstoke towards London and international airport hubs
- Better interchange between rail routes in the Blackwater Valley
- Better interchange facilities between rail and other modes of transport, particularly bus services, cycling and walking

The Bus Network

Bus services play a key role in catering for local journeys in the area, providing links between towns and their surrounding areas. The Quality Bus Partnerships in Andover and Basingstoke are well developed and the Route 1 'Goldline' Service provides an important north-to-south link between communities in the Blackwater Valley. There are also a number of inter-urban bus services, such as between Basingstoke and Newbury and Fleet and Farnborough, which play an important role in providing economic and social linkages between these communities, and a number of community transport services linking with the more rural parts of North Hampshire. The County Council will work with public transport industry partners to:

- Improve inter-urban bus services in North Hampshire
- Improve access to public transport through better infrastructure and information, (including real-time information)
- Continue close working with bus companies to help form Quality Bus Partnerships
- Identify and encourage Community Transport services to serve isolated areas

Growth areas

A number of larger settlements within North Hampshire, in particular Andover, Basingstoke, Farnborough and Aldershot, are likely to experience growth that will create additional demand for social and physical infrastructure, as well as transport.

Andover

Andover is a medium-sized town that has grown rapidly since the 1960s when it was designated as an overspill town for London. Nevertheless, the town has a sizeable employment base and, as a result, benefits from a relatively high level of self-containment with limited levels of out-commuting. As a result of the approach taken to urban design, with a high-capacity distributor road system including a ring road, travel patterns in



Streetscape improvements in Andover

Andover are dominated by the car. The good road network is reflected in the modal split, with 71% of trips in Andover made by car¹²⁰ (compared with a national average of 63%¹²¹).

Transport proposals for Andover are set out in the [Town Access Plan](#)¹²². Whilst at present the town's highway network has limited capacity to allow for future traffic growth, there is a need for localised capacity improvements to accommodate housing and employment growth.

Identified measures for delivery in Andover are:

- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network
- Delivery of the Andover Town Access Plan
- Major improvements to Andover bus station and increased parking and better access at the rail station
- Mitigation of the travel impacts arising from major new development around the town, including managing the routing of HGVs arising from development to the west
- Investment in new walking and cycling routes in Andover
- Streetscape and signing improvements

The Town Access Plan is kept under continuous review and updated annually to reflect emerging issues and pressures.

Basingstoke

Basingstoke is a large town that has seen very rapid expansion and growth since its designation as a new town in 1968. It is an important centre for employment, which is helped by the good strategic road and rail links connecting the town to London, Reading and south Hampshire. There are a number of key business areas in the town, including the central retail area, the Basing View employment area adjacent to the town centre, and a number of industrial estates located in the south, north and north-east parts of the town.



Basingstoke – an economic hub

Car ownership levels in the town are relatively high with approximately 44% of households having access to two or more cars, compared to 29.4% nationally¹²³. In addition, car travel is the predominant means of transport in Basingstoke, with a higher than average modal share for travel to work of 57 to 60% for wards to the North, West and South of the town

¹²⁰ Andover Town Access Plan

¹²¹ Department for Transport, National Travel Survey 2009

¹²² <http://www.testvalley.gov.uk/resident/planningandbuildingcontrol/planningpolicy/local-development-framework/supplementary-planning-documents/andovertap/>

¹²³ Office for National Statistics, 2001 Census, Car Ownership levels

centre, rising to around 70% for outer areas of Hatch Warren and Chineham¹²⁴. This contributes to many of the capacity and resulting congestion problems in Basingstoke, which are focused in the morning and afternoon peak period, and at particular junctions. This congestion is mainly a result of commuting traffic flows into and out of Basingstoke.

New development and significant numbers of new dwellings will lead to additional demand on the local transport network. Delivery of measures identified within the emerging Basingstoke Town Access Plan will help improve transport access within the town and help reduce the need to travel through workplace travel planning and better integration of transport. Identified measures for delivery in Basingstoke are:



New housing is planned for Basingstoke

- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network
- Delivery of the Basingstoke Town Access Plan
- Measures to reduce peak time congestion, such as promotion of travel planning and more flexible working arrangements
- Mitigation of the travel impacts arising from new development
- Investment in developing walking and cycling routes in Basingstoke
- Enhancement of existing Quality Bus Partnerships and development of new ones
- Investigation of the potential to develop core bus priority routes, especially between main areas of housing growth and Basingstoke town centre
- Working with Basingstoke and Deane Borough Council to develop agreed approaches to parking for the town centre, including reviewing how these may link with possible Park and Ride options

Farnborough and Aldershot

These two towns within the Blackwater valley have complex travel journey patterns between urban centres in both Hampshire and Surrey, leading to congestion problems on local roads such as the A331, A325 and A327 and at access points to the M3, especially at peak period times. Cross-boundary working and partnerships between local authorities and businesses in the area is essential to address the transport issues in this area.

Farnborough and Aldershot have a strong aviation and military history, which is likely to



Cody Business Park, Farnborough

continue, given the establishment of Farnborough Airport as one of the most important business airports in the south-east. Aldershot Army Barracks is to be the hub of a new Super Garrison in the area. More recently, Farnborough has proved to be a popular location for large technology-based firms, which provide valuable employment. However, much recent business park development around Farnborough (including Cody Technology Park, IQ Business Park and Southwood Business Park) is poorly served by public transport and

¹²⁴ Office for National Statistics, Neighbourhood Statistics

has been provided with generous levels of parking. Further major employment development is also planned for Heartlands Park, which will increase travel in the area.

Efforts to tackle problems arising from car-based travel patterns in recent years have focussed on travel planning to encourage flexible working, car-sharing and the development of public transport initiatives. There is good public transport both in terms of local and long-distance rail journeys and the Stagecoach Gold 1 bus service linking Aldershot and Camberley, via Farnborough, which has experienced a cumulative growth in passenger numbers of 69% since 2004.



Delivery of measures identified within the emerging Town Access Plans for Farnborough and Aldershot will help improve transport access within both towns. Identified measures for delivery in Farnborough and Aldershot are:

- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network
- Delivery of the Aldershot and Farnborough Town Access Plans
- Investment in developing walking and cycling routes
- Enhancement of existing Quality Bus Partnerships and development of new ones
- Mitigation of the travel impacts arising from new development, particularly the Aldershot Urban Extension
- Measures to reduce peak time congestion, such as promotion of workplace travel planning and more flexible working arrangements
- Continued development of Farnborough Main station into a bus/rail interchange
- Encouragement of greater use of smaller rail stations in the Blackwater Valley for local journeys
- Investigation of car club development

Fleet

Fleet is a market town serving an extensive rural hinterland, with travel patterns dominated by the private car. Fleet has car ownership and usage significantly above the national average, with public transport provision limited to key routes and peak time services. There are some capacity problems at primary junctions, especially during peak travel times. Identified measures for delivery in Fleet are:

- Targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network
- Delivery of the [Fleet Town Access Plan](http://www3.hants.gov.uk/hampshire-transport/transport-schemes-index/taps/fleet-town-access-plan.htm)¹²⁵
- Measures to reduce the need to travel at peak times in Fleet
- Improvements to Fleet railway station
- Mitigation of the travel impacts arising from new development
- Investment in developing walking and cycling routes

¹²⁵ <http://www3.hants.gov.uk/hampshire-transport/transport-schemes-index/taps/fleet-town-access-plan.htm>

Smaller 'market' towns

There are a number of smaller settlements within North Hampshire, such as Hartley Wintney, Hook, Kingsclere, Odiham, Overton, Tadley, Whitchurch and Yateley which play an important role as service centres for their rural hinterlands. Whilst the car is expected to remain as the dominant form of transport for journeys between these towns and the rural hinterland which they serve, the opportunity exists to encourage walking and cycling for short local journeys. The town of Whitchurch has been successful in securing investment from BT to become a rural 'super-fast' broadband pilot, which, through home working, could help to reduce the need to travel. Identified measures for delivery in these towns are:



**Streetscape improvements
in Whitchurch**

- Investment in developing walking and cycling
- Measures to reduce peak time congestion, such as promotion of travel planning and more flexible working arrangements
- Traffic management measures to mitigate adverse impacts of traffic
- Improved inter-urban bus services
- Support for Community Transport services
- Work with Parish & Town Councils to support community driven transport solutions

The Rural Hinterland

Parts of North Hampshire, especially to the west, are rural in nature with a low density of population. A dispersed lower-density of population creates challenges for the delivery of services which, if not properly addressed, can affect social inclusion. The mobility and access needs of children, young people and an ageing population must be considered. It is critical to ensure there is access to important services, facilities and destinations such as employment, education and healthcare, especially by public or community transport. Maintaining accessibility in these areas to major services and destinations will be an important focus. The nature of journeys in this area mean that this will often be by car but, where practicable, measures to encourage walking and cycling between villages and larger towns will be fully investigated. Identified measures for delivery in this area are:



- Support for Community Transport services
- Support for grass-roots community travel planning initiatives
- Improved speed management and safety measures on rural roads
- Measures to reduce adverse impacts of HGVs on rural communities
- Encourage walking and cycling between villages and larger towns
- Work with Parish & Town Councils to support community-driven transport solutions

Chapter 6: Transport Strategy for Central Hampshire and The New Forest

Characteristics and context

The transport strategy for Central Hampshire and The New Forest covers a broad swathe of the County, from the Wiltshire and Dorset border in the west and to western Surrey and West Sussex in the east. It takes in much of the administrative areas of Winchester, East Hampshire and New Forest districts, and the majority of Test Valley Borough (excluding the Andover and Romsey areas). The area is predominately rural in nature with a series of small market towns providing many of the essential local services. The landscape of the strategy area is highly valued and much of the area has protected status, including two National Parks. In addition, other parts of the strategy area are covered by various special landscape and nature designations, including Cranborne Chase and West Wiltshire Area of Outstanding Natural Beauty. As a result, new housing and employment development within the area has been relatively restricted as a matter of strategic policy for a number of decades. Figure 6.1 below shows the extent of the strategy area covered within this chapter.

Figure 6.1 – Map of the Central Hampshire and New Forest Transport Strategy area



The strategy area is bordered by several urban areas. South Hampshire, including the cities of Southampton and Portsmouth lies to the south, South East Dorset including Bournemouth and Poole is to the south west, with Andover, Basingstoke and the Blackwater Valley towns of Aldershot, Farnham, Farnborough and Camberley to the north and north east.

In future years, the areas are expected to accommodate higher levels of housing and employment growth than would be the case within the Central Hampshire and the New Forest area. It is essential that management, protection and mitigation measures are introduced to ensure that traffic arising from this growth does not lead to significant damage to the quality of life of the rural communities within the strategy area.

Balancing this is the need to support the rural economy, notably tourism and agriculture, but also an extensive network of local shops, businesses and services. The prospects for some parts of this economy are fragile, and the County Council wishes to see services and jobs preserved as part of a strategy for rural sustainability and resilience.

The Central Hampshire and New Forest area has a well-established transport network with a strong hierarchy of road links – ranging from country roads and tracks up to dual carriageways and Motorways. The M3 passes through the Central Area. Together with the A34(T), it provides the main access route to Winchester and between north and south Hampshire (including the international gateway ports and Southampton Airport). To the west the M27 and A31(T) provide the primary road access to and through the New Forest. There are also a number of important inter-urban roads in the Area including the A30, A32, A35, A36(T), A272 and A338.

The area also enjoys good long-distance rail links to South East Dorset, Salisbury and London, as well as to Reading and the Midlands and the North. Bus services serve many of the market towns and provide links to nearby towns and cities along main 'A' roads. However, local bus services in more remote rural areas, which are dominated by the private car as the most convenient means of transport, are infrequent and often not cost-effective. The County Council has established demand-responsive services under the 'Cango' and 'Call and Go' brands in some areas and a range of community transport schemes, run by local voluntary community groups, provide access to essential services in the most remote areas.



Challenges facing the area

There are a number of significant transport challenges faced by the Central Hampshire and New Forest area, reflecting the rural nature of the area:

- Maintaining the existing highway network and improving its resilience to the effects of extreme weather events.
- Congestion on inter-urban road corridors, including motorways and trunk roads, and in some town and village centres.
- Mitigation of the transport impacts on both strategic and local networks, arising from planned housing growth, including growth in surrounding urban areas.
- Minimising the adverse impacts of traffic on the quality of life of rural communities and market towns through speed management and HGV routing.
- Protecting the rural areas on the fringes of planned major development areas to the south, south west and north.
- Delivery of appropriate transport solutions to support sustainable development in Whitehill Bordon eco-town, which is expected to accommodate 4,000 new dwellings and significant employment development. There is a need to improve self-containment and reduce car dependency for both existing and new residents.

- Managing transport and infrastructure impacts within the two National Parks (New Forest and South Downs).
- Improving accessibility for people without access to a car, while recognising that the car is likely to remain the main mode of travel for many people in rural areas.
- Ensuring that routes are managed to properly reflect their rural setting.
- Maximising the role of Community Transport in meeting local access needs.
- Ensuring that the transport network supports and enables economic growth and contributes towards efforts by the Enterprise M3 Local Enterprise Partnership to create jobs and improve economic competitiveness.
- Supporting the rural economy.

The Strategic inter-urban network

Road Network



The road network serving much of the area is well-developed. North-south journeys are very well catered for with the M3, M27 and A3(T) corridors. The M3 and A34 are part of a nationally-designated network of strategic national corridors, which link together the largest urban areas in the country and international gateway ports and airports. These main routes link the Ports of Portsmouth and Southampton with the areas they serve, which extend to

The M3 - the motorway spine of Hampshire

London, the West Midlands and the North West. Journey time reliability on the A3(T) corridor will be improved with the completion of the Hindhead Improvement during 2011, removing the main bottleneck on this route.

The A31(T) between the Dorset border and the M27 provides a key route for east-west journeys with the A338 and A348 also providing strategic access to Bournemouth and Poole in South East Dorset. Elsewhere within this strategy area, east-west journeys are less direct and rely on more local roads (such as the A31 and A272 between Winchester and the Surrey and Sussex borders respectively).

An effective, well-maintained road network is fundamental to the future of this thriving rural area. As well as facilitating travel by car, which may be the only realistic option for many rural residents, it also provides the basis for bus and community transport services, the routes used by many cyclists and access to wider travel networks such as rail services. The County Council will ensure that the road network is well maintained and managed to fulfil this role, while acting to reduce the adverse impact of traffic wherever possible.

The junction of the A34(T) and M3 at Winnall (Winchester), which acts as a gateway to the South Hampshire sub-region, presents particular difficulties. As well as capacity problems at this key intersection, there are also significant difficulties for local traffic wishing to join the strategic network at this point, particularly from nearby employment areas. Further increases in traffic may necessitate changes to the layout of the junction to offer increased capacity to reduce congestion at this location.

The County Council has identified the following potential options that could be considered for delivery in support of the highway network:

- Providing a well-maintained, resilient highway network
- Over the longer-term, work with the Highways Agency to explore scope for affordable and environmentally acceptable solutions to address congestion at Junction 9 of the M3

Rail and Ferry Network

The strategy area is well served by the rail network, which provides important strategic links, including many direct trains to London. The rail network largely mirrors the road pattern, with a similar focus on north-south passenger journeys provided by the London-Bournemouth and London-Portsmouth lines. East-west rail journey opportunities (apart from the Alton-London route) are much more limited.



The South West Mainline is a busy corridor for passenger and freight

The South West Main Line between Basingstoke and Southampton that runs through the strategy area is part of a strategic rail corridor from Southampton Docks to the West Midlands and beyond. This route has also been designated a strategic national corridor, owing to its importance for rail freight. It carries large flows of deep-sea container traffic and new cars (for import and export) to and from the port of Southampton. Volumes of container traffic by rail will increase further as a result of forecast growth in container throughput. This growth in freight by rail has been enabled by the completion in 2011 of a gauge enhancement project on this corridor. This will enable more containers to be moved by rail, helping to tackle carbon emissions from freight transport and will reduce the proportion of containers moved by road.

The ferry service from Lymington to Yarmouth, which in 2010 saw three new ferries introduced, provides an important link with the Isle of Wight, complementing the other cross-Solent routes within South Hampshire. This route is a useful access route for those travelling to the island from the South West (including Dorset, Wiltshire and beyond).

Potential options that could be considered for delivery in support of the public transport network, working with public transport industry partners are:

- Support Quality Bus Partnerships on well used inter-urban bus routes
- Provide adequate parking provision at railway stations
- Improve access at stations and to rail services for people with disabilities
- Investigate the potential for direct rail connection to Bordon/Whitehill
- Support existing and encourage new Community Rail Partnerships (CRPs)

The National Parks

There are two National Parks in this area. The [New Forest National Park](http://www.newforestnpa.gov.uk)¹²⁶ and the [South Downs National Park](http://www.southdowns.gov.uk)¹²⁷ are managed by their own Park Authorities, both of which are established with these specific purposes:

¹²⁶ <http://www.newforestnpa.gov.uk>

¹²⁷ <http://www.southdowns.gov.uk>

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the area
- To promote opportunities for the understanding and enjoyment of the special qualities of the two Parks by the public

The County Council is also bound by these purposes in carrying out its duties as Highway Authority and all of its duties within and beyond the Park areas. Both National Park boundaries cross into adjoining counties and, in the case of the South Downs National Park, well beyond. Close partnership working will be required to ensure co-ordinated approaches to transport for the National Parks.

The New Forest National Park Authority has produced both a [National Park Management Plan](#)¹²⁸ (covering 2010 to 2015) and a [Recreation Management Strategy](#)¹²⁹ for the park area. It is also a Local Planning Authority, and has an adopted [Local Development Framework Core Strategy](#)¹³⁰. Together these plans seek to protect and enhance this protected landscape, while promoting sustainable travel and forms of recreational activity for both residents and visitors.



The types of transport measures planned within the New Forest aim to support the objectives of the Management Plan. During 2011, the County Council will update highways and transport strategies for the New Forest area. This work will address issues such as traffic speeds, animal accidents and verge degradation, as well as examining improved access and future transport provision. The South Downs National Park Authority was

formally established on 1 April 2011, and intends to produce a Local Plan covering the Park, as well as a Management Plan. The County Council will play an active role in helping to develop the South Downs Management Plan.

Within the National Parks, the following measures will be progressed through future LTP Implementation Plans:

- Closer partnerships with neighbouring counties to ensure co-ordinated approaches to transport for the National Parks
- Managing the road network to protect and enhance the area's rural character
- Reduction of 'sign clutter'
- Supporting local sustainable tourism through footpath, cycle, equestrian, public transport and rights of way improvements, and enhancing the network to allow increased leisure use

¹²⁸ <http://www.newforestnpa.gov.uk/about-us/our-work/publications/managment-plan-2010-2015>

¹²⁹ <http://www.newforestnpa.gov.uk/about-us/our-work/recreation-management-strategy/recreation-management-strategy-final>

¹³⁰ <http://www.newforestnpa.gov.uk/planning/planning-policy/core-strategy>

Villages and rural areas

The transport and travel needs of rural areas, particularly the more isolated parts, differ from those of more urban areas. The car caters for most travel needs, but distances travelled to services are often longer. Overall only 2.5% of rural households are without a car (compared to 6% for all Hampshire households)¹³¹ and a good proportion of larger rural communities located on A-roads are well served by a relatively extensive inter-urban bus network. However, those people who do not have ready access to either public transport, community transport or a car can be very isolated.

Many villages rely on nearby settlements, be they other villages, market towns or larger settlements, for their services. In some cases services are being increasingly taken out to rural areas through home deliveries and internet access, although this can be limited for some sections of the community by location or by cost. The County Council will continue to work closely with the voluntary sector and District Council partners to provide



‘Wheels to Work’ moped scheme accessibility to services. This will be achieved through provision of community transport, neighbourcare car schemes, “wheels to work” moped loan schemes, and development of high-speed broadband. The County Council will work with service providers to encourage services to be brought to people through mobile banks or libraries.

In addition, the quality of life in rural areas can be disrupted by heavy traffic (including lorries) unsuited to country lanes, and by noisy or inconsiderate driving. As part of planning permissions, HGV-generating sites are increasingly required to adhere to HGV routing agreements, which mandate the use of the most suitable roads. Many country lanes are well-used by pedestrians, cyclists and equestrians. Motorists need to be encouraged to drive at more appropriate speeds, rather than the maximum permissible speed, to help these non-motorised users feel safer.

Most communities in the strategy area are represented by Parish or Town Councils and other community groups. Many local communities are in the process of developing Community Plans that set out local aspirations and potential solutions, often co-ordinated by the local Parish Council. In light of the Government’s commitment to localism, the County Council needs to support such community driven approaches, and play an “enabling role” in helping build the capacity of communities to solve local transport issues.

In villages and rural areas the following measures will be progressed through future LTP Implementation Plans:

- Providing a well-maintained, resilient highway network
- Further speed limit changes across Hampshire during the life of this strategy – but prioritised according to their impact on reducing casualties
- Supporting isolated communities with public and community transport as far as practical
- Providing accessibility to services through community transport, neighbourcare car schemes, high-speed broadband and mobile banks or libraries

¹³¹ Hampshire County Council Transport Trends

- Traffic management measures to address problems of rat-running
- Signing measures to discourage HGV use of unsuitable roads
- Development of a freight routing journey planner to help encourage freight operators to purchase SatNav systems designed for lorries
- Removal of unnecessary signing
- Work with Parish Councils to support community-driven transport solutions

Winchester

The City of Winchester, with a population of 45,600, provides many key services for the County. These include a major hospital incorporating an accident and emergency department, the University of Winchester, an Art College, theatres, a record office and library. The city is well linked by road and rail and has a well-established, frequent urban bus network, complemented by good services to adjoining towns and cities. A [Winchester City Town Access Plan](#)¹³² (TAP) has been developed.

Central Winchester is designated as an 'Air Quality Management Area' and the TAP examines potential measures to reduce the impact of traffic on levels of air pollution. A traffic management plan is under development, being produced in conjunction with the TAP, which is examining the potential for radical revisions to traffic routing, including the possible removal of the existing one-way system. For the longer term, there is an aspiration to minimise traffic in the core of the City area. Options to reduce the extent of the one-way system and to modify the operation of junctions will be assessed.



The one-way system in Winchester

The draft Local Development Framework Core Strategy for Winchester District proposed an allocation of 4,000 new dwellings within and around the City area in the period up to 2026. The County Council will work closely with developers and the City Council to ensure that adequate infrastructure and public transport services are in place to enable sustainable transport links to the City Centre and other key destinations.

Market Towns

The small towns of Alton, Alresford, Brockenhurst, Fordingbridge, Liphook, Liss, Lymington, Lyndhurst, Milford-on Sea, New Milton, Petersfield, Ringwood, and Stockbridge provide an essential role as service centres for rural hinterlands.

Other important small 'market' towns that lie outside the Central Hampshire and New Forest strategy area also play an important role serving a rural hinterland. The small 'market' towns in the North Hampshire area (see Chapter 5), include Hartley Wintney, Hook, Kingsclere, Odiham, Overton, Tadley, Whitchurch and Yateley. In South Hampshire (Chapter 7), these towns include Bishops Waltham, Botley, Denmead, Emsworth, Hythe, Lee-on-The-Solent, Romsey, South Hayling, and Wickham.

¹³² <http://www3.hants.gov.uk/transport-schemes-index/taps/tap-winchester>

These towns provide many day-to-day services to their residents and the rural hinterland that they serve including food shopping, schools and doctors' surgeries. Some of the larger towns provide additional services like further education, specialist shops and non-accident and emergency hospitals. Transport policies must ensure that this role is both protected and enhanced.

Many of these towns provide the focus for proposed new development under the Local Development Frameworks. The County Council has been developing 'Town Access Plans' ('TAPs') for a number of these towns, and will be producing District Statements encompassing all of these towns on a district-by-district basis. Both set out proposals to improve access to and within these areas. TAPs have been developed for Andover and Ringwood and are under development for Whitehill-Bordon and Lindford. Future proposals include the development of District Statements encompassing Petersfield and Alton. These urban centres offer the greatest potential within the strategy area as a whole for measures that improve travel choice and reduce dependency on the private car. Within some of the larger towns, scope exists to improve the quality of bus services and develop walking and cycling networks.



The market town of Alton

The market town of Lyndhurst experiences problems of traffic congestion owing to the layout of the built environment in the town centre. This acts as a bottleneck that restricts capacity of the road network. There is a long-standing problem of queuing traffic on routes into Lyndhurst, particularly during the summer holiday months, on the northbound A337, eastbound on the A35, and to a lesser extent, the southbound A337. A number of traffic management measures have been trialled that apportion the delays experienced by these different flows of traffic so that journey times for any one flow are not excessive.

Within Winchester and the market towns listed above, the following measures will be progressed through future LTP Implementation Plans:

- Delivery of the local measures contained within Town Access Plans
- Working closely with District Councils and other providers to encourage well signed and suitably located parking
- Support for Quality Bus Partnerships within Winchester and other towns
- Work to enhance environmental and streetscape quality where affordable
- Encourage employers and schools to develop and implement travel plans to improve access by all transport modes and encourage flexible working patterns
- Exploring the potential of providing 'mini park and ride' schemes
- Meeting the needs those with mobility difficulties through accessible bus services, and community transport
- Invest in the development of walking and cycling routes in Winchester and the other towns
- Work with Town Councils to support community-driven transport solutions

Whitehill-Bordon Eco-Town



Chalet Hill, Bordon Town Centre

Whitehill Bordon is identified as an area of growth that is expected to accommodate in the region of 4,000 new dwellings (potentially rising to 5,300 dwellings dependent on land availability), along with commercial and retail development. In July 2009, Whitehill Bordon was designated as one of four Eco-Towns. This designation seeks to bring forward exemplary sustainable re-development of the town between 2015

and 2036, almost doubling the existing population to 25,000 in the process.

The [Emerging Transport Strategy \(ETS\)](#)¹³³ for Whitehill, Bordon and Lindford sets out a framework for the future transport system and aims to provide for the needs of the future resident population. In September 2012, a [Draft Public Transport Strategy](#)¹³⁴ was produced. An interim Town Access Plan will act as a strategy until there is greater certainty in the area about what development can be expected.

The ETS recognises that motorised vehicles will remain an important mode of transport in the future town. However, it will pro-actively manage car use, enabling growth to take place in a deliverable and innovative way that maximises existing assets and opportunities without damaging the environment or the local community. There are a number of Special Protected Areas (SPAs) in the Bordon area. The key elements will include:

- A Transport Strategy for the town bringing about significant improvements in the town's transport system focussing on 'Reducing the Need to Travel', 'Managing Car Demand' and 'Enabling Sustainable Transport'
- Careful planning, locating jobs, shops and leisure, recreation, educational and health facilities within easy reach of the existing and future population
- Developing high-frequency town, local and inter-urban bus services
- Investigating the feasibility of providing a direct rail connection to the town
- Providing a 'Green Grid' - a safe, secure, direct and attractive network of walking and cycling routes linking residential areas with the town's services
- Cycle hire schemes, car clubs and car share initiatives

¹³³[http://www.easthants.gov.uk/ehdc/formsfordownload.nsf/0/4AB18882F5C4138880257987004D93D1/\\$File/WB+Emerging+Transport+Strategy_Sept+10.pdf](http://www.easthants.gov.uk/ehdc/formsfordownload.nsf/0/4AB18882F5C4138880257987004D93D1/$File/WB+Emerging+Transport+Strategy_Sept+10.pdf)

¹³⁴ <http://www.whitehillbordon.com/wp-content/uploads/2012/09/WB-PT-Strategy-Consultation-Version.pdf>

Chapter 7: South Hampshire Joint Strategy

This chapter of the Hampshire LTP has been written to form a freestanding document to cover the South Hampshire area. It has been developed jointly by the three Local Transport Authorities of Hampshire County Council, Portsmouth City Council and Southampton City Council, working together as [Transport for South Hampshire \(TfSH\)](#)¹³⁵.

It is therefore different in structure to the other area-based chapters of the LTP, including general background information, a sub-regional policy context and a series of fourteen theme-based policies, with a set of seven outcomes that these policies aim to contribute towards.

A number of references do not appear in this chapter, which are included in the freestanding version of this Joint Strategy. These have been removed within this version, with policy references covered within Chapter 3 (The Hampshire Context).

Introduction to South Hampshire

South Hampshire is the largest urbanised area in the south of England outside London. It is home to almost one million people and encompasses the cities of Portsmouth and Southampton, and the large urban centres of Eastleigh, Fareham, Gosport, Havant and Totton. In addition, it contains the small market towns of Bishops Waltham, Hythe and Romsey and the villages of Botley, Denmead and Wickham, which act as service centres for their rural hinterlands. South Hampshire covers a land area of 221 square miles (572 square kilometres). The area is composed of a rich and diverse variety of environments, with 80% of its 170 mile (275km) coastline designated, either internationally or nationally, for its nature conservation value.

The South Hampshire economy has particular strengths in the sectors of business services, advanced manufacturing, logistics, marine, aviation and creative industries, and boasts world-class Higher Education institutions. However, the TfSH area's economic performance has historically lagged behind the South East average, and whilst some areas enjoy very strong economic performance, there are some [localised pockets of deprivation](#)¹³⁶. Regeneration efforts are being focused on helping these deprived areas contribute more effectively to the performance of the sub-region as a whole. The [Partnership for Urban South Hampshire \(PUSH\)](#)¹³⁷ is working to address this through creation of new jobs, improving workforce skills and productivity, reducing levels of economic inactivity, and active involvement in the regeneration of urban centres.

South Hampshire benefits from extensive transport links by air, road, rail and sea to the rest of the UK and beyond, shown in Figure 7.1 overleaf. Transport corridors in South Hampshire also provide the primary means of access from much of the UK to South East Dorset (including Bournemouth and Poole), and are the means of access to the Isle of Wight. South Hampshire contains three international gateways of vital importance to the UK economy. The [Port of Southampton](#)¹³⁸ is the second biggest container port in the UK by throughput and the busiest passenger cruise ship port in the UK, and also is a key route for the import and export of motor vehicles and bulk goods.



Container ship at Southampton Container Terminal

¹³⁵ <http://www.tfsh.org.uk>

¹³⁶ http://www.push.gov.uk/maa_draft_v_7_1a_submission_draft1_020707.pdf (see page 80)

¹³⁷ <http://www.push.gov.uk/>

¹³⁸ http://www.abports.co.uk/Our_Locations/Southampton/

The [Port of Portsmouth](http://www.portsmouth-port.co.uk/)¹³⁹ is a substantial freight and ferry port for cross-channel services, and the adjacent Naval Base and shipyard are of great importance to the economy. [Southampton Airport](http://www.southamptonairport.com/)¹⁴⁰ is the busiest airport in South Central England, serving a range of destinations across the UK, continental Europe and the Channel Islands.

Figure 7.1 – Context map of the South Hampshire area



The three Local Transport Authorities (LTAs) of Hampshire County Council, Portsmouth City Council and Southampton City Council have an established record of working together to address strategic transport issues in the South Hampshire area. The South Hampshire Joint Strategy builds on the Solent Transport Strategy which formed part of Local Transport Plans of the three LTAs for 2006-2011. This joint working was strengthened further in 2007, by the establishment of [Transport for South Hampshire \(TfSH\)](http://www3.hants.gov.uk/tfsh)¹⁴¹ to plan transport improvements for the South Hampshire sub-region.

West Quay shopping centre, Southampton



¹³⁹ <http://www.portsmouth-port.co.uk/>

¹⁴⁰ <http://www.southamptonairport.com/>

¹⁴¹ <http://www3.hants.gov.uk/tfsh>

Policy Background for the TfSH area

The transport strategy for South Hampshire has taken into account the following sub-regional and local level plans and strategies, in addition to the legislation, policies, strategies, plans and guidance already outlined in Chapter 3. These are shown in table 7.2 below:

Table 7.2 – The Policy context for the TfSH area

Level	Legislation, plan, strategy or guidance
Sub-regional policies and strategies	Towards Delivery: The Transport for South Hampshire statement ¹⁴² (April 2008) Transport for South Hampshire Freight Strategy ¹⁴³ (June 2009) Transport for South Hampshire Reduce ¹⁴⁴ and Manage Strategies (consultation drafts); The South Hampshire Agreement - Multi-Area Agreement (MAA) ¹⁴⁵ ; (March 2010).
Local plans, policies and strategies	Local Development Frameworks (LDFs) of local planning authorities ¹⁴⁶ ; Existing and emerging Local Authority Economic Development Strategies for PUSH ¹⁴⁷ , Hampshire, Portsmouth & Southampton The Sustainable Community Strategies of Portsmouth ¹⁴⁸ and Southampton ¹⁴⁹ ; The Corporate Plans of Portsmouth ¹⁵⁰ and Southampton ¹⁵¹ ; Children and Young Peoples Plans of, Portsmouth ¹⁵² and Southampton ¹⁵³ .

The Local Enterprise Partnership (LEP) covering South Hampshire and the Isle of Wight is the [Solent LEP](#)¹⁵⁴, which was formally established in 2011.

¹⁴² <http://www3.hants.gov.uk/tfsh-towards-delivery-april-2008.pdf>

¹⁴³ <http://www3.hants.gov.uk/tfsh/tfsh-freight-strategy.htm>

¹⁴⁴ <http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/tfsh-reduce.htm>

¹⁴⁵ http://www.push.gov.uk/priorities/multi_area_agreement.htm

¹⁴⁶ - Southampton LDF: <http://www.southampton.gov.uk/s-environment/policy/developmentframework/>

- Portsmouth LDF: <http://www.portsmouth.gov.uk/living/3850.html>

- Havant LDF: <http://www.havant.gov.uk/planning-policy-design/havant-borough-local-plan-core-strategy-adopted-1-march-2011>

- Fareham LDF: <http://www.fareham.gov.uk/council/departments/planning/ldf/>

- Eastleigh Local Plan: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy--design/draft-local-plan.aspx>

- Gosport LDF: <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/>

- East Hampshire Local Plan: <http://www.easthants.gov.uk/ehdc/planningpolicy.nsf/webpages/Joint+Core+Strategy>

- New Forest LDF: <http://www.newforest.gov.uk/index.cfm?articleid=6142>

- Test Valley LDF: <http://www.testvalley.gov.uk/resident/planningandbuildingcontrol/planningpolicy/local-development-framework/>

- Winchester City Council LDF: <http://www.winchester.gov.uk/planning-policy/>

¹⁴⁷ <http://www.push.gov.uk/work/economic-development/economic-development-strategy.htm>

¹⁴⁸ http://www.portsmouth.gov.uk/media/CPT_Strategy_Vision_-_aspirations.pdf

¹⁴⁹ http://www.southampton-connect.com/images/City%20of%20Southampton%20Strategy_tcm23-267396.pdf

¹⁵⁰ http://www.portsmouth.gov.uk/media/Corporate_Plan_2010_final.pdf

¹⁵¹ http://www.southampton.gov.uk/Images/Council%20Plan%202011%20Final_tcm46-304330.pdf

¹⁵² http://www.portsmouth.gov.uk/media/Portsmouth_Childrens_Trust_Plan_-_2011_-_2014.pdf

¹⁵³ https://www.southampton.gov.uk/Images/3%2009%2021309%20CYPP%20FINAL%20PRINT_tcm46-233296.pdf

¹⁵⁴ <http://www.solentlep.org.uk>

Transport Vision for South Hampshire

Transport is an enabler of activity, allowing people to access a wealth of opportunities for work, education and leisure.

The movement of people and goods in efficient and sustainable ways helps to support the South Hampshire economy. It protects, preserves and enhances the environment, can reduce greenhouse gas emissions, and contributes to a sense of place.

In addition, this also delivers against a wider range of local and national objectives, delivering improvements in health, quality of life, equality of opportunity, safety and security.

The vision of the TfSH authorities is to create:

"A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment"

This vision will be delivered through the set of fourteen transport policies detailed within this document.

To successfully deliver the TfSH authorities' vision for transport in South Hampshire, there are seven key challenges that need to be tackled.



Challenges facing South Hampshire

The TfSH authorities have identified seven challenges as being significant issues that the transport strategy must address. These are set out in Table 7.3 below. The challenges are not listed in any order of importance.

Table 7.3 - Challenges facing the South Hampshire Area

Challenge	Background
Securing funding to deliver transport improvements during what is expected to be a prolonged period of public-sector spending restraint.	<p>Short-term funding for investment in transport will be extremely limited. Developer contributions are important sources of funding for essential transport infrastructure to support economic growth, and have become increasingly important in the current funding climate.</p> <p>In addition, the TfSH authorities need to work more closely with partners to identify and maximise use of alternative funding sources, including the Regional Growth Fund, and Local Sustainable Transport Fund, which will allocate resources through competitive bidding, and give consideration to Tax Increment Financing (TIF).</p>
Ensuring the timely delivery of transport infrastructure to support housing and employment growth and regeneration opportunities.	<p>Improvements to the transport system will be necessary in order to support growth identified within Local Development Frameworks and the associated additional trips.</p> <p>The TfSH authorities aim to accommodate these additional trips through sustainable modes wherever possible. Investment in sustainable modes will also encourage modal shift within existing trips. There are also local requirements for critical infrastructure to unlock and facilitate some planned development.</p> <p>The Government is set to establish a New Homes Bonus to reward local authorities that support new housing. It is also going to enable Local Planning Authorities (LPAs) to establish a Community Infrastructure Levy (CIL). This will serve as a funding mechanism to raise money from developers to fund development-related infrastructure in their area, as an alternative to the current arrangements. Whilst Portsmouth and Southampton City Councils are LPAs, Hampshire County Council is not, so this could affect its' ability to fund transport infrastructure.</p>
Ensuring continued reliable transport access to the TfSH area's international gateway ports and airport.	<p>The international gateway ports of Portsmouth and Southampton and the airport at Southampton rely on good access for both passengers and freight.</p> <p>In the medium to longer term, forecast growth in volumes of passenger and freight traffic originating from all three international gateways will be catered for by targeted investment to improve journey time reliability on strategic transport corridors. Rail will play an increasingly significant role, requiring both investment in new rolling stock and enhanced rail infrastructure.</p>

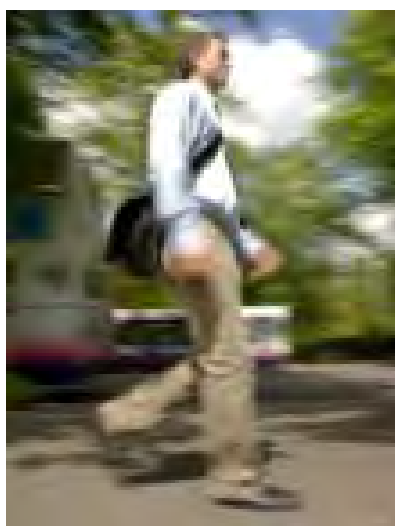
Challenge	Background
<p>Maintaining the existing transport network and its resilience to the effects of extreme weather events.</p>	<p>Climate change is expected to result in more unpredictable weather patterns including warmer, wetter winters and hotter, drier summers and more severe weather events. This will require changes in approaches to highway design, maintenance and assessment.</p> <p>The physical highway infrastructure deteriorates with age and use. Regular maintenance is required to ensure that it meets the needs of users of the highway network and enables the safe movement of people and goods by road.</p> <p>In a challenging funding climate, there is a need to ensure that value for money is maximised from investment in maintenance.</p>
<p>Widening travel choice to offer people reasonable alternatives to the private car for everyday journeys, and reducing the need to travel, moving towards a low-carbon economy.</p>	<p>The complex nature of journey patterns and travel to work across the sub-region has resulted in heavy reliance on the private car. To reduce this, there needs to be significant improvements in quality and affordability of public transport networks that are controlled by private operators.</p> <p>Walking and cycling must be encouraged as a more viable option for shorter journeys. The promotion of travel planning, flexible working and car sharing will be further developed. Car ownership levels tend to be lower in deprived areas and so these communities are more reliant upon public transport to access jobs and services. In rural areas it is often not possible to run bus services on a commercial basis, so lower-cost alternatives such as shared taxis need to be considered.</p>
<p>Managing the existing transport network to ensure that journey time reliability is maintained and improved to help support economic competitiveness, regeneration, and growth.</p>	<p>Traffic levels are forecast to grow due to background increases in car journeys and trips generated by new developments.</p> <p>There will be a need to mitigate the impact of this forecast growth in travel, to ensure that the sub-region continues to be an attractive place to live and work, and to support the economy by safeguarding reliable access to the international gateways and employment sites.</p>
<p>Mitigating the adverse impacts of transport activity on people, communities and habitats.</p>	<p>Whilst transport is an essential enabler of activity, the movement of people and goods can result in adverse effects on the environment and communities. Transport activity is a major contributor to emissions of carbon dioxide and other greenhouse gases. Climate change is expected to result in more unpredictable weather patterns and increased risk of coastal flooding. Air quality and noise from transport are harmful to the health and wellbeing of communities. Transport corridors can also cause severance of communities and habitats. The South Hampshire sub-region contains a number of sites of high environmental value and importance.</p>

Transport Outcomes

In order to deliver the transport vision for South Hampshire, the TfSH authorities have identified seven key outcomes, which are complementary to the corporate priorities of Hampshire, Portsmouth and Southampton. These outcomes define the policy framework for delivery. All of the seven outcomes are closely inter-linked and inter-dependent.

Addressing one outcome may help address other outcomes. The table below details the outcomes and how they contribute to the policies. The challenges are not listed in any order of priority:

Outcome	Policies that contribute
Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling	H, I, J, K, L
Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how	H, I, J, L
Improved journey time reliability for all modes	A, B, C, D, F, I
Improved road safety within the sub-region	D, G
Improved accessibility within and beyond the sub-region	B, I, K, L, M, N
Improved air quality and environment, and reduced greenhouse gas emissions	E, F, H, K
Promoting a higher quality of life	C, D, E, G, H, I, L, M



Transport policies

The 14 policies that follow (Policies A to N) set out the policy framework through which the TfSH authorities will seek to address the challenges. The philosophy of [Reduce-Manage-Invest](#)¹⁵⁵ is central for each proposed policy. This means the TfSH authorities will work to reduce the need to travel, maximise the use of existing transport infrastructure and deliver targeted improvements. A combined approach to delivering the policies will enable us to deliver the proposed transport vision, address the challenges and achieve the outcomes set out above. The policies constitute a package, with each policy contributing to, and complementing, the others. For each policy there is a toolkit of delivery options, from which each Local Transport Authorities will select the most appropriate for inclusion within their future Implementation Plans. Many of these delivery options will be common to each authority.

¹⁵⁵<http://www3.hants.gov.uk/tfsh/tfsh-meetings-reports-publications/tfsh-towards-delivery-executive-summary.htm>

Policy A: To develop transport improvements that support sustainable economic growth and development within South Hampshire	
Why?	The transport network plays a vital role in supporting the economic prosperity of South Hampshire by ensuring people can go about their day to day activities of journeys to work, training, shopping, leisure and recreation. A well-functioning transport system enables people and goods to be moved sustainably, efficiently and reliably. Unpredictability of journey times and congestion increases costs to businesses and results in wasted time (and therefore money). New development brings with it additional demand for travel. It is essential that transport infrastructure in the vicinity of development sites is improved where necessary to support sustainable access to and from new developments.
How?	The TfSH authorities will develop closer partnerships and dialogue with businesses to ensure that transport improvements are geared towards improving economic prosperity and helping to unlock planned development sites. Part of this dialogue will involve encouraging businesses to contribute through match funding towards the cost of innovative transport improvements and solutions that would benefit them.
Delivery options	<ul style="list-style-type: none"> • Engage closely with the Solent Local Enterprise Partnership and business on transport issues; • Explore the potential of tax increment financing to help fund transport improvements; • Work with business sector to explore opportunities for sponsorship and match funding by commercial partners for schemes.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved journey time reliability for all modes



Rail plays an important role in the onward movement of deep Sea containers to and from the Port of Southampton, helping to reduce the number of lorry movements



Provision of offices in accessible locations helps to encourage access by sustainable travel modes

Policy B: Work with the Highways Agency, Network Rail, ports and airports to ensure reliable access to and from South Hampshire's three international gateways for people and freight	
Why?	The three international gateways serve a large hinterland. Making sure that people and goods can flow easily and reliably to and from these gateways will maximise their contribution to the wealth and health of the wider UK economy. The economic success of South Hampshire depends on maintaining or improving levels of journey time reliability on strategic road and rail corridors. Cross-Solent ferry services from both gateway ports provide vital access to the Isle of Wight.
How?	Decisions regarding investment in strategic transport corridors are taken by central Government using national budgets. The TfSH authorities will seek to influence investment decisions at national level, to ensure timely investment that will enable the best use to be made of existing transport infrastructure, and deliver new infrastructure or capacity where most needed to improve journey time reliability. The TfSH authorities will work to encourage a greater share of onward movement of container freight traffic is catered for by rail.
Delivery options	<ul style="list-style-type: none"> • Investigate the potential for Hard shoulder running¹⁵⁶ and variable speed limits¹⁵⁷ on the busiest sections of motorway; • Traffic lights at the busiest motorway onslips¹⁵⁸ to improve traffic flow; • Work towards a joint traffic control and information centre¹⁵⁹ and other partnership measures; • Improvements to quality and availability of travel information; • Continued develop of initiatives by South Hampshire Freight Quality Partnership; • Encourage port operators to develop Port Traffic Management Plans; • Ensure that appropriate infrastructure is considered to facilitate reliable access to and from Southampton International Airport; • Support measures to enable movement of more freight by rail.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved journey time reliability for all modes; and • Improved accessibility within and beyond the sub-region.



Portsmouth is an important cross-channel ferry port with a large Naval Base and ferries to the Isle of Wight



Southampton Airport serves a range of international destinations

¹⁵⁶ <http://webarchive.nationalarchives.gov.uk/20120810121037/http://www.highways.gov.uk/roads/projects/22988.aspx>

¹⁵⁷ <http://webarchive.nationalarchives.gov.uk/20120810121037/http://www.highways.gov.uk/news/25754.aspx>

¹⁵⁸ http://www.direct.gov.uk/prod_consum_dg/groups/dg_digitalassets/@dg/@en/documents/digitalasset/dg_185831.pdf

¹⁵⁹ <http://www.romanse.org.uk/>

Policy C: To optimise the capacity of the highway network and improve journey time reliability for all modes	
Why?	Increasing levels of congestion affect both the operation of strategic linkages which are often already at capacity, and journey time reliability, impacting on economic productivity across the sub-region.
How?	The TfSH authorities will work to better manage the existing highway network to ensure that existing capacity is optimised and used efficiently. This policy will maximise the throughput of the highway network for all users and modes. This will entail using traffic signal control and other highway technologies, helping to improve network management, and greater priority for buses. This will help to improve journey time reliability for all forms of travel and contribute to modal shift. Real-time traffic and travel information will be gathered and disseminated through a variety of sources and systems in a timely, efficient manner to enable people to make informed decisions about their travel choices.
Delivery options	<ul style="list-style-type: none"> • Upgrading and enhancing Urban Traffic Control systems¹⁶⁰ enabling bus priority and Real Time Passenger Information provision; • Improved road network monitoring and operation (for example junction improvements and re-allocation of road space); • Pre- and in-journey travel Information (using static¹⁶¹ and mobile¹⁶² media); • Improvements to Information Systems on the local highway network (e.g. Variable Message Signing); • Car Park Guidance Systems; • High Occupancy Vehicle¹⁶³ (HOV) Lanes; and • Investigating the removal of traffic lights at specific locations where evidence suggests that this would improve journey time reliability.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved journey time reliability for all modes; and • Promoting a higher quality of life.



Traffic on the A3(M) towards Portsmouth

¹⁶⁰ <http://utmc.uk.com/background/pdf/UTMCFAQsBeginnerGuide.pdf>

¹⁶¹ <http://www.pacts.org.uk/docs/pdf-bank/variablemessagesigns.pdf>

¹⁶² <https://mobile.twitter.com/romanse>

¹⁶³ <http://assets.dft.gov.uk/publications/tal-3-06/tal-3-06.pdf>

Policy D: To achieve and sustain a high-quality, resilient and well-maintained highway network for all	
Why?	Physical highway infrastructure deteriorates with use and age and as a result requires regular maintenance to ensure that it meets the needs of users and provides for the safe movement of people and goods. The economy of the sub-region and well-being of its residents depends on having a well-maintained highway network that can cater for journeys. The effects of climate change will require the highway network to be more resilient to extreme weather conditions. Additionally, through improvements to street lighting, energy efficiency can be increased, which alongside recycling of highway materials and other methods will help reduce the carbon footprint of maintenance and operation of the highway.
How?	Each Local Transport Authority will tailor the delivery of highway maintenance to the particular needs of their own areas. Each authority has its own arrangements with highway maintenance contractors. However, as a general rule, investment in highway maintenance will be targeted where it is needed to ensure value for money whilst protecting and enhancing the condition of the network, so that it is better placed to cope with more extreme weather events and factoring in the “whole life costs” of highway assets.
Delivery options	<ul style="list-style-type: none"> ● Transport Asset Management Plans; ● Improved maintenance and energy efficiency of street lighting and traffic control systems; ● Improved co-ordination of street works; ● Improvements to highway drainage to better cope with heavy rainfall (for example Sustainable Urban Drainage Systems¹⁶⁴); ● Delivery of maintenance programmes for roads, bridges, pavements and cycle paths through highway maintenance contracts; ● Maximising the recycling of highway construction materials.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> ● Improved journey time reliability for all modes; ● Improved road safety within the sub-region; and ● Promoting a higher quality of life.



Resilient networks - keeping South Hampshire's roads open during wintry conditions ensured that people could get to work and goods and freight could continue to be moved

¹⁶⁴ <http://www.susdrain.org/delivering-suds/using-suds/background/sustainable-drainage.html>

Policy E: To deliver improvements in air quality	
Why?	Congestion creates higher levels of air pollution as queuing traffic, especially in more restricted or confined spaces, generates higher concentrations of vehicle emissions. Poor air quality can create or exacerbate health and respiratory problems, for example asthma. Air Quality Management Areas (AQMAs) are places where pollutant levels exceed government thresholds. Twenty Air Quality Management Areas (AQMAs) have been identified within urban areas across the sub-region. The white paper on Public Health ¹⁶⁵ indicates that by April 2013, unitary authorities and county councils will be given funding and responsibility for improving public health.
How?	The TfSH authorities will work with key partners, environmental health professionals and transport operators to mitigate the impacts of traffic on air quality. The principal causes of poor air quality will be addressed by implementing a strategic area-wide approach within each urban centre to minimise the cumulative effect of road transport emissions. This can be achieved through measures promoting modal shift towards public transport modes, walking and cycling, reducing single occupancy car journeys. Tackling congestion at hotspots can also improve air quality.
Delivery options	<ul style="list-style-type: none"> • Air Quality Management Areas¹⁶⁶ and Air Quality Action Plans; • Promotion of cleaner, greener vehicle technologies e.g. alternative fuels; • Car Share Schemes¹⁶⁷; • Support for Car clubs¹⁶⁸ and similar schemes;
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved air quality and environment, and reduced greenhouse gas emissions; and • Promoting a higher quality of life.



Traffic congestion is a significant contributor to poor air quality

¹⁶⁵ <http://www.nwph.net/phnw/writedir/6da2White%20Paper.pdf>

¹⁶⁶ <http://aqma.defra.gov.uk/aqma/home.html>

¹⁶⁷ <http://www.hantscarshare.com/>

¹⁶⁸ <http://www.carplus.org.uk/car-clubs/benefits>

Policy F: To develop strategic sub regional approaches to management of parking to support sustainable travel and promote economic development	
Why?	The cost and availability of parking has considerable influence on travel choices and if not managed in a co-ordinated manner can act as a barrier to efforts to widen travel choice. If insufficient parking is provided or if prices are considered high, then parking can be displaced into residential areas further out from town centres. Provision of free staff workplace parking makes it less likely for people to choose to use alternative travel methods.
How?	The TfSH authorities will encourage better co-ordination between local authorities with responsibilities for car parking to improve the way existing parking is used and priced. Discounts can be offered to encourage car sharing, low-emission vehicles, mopeds and motorcycles. Park and ride sites offering lower cost parking than in urban centres can help reduce congestion and address poor air quality in the centres. It is important that parking management measures are implemented alongside improvements to sustainable travel modes to help increase the attractiveness and viability of these alternatives over private car trips, to support widening travel choice.
Delivery options	<ul style="list-style-type: none"> • Develop complementary policy approaches to parking; • Controlled Parking Zones; • Improved management and supply of residential parking; • Extended 'park and ride' network (both bus and rail based systems); • Improved parking at well-used commuter railway stations; • Car park management and guidance systems; • Workplace travel planning¹⁶⁹; • Appropriate consideration of the needs of blue badge holders; • Ensure appropriate parking provision for motorcycles and mopeds • Enable and manage deliveries to and servicing of shops, offices and industrial units; • Investigation into appropriate parking provision for commercial vehicles • Introduce and develop car clubs¹⁷⁰; • Provision of electric vehicle charging points within car parks.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved journey time reliability for all modes; and • Improved air quality and environment, and reduced greenhouse gas emissions.



¹⁶⁹ <http://ways2work.bitc.org.uk/pool/resources/essential-guide-to-travel-planning-final-mar-08.pdf>

¹⁷⁰ <http://www.carplus.org.uk/car-clubs/benefits>

Policy G: To improve road safety across the sub-region	
Why?	Road traffic collisions, as well as causing death, injury and distress to those involved, also result in wider costs to society in terms of the cost of providing healthcare treatment to those injured, and loss of productivity. Road traffic incidents create tailbacks and delays that adversely affect journey time reliability within the sub-region.
How?	Work to date has been effective at reducing incidences of speeding and unsafe road-user behaviour through education, engineering measures at sites with high casualty records and enforcement of speed limits. Reductions in speed limits and crossing improvements within built up areas have further improved the safety of vulnerable road users.
Delivery options	<ul style="list-style-type: none"> • Speed Management¹⁷¹ measures; • Actively consider wider implementation of 20mph speed limits/ zones within residential areas; • Traffic Management measures; • Safer Routes to schools¹⁷² schemes; • Road Safety education and training to improve road user behaviour.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved road safety within the sub-region; and • Promoting a higher quality of life.

Policy H: To promote active travel modes and develop supporting infrastructure	
Why?	Encouraging and making it easier for people to choose to walk or cycle for everyday journeys helps people to build physical activity into their routines, improving health and general well-being. Increasing the number of journeys undertaken by active travel modes will help to tackle obesity, reduce congestion and improve air quality.
How?	The TfSH authorities will work with health and activity partners, including public health teams, to develop a network of high-quality, direct, safe routes targeted at pedestrians and cyclists. Well-designed routes and secure cycle parking can be partly delivered through the planning system. Pro-active marketing and participative events will radically increase the profile and understanding of the benefits of active travel.
Delivery options	<ul style="list-style-type: none"> • A Legible South Hampshire project to provide integrated, high-quality information for public transport, walking and cycling; • Delivery of comprehensive walking and cycling networks (which could form part of a proposed 'Green Grid' – refer to glossary for more detail); • Delivery of walking and cycling measures identified within Town Access Plans and District Statements; • Crossing improvements for pedestrians and cyclists; • Cycle hire scheme for urban centres; • Delivery of improved secure cycle parking facilities at key destinations; and • Support for the delivery of measures contained within Rights of Way Improvement Plans (ROWIPS).
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling; • Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how; • Improved air quality and environment, and reduced greenhouse gas emissions; and • Promoting a higher quality of life.

¹⁷¹ <http://www.roadsafe.com/programmes/speed.aspx>

¹⁷² <http://www.portsmouth.gov.uk/living/649.html>

Policy I: To encourage private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services	
Why?	Improving the quality of public transport will widen travel choice, giving a viable alternative to the private car for certain everyday journeys such as those to work, shops, education, health and leisure facilities. For those without access to a car, buses and taxis are often the only realistic travel option for journeys to access goods and services. The large majority of bus services in South Hampshire are provided on a commercial basis by privately-owned operators. This means that the TfSH authorities must work with these operators in order to encourage provision of better bus services. As new jobs are created, more people will wish to access the city centres of Southampton and Portsmouth and it is essential that a good quality bus service is provided along main corridors. This will accommodate growth whilst reducing the overall carbon footprint of transport, and prevent deterioration of journey time reliability on main routes into urban centres.
How?	The TfSH authorities will work closely with commercial bus operators to help them plan and deliver service improvements and develop Bus Rapid Transit on a number of key corridors. This will help improve the reliability and attractiveness of bus services, making them a more viable alternative to the private car, with accurate and up-to-date information on how services are running. Taking advantage of advances in ticketing technology such as smartcards (already being introduced by some bus operators across their networks) will improve the affordability, convenience and attractiveness of buses. Management of taxi operators, and support for the voluntary sector in their provision of community transport services helps to meet transport needs that cannot easily be met by bus services.
Delivery options	<ul style="list-style-type: none"> • Development of a Bus Rapid Transit (BRT) network¹⁷³ and other innovative public transport solutions between main centres; • Bus Priority measures; • Development of a comprehensive premium urban bus network offering high frequency services using high-quality vehicles; • Improved strategic interchanges and high quality bus stop Infrastructure; • Delivery of public transport measures identified within Town Access Plans and District Statements; • Park and ride network; • Improved travel information in user-friendly formats; • Measures to support taxi services such as suitably located taxi ranks; • Improved ticketing solutions, including smartcards and ticket purchase via mobile phones; • Support for Community Transport services.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling; • Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how; • Improved journey time reliability for all modes; • Improved accessibility within and beyond the sub-region; and • Promoting a higher quality of life.

The A3 ZIP bus priority corridor links Clanfield with Portsmouth



¹⁷³ <http://www3.hants.gov.uk/tfsh/bus-rapid-transit/brt-wider-brt-scheme.htm>

Policy J: To further develop the role of water-borne transport within the TfSH area and across the Solent	
Why?	The TfSH area already has a good network of ferry services, connecting coastal settlements. In addition, cross-Solent ferry services from both gateway ports provide vital access to the Isle of Wight for passengers and freight. Enhancing the integration between water-borne transport and other sustainable travel modes through improved interchanges will help widen travel choice and reduce peak hour congestion.
How?	The TfSH authorities will work to improve the quality of bus, taxi and cycle interchange facilities and information at ferry terminals, particularly at Town Quay in Southampton, The Hard in Portsmouth and Gosport.
Delivery options	<ul style="list-style-type: none"> • Development of improved transport interchange facilities for buses and taxis at ferry terminals; • Improved ticketing solutions, including smartcards and ticket purchase via mobile phones; • Ongoing dialogue with ferry operators to encourage delivery of passenger improvements; • Provision of secure cycle parking in the vicinity of ferry terminals; • Support for port operators in their aspirations to increase freight moved by short-sea shipping.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling; and • Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how.



Cross-Solent and local ferry services play an important role in meeting travel needs in coastal areas of the South Hampshire area

Policy K: To work with rail operators to deliver improvements to station facilities and, where practical, better infrastructure and services for people and freight	
Why?	The rail network in South Hampshire is of strategic importance for both passengers and freight. There is potential to grow the modal share of rail for passenger and freight movements both within and beyond the TfSH area. This policy will seek to bring about a greater role for rail for local journeys within the area. Targeted improvements to rail can help this mode provide an attractive alternative to the car for peak hour commuter journeys to major employment areas.
How?	The TfSH authorities will work with the rail industry to encourage investment in improved station facilities, enhanced interchange facilities at main rail stations, and rail infrastructure such as track capacity, to make rail a more attractive option. Further investment in train services is also needed. The TfSH Rail Communications Protocol will be used to take forward improvements to the South Hampshire rail network, ensuring that more passengers and freight are carried by rail, and to improve rail service frequencies.
Delivery options	<ul style="list-style-type: none"> • Promote measures which will enable more freight to be moved by rail; • Re-opening freight-only lines for passenger use (such as the Waterside line between Totton and Hythe); • Improving rail access to Southampton Airport from the east and west; • Increasing capacity on the rail route between Eastleigh and Fareham; • Improved station and key city centre interchange facilities; • Improved cycle and car parking at well-used commuter railway stations; • Investigation of opportunities for park and ride using railway stations; • Working with train operators to deliver station travel plans; • Further development of Community Rail Partnerships¹⁷⁴ (CRPs); • Improved capacity for cycles, wheelchairs and pushchairs on trains; • Use of rolling stock suitable for the type of route across the network; • Exploring the feasibility of options for light rail in South Hampshire.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling; • Improved accessibility within and beyond the sub-region; and • Improved air quality and environment, and reduced greenhouse gas emissions.



A new accessible footbridge with lifts was completed at Southampton Airport Parkway station in 2009 as shown here (new footbridges were also installed at Fareham and Fratton)

¹⁷⁴ <http://www.acorp.uk.com/Values%20of%20CPR's%20project.html>

Policy L: To work with Local Planning Authorities to integrate planning and transport	
Why?	The location, scale, density and design of new development and the mix of land uses has a significant influence on the demand for travel. Encouraging development on brownfield sites close to existing shops and services, and supporting higher-density, mixed-use development, helps to reduce the need to travel and the length of journeys, and make it easier for people to walk, cycle or use public transport.
How?	The TfSH authorities will work with Local Planning Authorities across the area to encourage higher density and mixed-use developments to be located within main urban centres, in locations that are easily accessible by a range of travel methods. Planning authorities will be encouraged to locate new housing and employment development within close proximity. This will help reduce the need to travel and encourage the use of sustainable travel modes, thereby improving health and reducing carbon emissions. Good design of residential developments will ensure that key services are provided locally and that neighbourhoods are walkable, with good cycle and public transport links to nearby urban centres. Residential and workplace travel planning will be used to effectively manage the journeys created with development.
Delivery options	<ul style="list-style-type: none"> • The current and emerging Local Planning Authorities' Local Development Frameworks (LDF) infrastructure delivery plans will be developed alongside the Implementation Plan sections of the Hampshire, Portsmouth and Southampton Local Transport Plans; • Seeking developer contributions from new development to mitigate the impact of new development on existing transport networks; • Residential and workplace travel planning¹⁷⁵;
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling; • Improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how; • Improved accessibility within and beyond the sub-region; and • Promoting a higher quality of life.

Policy M: To develop and deliver high-quality public realm improvements	
Why?	The quality of streetscape can have a big influence on the vibrancy of a place and the way people use streets. Place-making initiatives and the development of 'Naked Streets' will provide a better setting for people friendly activity, providing a more user-friendly public realm for pedestrians, vulnerable road users and cyclists. Public Realm improvements using high-quality materials, where affordable and practical, will add to the character, feel and ownership of local places.
How?	Within cities, town and district centres, the TfSH authorities will reduce street clutter and make streetscape improvements using high-quality materials and street furniture to enhance the public realm and its accessibility.
Delivery options	<ul style="list-style-type: none"> • Reducing street clutter (such as pedestrian guard railing); • Streetscape enhancements (including lighting, paving, planting, and street furniture); • Delivering improvements that follow the design principles set out in current design guidance and informed by examples of best practice.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved accessibility within and beyond the sub-region; and • Promoting a higher quality of life.

¹⁷⁵ <http://ways2work.bitc.org.uk/pool/resources/essential-guide-to-travel-planning-final-mar-08.pdf>

Policy N: To safeguard and enable the future delivery of transport improvements within the TfSH area	
Why?	A limited number of targeted highway and rail improvements have been identified which would serve to address problems of localised congestion, unlock development sites with highway access problems and tackle adverse impacts of traffic on quality of life in communities.
How?	Delivery of major schemes for highway improvements is dependent on funding decisions by Government and external contributors. The TfSH authorities will safeguard the routes of proposed highway improvements and continue to work with these agencies to secure funding for these schemes.
Delivery options	<ul style="list-style-type: none"> • Safeguarding of proposed strategic routes, such as the Botley Bypass and Western Access to Gosport, where heavy volumes of traffic through local communities cause problems of severance, noise and poor air quality; • Safeguarding land to enable developer-led access solutions to unlock Dunsbury Hill Farm and Eastleigh River Side for new employment uses; • Enabling developer-led road improvements to facilitate access to planned major development areas (such as North Whiteley); • Safeguarding land for developing a new motorway junction on the M275 serving Tipner, Portsmouth; • Investigating feasibility for provision of a bridge link from Tipner to Horsea Island (for all modes); and • Safeguarding land for new railway stations at certain locations, for example Farlington.
Outcomes	<p>This policy will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • Improved accessibility within and beyond the sub-region.



Large areas of planned development may require investment in new highway and public transport infrastructure to unlock sites



Enforcement of Speed Limits

Firstly - some realities

It is a fact of life that on just about every road where it is physically possible to exceed the speed limit, a percentage of drivers will do so. In fact on some roads the number of drivers who exceed the speed limit is greater, or even significantly greater, than the number who don't. Speeding is the most common form of lawbreaking in the country, practised by many thousands of people every day, but who lead conscientious and law-abiding lives in every other way. There is also a great likelihood that of those who make complaints about the speeding of other drivers, many will regularly exceed speed limits themselves.

However, while this may seem shocking, if action was to be taken to counter speeding at every location where complaints are received about it, other complaints would doubtless quickly follow that driving and access was being made unreasonably difficult. In addition, many journalists have printed articles in the press at national level giving examples of local authorities taking action which penalises "the poor motorist". This makes the position of the local authority very difficult, because these actions have almost invariably been taken as a result of complaints about driving and parking, and requests for action to combat it. In short, the local authority is often criticised when they don't take action, and criticised by others when they do. Sometimes they can be criticised for not doing enough while also being criticised for doing too much at exactly the same time.

Speed Limit Enforcement

This is a matter for the police, however it is often unrealistic to expect it to be very rigorous due to the need for police resources elsewhere. When the police do take action against speeding, it often attracts criticism from those who suggest that they should be spending their time tackling "more serious crimes".

Action by Fareham Borough Council

FBC have a number of Speed Limit Reminder (SLR) signs which flash the speed limit to drivers who are exceeding it. If there are indications that there are particularly large numbers of speeding drivers, this is communicated to the police for their own enforcement action.

How can I ask for a Speed Limit Reminder (SLR) sign?

These can be deployed upon request to parkingservices@fareham.gov.uk and are normally on site for up to two weeks. They are generally not used for longer periods in order that their impact value is maximised, and they are also required in other locations. Their deployment can be repeated at a later date if appropriate

Where can SLRs be sited?

SLR equipment is normally sited on lamp columns, so this should be borne in mind when making a request. It is also helpful to state a particular section of road where speeding is most concerning (eg. in relation to house numbers or side roads), and a direction of flow.

Can traffic calming be provided?

In many locations where traffic calming exists, there are requests to have it removed. Any features which cause traffic to slow down, can and often do lead to complaints about the constant noise of braking and accelerating outside people's houses. Requests for traffic calming therefore need to be considered in this context, as well as in the context of costs.

Community Speedwatch

The Police are pleased to work with and train local volunteers who are interested in keeping speeds down on any particular road. This is not a programme of speed enforcement, but it can lead to speeding drivers receiving warning letters. If the scheme at any particular location indicates that speeding is particularly commonplace, this can lead to actual enforcement action being taken through other Police resources. Further information is available on their Community speedwatch website.

Housing Needs, Fareham Borough Council and the Titchfield Neighbourhood Plan - An update from the Forum.

The FBC Draft Local Plan is about to be made public. The plan sets out how the Council plans to tackle the growing need for new homes in the Borough over the next 20 years. The press release announcing the release is worth reading and is [here](#). People will be able to have their say on the proposals in writing and at a series of Community Action Team (CAT) meetings and exhibitions.

The Titchfield exhibition is on 13th November between 2pm and 6pm and the CAT meeting is between 7pm and 8.30p, both in St Peter's Church.

How does the FBC Local Plan affect the Titchfield Neighbourhood Plan?

Importantly, FBC has not identified any sites for development within the NP Plan area.

However, this does not mean that developers will go away - they will continue to look for suitable sites on which to build. Nor does it mean that there will be no new houses built in Titchfield in the coming years. Some dwelling could be built on sites as yet unidentified (windfall sites). The Forum's own survey showed that the preference is for affordable (to rent or to buy) 2/3 bedroom dwellings. And the Forum sub-group looking into housing has identified some sites where dwellings might go. The important point is that the Neighbourhood Plan, which has statutory status, will contain policies that will ensure that any houses built in the NP area over the next twenty years will be in accordance with the residents wishes - not the wishes of developers.

Recent government papers show that local neighbourhood plans are carrying increasing weight. Currently there are 2,200 groups like ourselves working on them. The Borough and the Forum are working together to avoid any serious difficulties. Already other places in the Borough are thinking of working on neighbourhood plans. We are lucky that ours is running alongside the FBC Local Plan.

Throughout the last year and a half, members of the Forum have met regularly with FBC planning officers to discuss housing and related issues. We had a meeting - 10th October - with FBC lead planning officers and a representative of AECOM. We were updated on the most recent statements coming from the government and we can now look at the effects of the government initiative on the number of houses required, both nationwide and in this area.

On 15th November the Forum will meet with FBC again to go through elements of the Local Plan evidence base, including the Strategic Housing Land Availability Assessment (SHLAA) and Settlement Boundary Review as well as the screening process for Strategic Environmental Assessment for the Titchfield Neighbourhood Plan.

It is worth noting that the process being followed by FBC and by the Forum is exactly the same i.e. do the research, draft a proposal, consult, re-draft the proposal, publish.

Protect and where possible enhance the natural environment.

Fareham Borough Council's Corporate Strategy includes reference to the conservation and enhancement of the natural environment. (1)

A landscape assessment for Fareham Borough was carried out in 2017. (2) The Neighbourhood Plan area has parts of three landscape character areas. These are landscapes, which although they may differ in character within the area, have in some way a coherent and recognisable local identity or sense of place. These landscape character areas are the Meon Valley, the Chilling-Brownwich Coastal Plain and a very small part of the Titchfield Corridor.

The landscape character areas contain a variety of landscape types. These vary from small scale pasture with a variable cover of trees, open floodplain pasture and complex wetlands, to the flat or gently undulating coastal plain. Important remnants of ancient woodland survive within the river valleys and in isolated blocks within the coastal plain. Wetland vegetation is a feature of the river valleys with carr woodland, marsh, fen and aquatic plants. These are particularly species rich and of high ecological value. There are also areas of farmland under arable cultivation, horticultural use and pasture. The landscape assessment contain maps which show the landscape types and land use.

The importance of strategic gaps between settlements is emphasised with the need for clear distinction between urban and rural areas.

The main factors influencing agricultural production are climate, site and soil. These factors form the basis for agricultural land classification. In 1988 MAFF published a revised document on land classification which has five grades, Grade 1 being excellent quality and Grade 5 being very poor quality. (3) Natural England have regional maps showing agricultural land classifications. (4) The soil classification in the Plan area is mostly 2 and 3. Soil quality is improved by appropriate fertilisation and soil structure measures, such as herbal lays. It is important that water run-off into water courses is monitored to avoid pollution and that water extraction from water courses is carried out to agreed parameters.

There is a need to prevent harmful weeds and invasive non-native plants spreading. (5) These can harm livestock and damage the environment. Harmful weeds are common ragwort; spear, creeping and field thistle; and broad leaved and curled dock. The most commonly found invasive, non-native plants include Japanese knotweed, giant hogweed, Himalayan balsam, rhododendron ponticum and New Zealand pigmyweed.

The planting of trees, the maintenance of hedges and the planting of new hedges are important for the environment. Wildlife strips, such as at field edges, are a valuable resource to support biodiversity, as are ditches.

The landscape within the whole Plan area is one of importance in respect of its character, quality and distinctiveness, and its ecological and heritage features. Fareham Borough and the

Partnership for Urban South Hampshire have identified a number of projects to maintain and improve the natural environment and biodiversity in the area.

Fareham Borough in their Corporate Strategy commit to the creation of a new Country Park in Titchfield, which will be in the Plan area. There is a Green Infrastructure Strategy for Fareham Borough. (6) The strategy builds on work undertaken by the Partnership for Urban South Hampshire (PUSH) Strategy of June 2010. (7) Green Infrastructure (GI) can be described as a network of multi-functional green spaces, green links and other green areas, which link urban areas with the wider countryside. GI assets include waterways, gardens, allotments, street trees, parks and natural heritage. The Meon Valley is a Opportunity Biodiversity Area (BOA35) identified in Fareham Borough's plan to enhance/expand habitats/assets of purple moor grass, rush pasture, wet woodland, lowland meadow, reed bed and lowland fen. Both the Meon Valley and the Brownwich Valley are Green Infrastructure Sub-Regional Blue Corridors. The objective is to promote river corridor management to provide multifunctional benefits for flood defence, recreation, landscape and biodiversity.

The Plan area borders sites of national and international importance and it provides important resources to these sites. These are the Solent and Southampton Water Ramsar Site - a wetlands site of international importance (Ramsar); Solent and Southampton Water Special Protection Area (SPA) - relating to birds, including internationally important assemblage of waterfowl; and Titchfield Haven, which is a site of special scientific interest (SSSI), a National Nature Reserve (NNR) and part of the Solent and Southampton Water sites. Part of Titchfield Haven is within the Neighbourhood Plan area. It is of interest that marsh harriers bred in the Haven in 2017 and raised two chicks. This is the first time they have bred in the Haven since its establishment in 1972 and only the second time they have bred in Hampshire since 1957. (9) The Habitats Regulation Assessment for Fareham Borough's Local Plan (8) has maps of the areas and data on species.

There are a number of non statutory sites of importance for nature conservation in the Plan area. There are Sites of Importance for Nature Conservation (SINC) (this is a Hampshire term, they are known nationally as Local Wildlife Sites). (10) Criteria for selecting sites are set out in a joint note by Hampshire County Council, Natural England and Hampshire & Isle of Wight Wildlife Trusts. (11) The landscape assessment shows these are mainly in the Meon and Brownwich valleys. The Solent Waders and Brent Goose Strategy 2010 shows sites which are important to wildfowl. (12)

Local authorities have a duty to have regard to conserving biodiversity. This can also include restoration and / or enhancement to a population or habitat. Fareham Borough has a Local Biodiversity Action Plan which was reviewed in 2008. (13) The purpose of the Action Plan is to help achieve some of the targets set out in the UK and the Hampshire Biodiversity Action Plans, and to engage the community in the conservation of biodiversity. The Action Plan identifies priority species within the habitats of woodland; heathland; wetland; rivers, streams and the canal; and in urban areas. Within the Plan area a group of agencies are working together to improve the water quality and enhance the chalk river habitat of the Meon.

Titchfield supports a number of priority habitats, including pasture, marsh and woodland. It is important that these and hedgerows, and veteran and mature trees are maintained.

The number of birds living and breeding on the UK's farmland has declined by almost a tenth in five years. Farmland bird populations have declined by 56% since 1970, largely due to agricultural changes including the loss of mixed farming, a switch to autumn sowing, a reduction in hay meadows and decline in hedgerows. The data shows some species which are highly dependent on farmland habitats have seen precipitous falls. Corn buntings, grey partridge, turtle doves and tree sparrows have all suffered declines of more than 90% since 1970. (14) Measures to improve this are important.

Many species of animal are recorded by various groups and for Hampshire these groups supply data to the Hampshire Biodiversity Information Centre, which keeps comprehensive data sets. Titchfield Haven is also an important centre of knowledge. (15) The data depends on reports which are influenced by people's knowledge and willingness to report sightings. Of course some species are easier to spot and some are more likely to be reported. There are many recordings for the Neighbourhood Plan area which are summarised in key categories.

The importance of the area to birds has already been mentioned. There are international, national and local classifications of birds which are rare, scarce and under threat. Many birds from these lists have been spotted in the area, far too many to cover here. As an example, 'county rare' birds such as shoveler and goosander ducks; black headed, lesser and great black-backed and Mediterranean gulls; marsh and Montagu's harriers; various terns, including roseate; little egret; quail; red kite; honey buzzard; peregrine falcon; rock pipit; pied flycatcher; yellow and blue-headed wagtails; bearded tit; black redstart and whinchat have been recorded. Kingfisher, grey and purple herons, owls, other birds of prey, and bittern and little bittern have also been spotted. The importance of the area to geese and other wildfowl has been mentioned already.

Protected and notable mammals recorded are otter, water vole (which are doing well after their re-introduction circa 2014), badger, harvest mouse and hazel dormouse. Nine types of bat have been recorded, these are serotine, Daubenton's, whiskered/Brandt's, Natterer's, noctule, pipistrelle, soprano pipistrelle, long-eared and brown long-eared.

Protected amphibians and reptiles seen are slow-worm, grass snake, common toad, common frog and common lizard. Although adder have not been reported they are very likely to be in the area, although they have become quite scarce.

Invertebrates include a number of nationally scarce ground beetles. There are two, two-winged flies, bright four-spiked legionnaire and crane fly which are of particular interest. There are many types of bees recorded but most have been noted just outside the area, along the coast. This could be due to ease of spotting or the knowledge of people who are interested in recording this species. There are also moths and butterflies of particular interest and these include the 'county rare' false cocoa moth, red comet and the 'county scarce' small yellow underwing and gold spot.

Gardens, allotments and open spaces are important sites for maintaining and enhancing biodiversity. The use of native plants, shrubs and trees; and food growing initiatives all help to support the natural environment. As does feeding birds and other measures to support specific species such as the erection of swift and bat boxes.

The conservation and improvement of biodiversity, habitat creation, landscape and countryside management can contribute to climate change mitigation.

Objectives

Protect and where possible enhance the natural environment within the Plan area to support the landscape, biodiversity and geo-diversity.

Make a contribution to mitigate the impact of climate change, alleviate flooding and improve air quality.

Policies

Provide support to the Solent and Southampton Water SPA and Ramsar areas, and the Titchfield Haven SSSI and NNR site.

Provide support to non statutory sites within the Plan area eg SINC's and sites identified as important to the Solent Waders and Brent Goose Strategy 2010.

Safeguard protected and notable species, and wildlife habitats.

Encourage tree planting and the use of native plants to improve biodiversity, water run-off and air quality.

Support measures to reduce invasive non-native species and notifiable weeds.

Support allotments and food growing initiatives.

Encourage and support good farming practice to maintain and enhance the natural environment and biodiversity.

11 March 2018