



INTERIM
**DRAFT INFRASTRUCTURE
DELIVERY PLAN**

January 2020



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This version of the Infrastructure Delivery Plan (IDP) is being consulted upon in support of the Draft Local Plan 2036 Supplement.

A further refinement, identifying the specific infrastructure requirements of each of the proposed allocations, will be produced during the spring/summer 2020 and submitted as part of the evidence base to the Publication version of the plan.



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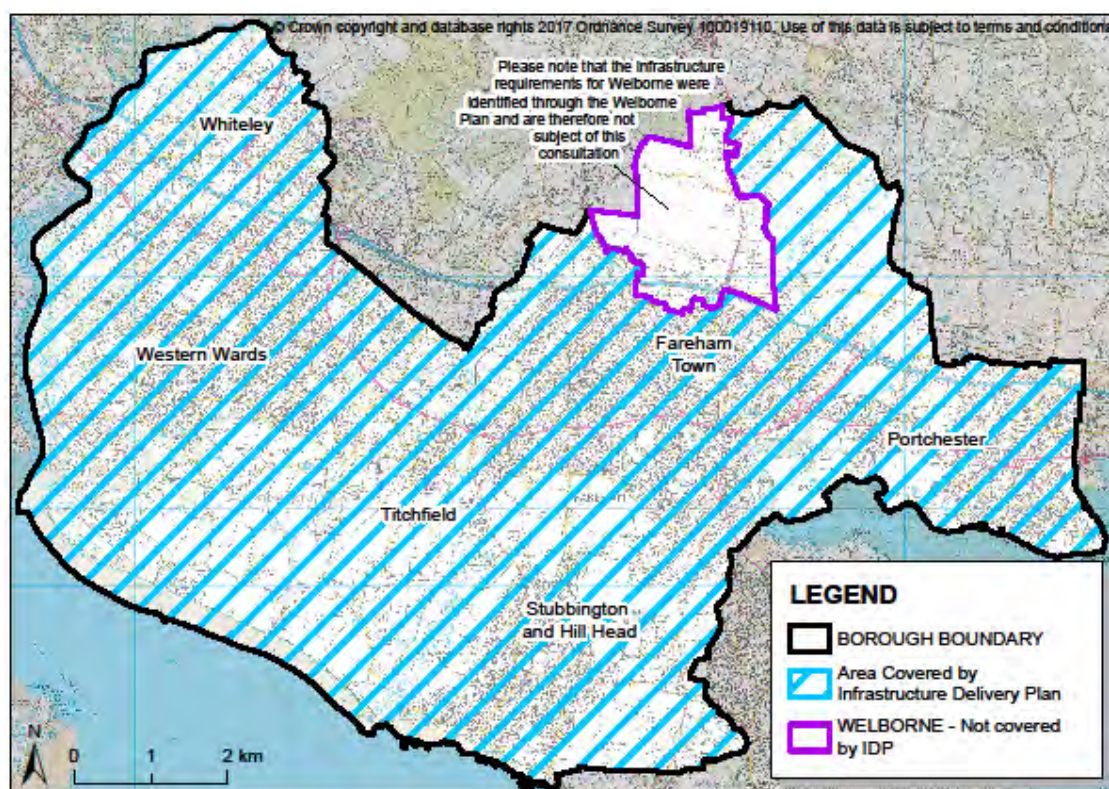


1. Introduction

Purpose

- 1.1 Understanding the infrastructure needs of the Borough and ensuring its timely provision to support new development, is vital to ensure that undue pressure is not placed on existing infrastructure, facilities and services or residents and their local communities.
- 1.2 This Infrastructure Delivery Plan (IDP) provides an assessment of current infrastructure across the Borough as a whole (excluding the new garden village at Welborne as shown in Figure 1). Assessing the existing situation and understanding what commitments, investments and improvement plans are in the pipeline of infrastructure providers, has aided the council when it considers which sites to include in its the revised Development Strategy for the Local Plan. Existing capacity issues or 'show-stopping' constraints has influenced the choice of site allocations within the Plan.

Figure 1: Areas covered by the Infrastructure Delivery Plan



- 1.3 The IDP is one of several evidence documents that help the council to determine the way forward for delivering a sustainability-led Local Plan and is being prepared in support of the Regulation 18 consultation on the Draft Local Plan Supplement. It will be regularly reviewed to reflect any changes in circumstances regarding the requirement for infrastructure, as well as consultation responses from infrastructure providers. It forms an integral part of the evidence base supporting the Draft Local Plan 2036 and meets part of the requirement for delivery strategies to accompany the production of



local plans as set out in the National Planning Policy Framework (NPPF) and Planning Practice Guidance. More about the policy context is set out in the following section.

- 1.4 The IDP sets out the types of infrastructure - facilities, installations and services (covered in Chapter 2) needed to ensure that the development strategy being planned, can be delivered and support the new and expanding communities. The infrastructure requirements identified herein, will form part of the final allocation policy for each site and will play a key role in ensuring that developer contributions can be sought at the planning application stage. The IDP is also an important part of the review of the Community Infrastructure Levy Charging Schedule that the council is undertaking alongside the review of the Local Plan. The information gathered on infrastructure costs associated with development sites will feed into the development site viability work that forms the basis for that review.

- 1.5 Planning for infrastructure is important to ensure that new development does not have an adverse impact on a local area and ensures that new development is sustainable. The IDP will enable the council to show that the Local Plan has been prepared positively, has been shaped by early engagement and ultimately can be considered sound. Chapter 2 sets out the policy background against which this IDP has been prepared, and Chapter 3 sets out the methodology for how the issues have been identified and the sources of information used. Chapter 4 sets out the 'baseline' thematically, using a template format, detailing the various types of infrastructure, who provides it, what the existing position is and highlights any known planned provision. Chapter 5 provides some analysis and conclusions based on the 'baseline' position. Chapter 6 sets out the proposed Local Plan Strategy including proposed allocations. Finally, Chapter 7 sets out the detailed infrastructure requirements identified by infrastructure providers in response to the proposed delivery strategy for housing and employment growth, and sets out what the projects are, who will implement them and when, and what they will cost. Chapters 1 to 6 are the subject of consultation as part of the Draft Plan Regulation 18 stage, and Chapter 7 will be added as part of the Publication Plan Regulation 19 consultation stage.

- 1.6 Ongoing engagement with infrastructure and service providers is key to ensure that the requirements of the development strategy are fed through the Local Plan and represented in housing and employment allocation policies. The council will therefore continue to liaise with infrastructure and services providers moving forward throughout the Local Plan process. The council will also work with providers to review the perceived priority of required infrastructure, identifying that which is considered critical is prioritised over other requirements that are important and desirable.

- 1.7 As the IDP has been prepared to inform and support the Local Plan 2036 it will be consulted on and updated as part of the ongoing Local Plan preparation process. It is also intended to be a live document that can be updated through active monitoring to inform decisions. It may therefore be updated to draw upon the annual monitoring and review process to provide more accurate costs, priorities and needs, and take account of the infrastructure that has been provided as the implementation of the Local Plan takes place.



2. Policy Background

National Context

- 2.1 The National Planning Policy Framework (2019), sets out the planning policy framework for local planning authorities to follow both when making plans and when determining planning applications. Paragraph 8 refers to the three dimensions to sustainable development: economic; social; and environmental. The economic role for planning includes, ‘...and by identifying and coordinating the provision of infrastructure’.
- 2.2 Paragraph 16 recognises the importance of timely liaison with the infrastructure and service providers during the plan making process. It states that: ‘Plans should:
c) be shaped by early, proportionate and effective engagement between plan makers and ... infrastructure providers and operators ...’
Paragraph 25 also refers to engagement with infrastructure and service? providers.
- 2.3 Whilst Infrastructure Delivery Plans are not explicitly required in either the NPPF or its accompanying Guidance documents, paragraph 20 states that:
‘Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:
b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
c) community facilities (such as health, education and cultural infrastructure; and
d) ...green infrastructure...’
IDPs are therefore considered a useful and influential tool for infrastructure planning alongside the Local Plan.
- 2.4 Paragraph 34 of the NPPF sets out the link to developer contributions. It states that: “Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan”. The detail of the IDP will therefore inform the Local Plan Viability Study, and the CIL Charging Schedule review by identifying the infrastructure costs associated with development sites in the borough.
- 2.5 The Planning Practice Guidance (PPG) requires charging authorities to identify the total cost of infrastructure they wish to fund wholly or partly through the levy. In doing so, they must consider what additional infrastructure is needed in their area to support development, and what other sources of funding are available, based on appropriate evidence. The guidance states that the information on the charging authority area’s infrastructure needs should be drawn from the infrastructure assessment that was undertaken when preparing the Local plan and their CIL charging schedules. The IDP is that infrastructure assessment.



Local Plan Context

- 2.6 The Draft Local Plan will set out the proposed development strategy to meet the housing and employment needs for the Borough up to 2036. The retention, provision of, and timely delivery of new infrastructure is fundamental to the delivery of the Plan. Proposed policies, development allocations and supporting text will make specific references to infrastructure requirements.
- 2.7 Proposed Policy INF1: Infrastructure Delivery will set out the key borough wide requirements relating to how development proposals will be required to provide and contribute towards new or improved infrastructure. As previously noted, the NPPF requires Local Plans to set out the specific infrastructure requirements for proposed allocations, and so are further set out where appropriate in the proposed Draft Local Plan policies, development allocations and supporting text.
- 2.8 Development Allocation policies also identify key items of infrastructure that will be required to make applications acceptable in planning terms. These requirements will be tested through the viability assessment of the Local Plan.

Funding

- 2.9 The funding for new infrastructure will come from a variety of sources. Some infrastructure will be delivered directly by service or utility providers. Some will be funded through Government grants or other funding schemes. Other infrastructure will be provided through the process of planning obligations¹.
- 2.10 The following have been identified through national policy and guidance as possible funding mechanisms for the delivery of infrastructure.
- Developer Funding;
 - Government Grants and Funding;
 - Third party funding;
 - Local Funding.
- 2.11 The Community Infrastructure Levy (CIL) is a planning charge on new development introduced by the Planning Act 2008 as a tool for local authorities to help deliver infrastructure to support the development of their area. All new development comprising one dwelling or more or net additional floorspace of 100m² or more may be liable for a charge under the CIL. The charge must not be set at a rate which would render development unviable but should also have regard to the actual and expected cost of infrastructure. The IDP will play an important role in providing that assessment of the total cost of the required infrastructure.
- 2.12 The Council has been operating a CIL charging schedule since May 2013. Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) restricts the use of planning obligations for infrastructure that will be funded in whole or in part by the Community Infrastructure Levy (CIL). Charging authorities are required to set out what infrastructure types or projects will be secured through CIL, to ensure there is no duplication between CIL and planning obligations secured through s106 agreements in funding the same infrastructure projects.

¹ <https://www.gov.uk/guidance/planning-obligations>



2.13 The Fareham Borough Council Community Infrastructure Levy Regulation 123 list below, sets out those infrastructure types and projects that Fareham Borough Council currently intends will be, or may be, wholly or partly funded by CIL. The inclusion of projects in this list does not signify a commitment from the Council to fund all the projects listed, or the entirety of any one project through CIL. The order in the table does not imply any order of preference for spend.

Fareham Regulation 123 List

Coldeast Hospital site/ Western Wards:

- *Provision and laying out of the cemetery (excluding acquisition of land) and;*
- *Provision and laying out of the allotments (excluding acquisition of land).*

Community Centres:

- *Provision of new facilities, and improvements to existing facilities, excluding any provision required due to Welborne.*

Open Space:

- *Provision and facilities for addressing open space deficiencies in terms of quantity, quality or accessibility, excluding on-site provision of local open space and children's play equipment, and excluding any provision required due to Welborne.*

Playing fields and sports pitches:

- *Excluding any provision required due to Welborne.*

Transport infrastructure and facilities:

- *Excluding specific improvements needed to make the development acceptable in planning terms. These can include (but are not limited to) highways crossovers to access the site and local road junctions, deceleration and turning lanes, measures to facilitate pedestrian and cyclist access, lighting and street furniture needed to mitigate the impact of a particular development. They may also include mitigation works remote from the development site where the need for such works is identified in a Transport Assessment and;*
- *Excluding all transport infrastructure required due to Welborne.*

Public realm in Fareham Town Centre:

- *Environmental improvements including hard and soft landscaping, signage, seating, cycle racks and permanent multi-functional structures in Fareham town centre.*

2.14 From September 2019 Regulation 123 lists are to be replaced by a new requirement for councils to publish Infrastructure Funding Statements. The regulations state that these documents should include details of how much money has been raised through developer contributions, both from CIL and section 106 planning gain agreements, and how it has been spent. Statements must be published on council websites at least once a year and councils will be required to publish their first statements by 31 December 2020.

2.15 'Planning Obligations' or 'developer contributions' are obligations placed on developers by local planning authorities as a means of making development, which may otherwise



be unacceptable, acceptable in planning terms. they are generally seen as a way of ensuring that the impacts of development on a locality are fully and properly addressed, mitigated or compensated for by those causing the impacts to arise. However, they cannot be used to ‘buy’ planning permission or as a means of providing benefits which do not address impacts caused. Planning obligations may only constitute a reason for granting planning permission if they meet certain tests:

- i. Necessary to make development acceptable in planning terms;
- ii. Directly related to the proposed development; and
- iii. Are fairly and reasonably related in scale and kind to the development proposed.

2.16 Funding for infrastructure can also come from Government grants; often administered through arms-length agencies or non-government organisations such as Homes England, Regional Flood and Coastal Committees or Local Enterprise Partnerships. Examples of national government grant schemes for infrastructure might include direct funding provided to the educational authorities for the delivery of new and improved schools or funding for Highways England or the Highways Authority for the delivery of important highway infrastructure projects. Government grants are also made directly available to local authorities in the form of funds like the New Homes Bonus, the Housing Infrastructure Fund or funds specific to the delivery of new development (e.g. Garden Villages).

2.17 The New Homes Bonus (NHB)² is paid by Government to local authorities to reflect and incentivise housing growth in their areas. It is based on the amount of extra council tax revenue raised for new-build homes, conversions and long-term empty homes brought back into use and includes an extra payment for affordable homes. In the 2018/19 allocation, Fareham Borough Council received £962,034 NHB. It will receive £820,861 for the 19/20 period. This money is not ring fenced.

2.18 Government funding is also channelled through other bodies for spending in local areas. Hampshire County Council’s budget statement notes that its total budget will be £1.991 million for the year 2019/20. Whilst it does not state exactly how much will be spent on physical infrastructure, it sets out that £491.8m will be spent on Adults Health and Care, £877.7m on Services for Young People including schools, and £126.7m on Economy, Transport and Highway including new highways and waste infrastructure as well as highway maintenance.

2.19 Another example of Government working through an arms-length agency is funding for infrastructure and projects related to flood and coastal risk management which is allocated through Regional Flood and Coastal Committees (RFCCs)³. Government gives Grant in Aid (GiA) to the RFCCs who supplement this with a locally raised levy from their members and financial contributions from other partners and then allocate this to priority infrastructure schemes in their areas.

2.20 The Solent Local Enterprise Partnership (LEP)⁴ has secured significant funding for new infrastructure projects in the sub-region through the Solent Growth Deal with Government. £182.92 million was secured between 2014 and 2017 to support business support initiatives as well as various transport and other infrastructure schemes which help support the local economy and unblock sites for development.

² <https://www.gov.uk/government/publications/new-homes-bonus-final-allocations-2019-to-2020>

³ <https://www.gov.uk/government/groups/southern-regional-flood-and-coastal-committee>

⁴ <https://solentlep.org.uk/business-support-and-funding/>



- 2.21 In general terms, central government grants are declining which means authorities have to place more reliance on other funding sources in order to maintain service provision and delivery. Local councils also have a range of sources they can access including Business rates and Fees and charges. Business rates are paid by businesses to local councils. Since 2013 councils have been able to keep half of the receipts gathered through business rates in their areas with the other half been forwarded to Government which then re-distributes it to councils based on their policy priorities. Since April 2017 the government has been trialling 100% retention in several areas with the intention of this being introduced across the board in 2020.
- 2.22 With regards to charging, while some local authority charges are set by government (e.g. planning and licensing fees) and while government prevents authorities charging for services such as education, libraries, using household waste recycling centres etc, authorities can place fees and charges on some discretionary services they provide such as using council-owned car parks and leisure facilities. These charges can generate considerable sums. Finally, authorities can borrow money to fund capital projects. The main limit to that borrowing is how far the authorities can guarantee future income to pay off the debt meaning that borrowing is closely linked to the amount of revenue they receive through council tax and business rates.



3. Methodology

Identifying the Issues

- 3.1 This IDP has been formulated in consultation with the relevant bodies responsible for each type of infrastructure. It has been developed in two stages. Stage 1 assesses the current overall picture and identifies strategic capacity issues which might influence the development strategy. Infrastructure and service providers were asked to set out any strategic surplus/deficit capacity issues, along with planned projects already in the pipeline.
- 3.2 To undertake the stage 1 assessment, a proforma was circulated to all infrastructure and service providers on the Council's contact database, and respondents were asked to provide information on:
- current capacity or existing levels of use;
 - future capacity (of infrastructure in its current form);
 - planned provision;
 - indicative sources of fund; and
 - timescale for the improvements to be implemented.
- 3.3 Although respondents were asked to provide information on the current and future capacity of the infrastructure that they are responsible for, such information was often not forthcoming or not available, especially from those organisations that operate regionally or nationally. The work was therefore supplemented by a desk-based assessment. Published reports, business plans and investment strategies were reviewed to obtain additional background information and data. These included annual reports, budget statements, service plans and strategies. Table 3: Borough-wide Infrastructure Requirements and Planned Projects in section 5 shows the list of infrastructures currently identified and proposed as part of this process. The conclusions from stage 1 informed the Local Plan development strategy development.
- 3.4 Stage 2 of the infrastructure delivery plan focuses around discussions based on potential allocations. The objective is to identify the detailed requirements of those potential sites. Infrastructure and service providers are asked to comment on the requirements arising from the proposed site allocations as well as considering the potential cumulative impacts were possible. Table 6 in Section 7 sets out the outcomes from this process. This will be completed following consultation on the Draft Local Plan and will be included in this IDP for the Publication Plan consultation.
- 3.5 Infrastructure providers have provided information on the type of project, its anticipated cost and the likely timescales for when it would be required, as well as a position on the likely funding source. This has been a continual/iterative process. Providers were asked about some of the potential sites in the 2017 consultation process and where appropriate that information has been reviewed and included. This process has included a further consultation with infrastructure providers through the summer of 2019 to update the 'baseline' position as part of the Draft Plan development. A view on the priority requirement of the 'project' is also included, with each project assigned a priority based on whether the provision is critical, important and desirable:



Table 1: Prioritisation of Infrastructure

| Priority | Description |
|------------------|--|
| Critical | Infrastructure without which development cannot be brought forward for example flood risk mitigation, transport and utility infrastructure. |
| Important | This is infrastructure which is necessitated by the additional development but can be delivered in latter phases of the development. This can include primary healthcare facilities and schools. |
| Desirable | This is infrastructure which would help shape better neighbourhoods such as community facilities. While the Council places importance on such infrastructure its priority in terms of securing the delivery of the Borough's development needs will be reflected in the funding allocation. There is however scope for some of the identified desirable infrastructure to be delivered through the neighbourhood element of CIL ⁵ . |

- 3.6 Large scale developments may also result in some phasing of infrastructure provision alongside the build out of the site. The solutions table in chapter 7 includes anticipated phasing requirements for individual projects.
- 3.7 Paragraph 34 of the NPPF states that Plans should set out the contributions expected from development. Alongside cost, prioritisation and phasing, the assessment also includes proposed funding source. Where projects are identified as being funded partly or wholly through developer contributions, this will feed through to Local Plan policy, allowing the Plan to be assessed for viability with the most up-to-date information on infrastructure costs.
- 3.8 The Council will continue to liaise with each of the key infrastructure providers with the intention of obtaining further detailed information on specific requirements such as estimated overall costs, estimated timescales for delivery, any identified capacity deficits and formulas used for calculating the provision requirement (e.g. per 1,000 dwellings) during 2020, which will then be included within this IDP for consultation as part of the Publication Plan.
- 3.9 The current system of plan making is designed to be a continuous process, with the Local Planning Authority regularly preparing, adopting and reviewing Local Development Documents to take account of changing national and local circumstances. Keeping plans up-to-date is assessed by the Authority Monitoring Report (AMR). The AMR covers housing and employment delivery and contributions from Development amongst other indicators. The AMR will help in future reviews of the IDP to monitor how delivery is matching up to what is in the Plan.

⁵ 15% of CIL receipts can be retained and utilised by neighbourhoods under Regulation 59A of the Community Infrastructures Levy. Where a neighbourhood plan has drawn up and passed a referendum 25% of the CIL receipt would be retained by the neighbourhood.



4. Infrastructure Themes and Existing Situation

Types of Infrastructure and Providers

- 4.1 To simplify the assessment of the infrastructure needs, a thematic approach was adopted which categorises the types of infrastructure set out in Planning Law and the NPPF. This is set out in Table 2 below. Each theme and type are considered in detail in the following sections.
- 4.2 Table 2 identifies the different types of infrastructure examined in this IDP. It also shows the predominant organisations who provide those services, and who have therefore been contacted through the IDP process.

Table 2: Infrastructure Types Grouped by Theme and Organisations consulted

| Group/Type | Examples of Infrastructure | Organisation(s) consulted |
|-----------------------|---------------------------------|---|
| Education | Early years and Childcare | Hampshire County Council Services for Young People |
| | Primary schools | Hampshire County Council Education |
| | Secondary schools | Hampshire County Council Education / Fareham College |
| | Adult Learning | Hampshire County Council Adult Services |
| | Special Schools | Hampshire County Council Children's Services |
| Emergency Services | Police | Hampshire Constabulary |
| | Fire and Rescue | Hampshire Fire & Rescue Service |
| | Ambulance | South Central Ambulance Service |
| Flood Defences | Flood walls, bunds, earth banks | Eastern Solent Coastal Partnership / Environment Agency / Hampshire County Council/Marine Maritime Organisation |
| Health | Primary Care | Fareham & Gosport, West Hants and Portsmouth CCG's/ Portsmouth Hospitals NHS Trust/Southampton NHS Trust |
| | Secondary Care | Southern Health / NHS England /Fareham & Gosport CCG |
| Social Infrastructure | Community facilities | Fareham Borough Council Leisure Services |
| | Leisure | Fareham Borough Council Leisure Services |
| | Cultural | Fareham Borough Council Leisure Services |
| | Heritage Facilities | Fareham Borough Council Conservation Team/Historic England |
| | Libraries | Hampshire County Council Library Service |
| | Allotments | Fareham Borough Council Leisure Services |
| | Cemeteries and Crematoria | Fareham Borough Council Leisure Services |
| Transport | Strategic Road Network | Highways England / Hampshire County Council Highways/ Solent Transport |
| | Local Road Network | Hampshire County Council Highways |
| | Rail Services | Network Rail |
| | Bus / Coach Services | First Bus / Stagecoach |



| | | |
|------------------------------------|---------------------------------|--|
| | Walking and Cycling | Fareham Borough Council |
| Utilities | Energy (including heat), | Southern Gas Networks / SSE |
| | Telecommunications | Virgin Media / BT / Hampshire Superfast Broadband |
| | Waste/recycling | Hampshire County Council Minerals and Waste |
| | Wastewater treatment/ sewerage | Southern Water |
| | Water supply | Portsmouth Water/Southern Water |
| Green Infrastructure / Countryside | Habitat creation and mitigation | Natural England / Forestry Commission / Hampshire County Council Countryside Access / Woodland Trust/Bird Aware (SRMP) |

4.3 The following chapter provides an assessment of these types of infrastructure using a proforma which sets out:

- Lead Organisation
- Main Sources of Information
- Existing Provision – current situation
- Planned Provision
- Sources of Funding
- Additional Information of Note
- Role of Planning Policy
- Conclusions

4.4 Many of these organisations are ‘statutory consultees’ within the planning process, meaning there is a requirement set out in law to consult with them, and they are under a duty to respond. Every effort has been made to contact every organisation, and where responses have not been forthcoming, as much background information has been used as possible.

4.5 The following section represents the strategic capacity/constraints issues identified for the borough. It is set out to the order identified in Table 2.



EDUCATION

| Early Years Childcare | |
|--|--|
| Lead Organisation | <p>Hampshire County Council – Services for Young People</p> <p><i>The Council has a statutory sufficiency duty arising from the Childcare Act 2006 to ensure working parents can access childcare and early years education entitlements for 15 and 30 hours per week term time. The County Council has a duty to ensure that there is sufficient provision for pre-school education and childcare (although not normally as a provider itself).</i></p> |
| Main Sources of Information | <ul style="list-style-type: none"> • Developers’ Contributions towards Children’s Services Facilities⁶ • Hampshire School Places Plan 2019 to 2023⁷ • Early Years Places Planning Document 2015⁸ • Engagement with HCC SYP officers - Internal SfYC data sources on childcare take up and market sufficiency assessments. SfYC detailed 30-hour take up modelling and population trend analysis. |
| Existing Provision – current situation | <p>Small scale development in the Wallington area could most likely be accommodated locally, but at a stretch. Community facilities should be made available to providers seeking to establish a business.</p> <p>Current capacity in Fareham Town Centre is tight in view of the 30-hour modelling with little spare capacity to serve new housing developments. Community facilities will be needed to provide sessional care whilst it is likely an early year’s provider would require a premise with suitable parking to operate a new nursery in the area.</p> <p>The areas of Portchester and the Western Wards are of particular concern for childcare development as there is currently a c.45 place deficit in childcare places despite a new setting opening in Easter 2017. With the demographics and any proposed housing developments in this area, new settings will be required to address the significant pressure.</p> <p>Capacity is also tight in the Stubbington and Hill Head area in view of initial 30-hour modelling, with little or no capacity to cater for additional housing growth. Likewise, despite new provisions having opened in Titchfield Community Centre and Segensworth early in 2017, there is now no spare capacity in these areas. Provision in these two areas are particularly essential to meet the needs of working families.</p> <p>The Western Wards currently have sufficient provision to meet existing needs, but anecdotal evidence suggests this is being stretched by demands for 30 hour provision and that there is a shortage of ‘wrap around’ demand.</p> |

⁶ <http://documents.hants.gov.uk/countryside/DeveloperContributionGuidanceDocument.docx>

⁷ <http://documents.hants.gov.uk/education/SDT-HampshireSchoolPlacePlan2019-2023.docx>

⁸ <http://documents.hants.gov.uk/childrens-services/EarlyYearsPlacesPlanningdocument2015.doc>



| | |
|---------------------------------|--|
| <p>Planned Provision</p> | <p>To a significant extent the private, voluntary and independent (PVI) sector in childcare will assess market opportunities and take advantage of them by providing provision. On large developments however, this needs to be facilitated by S106 agreements requiring developers to allocate land for private providers to purchase and develop provision.</p> <p>For some developments financial contributions could be sought where expanded provision for early years is to be accommodated on school sites and run by schools.</p> <p>Childcare needs on other developments can be accommodated within community centre provision where tenders can be sought for providers to establish provision. This type of offer will often attract charitable providers and help to sustain the community centre by rental contributions. However, with the increasing demand for early years places and the number of hours that must be offered, there is a strong movement towards pre-school providers looking for exclusive use of space. This will also facilitate the establishment of full day care and after school clubs.</p> <p>The provision of the pre-school facilities should be programmed to be available at an early stage of the development to ensure a sufficiency of places. This will require the land being accessible and the statutory utilities provided to ensure that these places can be provided.</p> <p>Developers should consider 80 early years places for every 1,000 houses and that these places are offered through a mix of facilities where possible. The childcare planning should allow for flexible hours of opening and covering at least 7am to 7pm for full day care.</p> <p>For 1,000 houses, it is anticipated that one full day provision of 50+ places, together with an additional 30 places from shared community premises, would meet the needs of this size of development. Where developments provide a high number of social housing dwellings, it is considered there will be the potential for greater demand for affordable childcare and access for two-year-old funded provision. It is likely that this childcare will be required to support employment activities and, therefore, any provision to support lower income families should have regard to the flexibility of opening and closing times of childcare to meet the employment or return to learning requirements of parents and carers.</p> <p>Sites should be made available through an open and transparent process to interested early years and childcare providers, or through the district councils and community associations where it is expected that childcare will be operated within community facilities. The location of any provision must enable good access for walking as well as having good public transport and motor-vehicle transport links and be within a 1-2-mile radius of the main housing development. Childcare facilities should either be associated within / alongside community facilities or in a dedicated space identified and available for development.</p> |
|---------------------------------|--|



| | |
|--|---|
| <p>Sources of Funding</p> | <p>Early years and childcare provisions of 50+ places are considered more economically viable and may attract the best investment opportunity from the sector.</p> <p>Developer contributions, either financial but more commonly as land allocation would be the preferred route. For smaller developments the CIL mechanism may provide a route for schools or charities to develop a provision.</p> |
| <p>Additional Information of note</p> | <p>All early years and childcare operators must register with Ofsted as the regulatory body. Ofsted will inspect an organisation's ability to meet expected standards covered within the Early Years Foundation Stage.</p> <p>The Early Years Foundation Stage also contains expected minimum requirements for the suitability of premises. It is also a requirement that a childcare operator that is seeking to accommodate children for free early years education makes an application to Hampshire County Council prior to opening their provision.</p> |
| <p>Role of Planning Policy</p> | <p>The approach to meeting school provision is set out in Paragraph 94 of the NPPF:</p> <p><i>It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:</i></p> <ul style="list-style-type: none"> <i>a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and</i> <i>b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.</i> <p>Recent practice suggests that provision should be made for early years and childcare facilities for children 0- 5 years within plans for housing developments. Childcare facilities should either be associated within/alongside community facilities or in a dedicated space identified and available for development – at least 0.25 hectares for dedicated nursery/childcare facilities. For combined school/pre-school sites this can be reduced to 0.2 hectares as there can be economies with a more flexible site layout when both are planned together.</p> |
| <p>Conclusions</p> | <p>Early Years provision in the Borough is currently stretched and at capacity to meet existing requirements. All future development proposals will need to consider new early years provision, preferably on site through land allocation. The needs of sites will be set out in the solutions table in section 7.</p> |



| Primary and Secondary Schools | |
|---|---|
| Lead Organisation | <p>Hampshire County Council – Children’s Services</p> <p><i>The Council has a statutory duty to:</i></p> <ul style="list-style-type: none"> • <i>Ensure sufficient maintained school provision is available to meet the needs of all Hampshire children aged up to 16;</i> • <i>Ensure sufficient post-16 provision is available for all Hampshire children;</i> • <i>Give priority at all ages to meet the needs of children with special education needs and disabilities (SEND), learning difficulties and/or disabilities up to 19 (in some cases 25);</i> • <i>Support all maintained nurseries, schools and Post-16 provision to function as high-quality, viable and financially efficient services; and to;</i> • <i>Ensure fair access to educational opportunity and promote diversity and parental choice.</i> |
| Main Sources of Information | <ul style="list-style-type: none"> • Developers’ Contributions Towards Children’s Services Facilities - Hampshire County Council (November 2018); • Hampshire School Places Plan 2018-2022 - Hampshire County Council; • Hampshire Schools by Planning Area 2018 - Hampshire County Council;⁹ • Engagement with HCC CS officers. |
| Existing Provision – current situation | <p>Schools within the borough are grouped so that junior and primary schools lie within the catchment of senior schools and therefore act as feeder schools to senior establishments. The following schools are listed by school planning area (these are different from the Local Plan areas).</p> <p><u>Crofton</u></p> <ul style="list-style-type: none"> • Crofton Anne Dale Infant School • Crofton Anne Dale Junior School • Crofton Hammond Infant School • Crofton Hammond Junior School <p><u>Portchester</u></p> <ul style="list-style-type: none"> • Castle Primary School • Northern Infant School • Northern Junior Community School • Red Barn Community Primary School • Wicor Primary School <p><u>Fareham Central/East</u></p> <ul style="list-style-type: none"> • Harrison Primary School • Orchard Lea Infant School • Orchard Lea Junior School • Ranvilles Infant School • Ranvilles Junior School |

⁹ <http://documents.hants.gov.uk/education/SchoolsbyPlanningArea2018.docx>



- Redlands Primary School
- St Columba Church of England Primary Academy
- St Judes Catholic Voluntary Aided Primary School
- Uplands Primary School
- Wallisdean Infant School
- Wallisdean Junior School
- Cams Hill School
- Crofton School
- Fareham Academy
- Portchester Community School

Fareham West/Fareham North/Whiteley

- Cornerstone VA Primary School
- Hook-With-Warsash Church Of England Academy
- Locks Heath Infant School
- Locks Heath Junior School
- Park Gate Primary School
- Sarisbury Church Of England Junior School
- Sarisbury Infant School
- St Anthonys Catholic Primary School
- St John The Baptist Church Of England Primary School, Titchfield Common
- Titchfield Primary School
- Whiteley Primary School
- Brookfield Community School
- The Henry Cort Community College

| Primary School Capacity | | | |
|----------------------------------|--|-----------------------------------|--|
| Primary Planning Area | Number of Infant/ Primary Schools | Year R: % surplus Oct 2018 | Year R: Forecast % surplus Oct 2023 |
| Crofton | 4 | 16% | 10% |
| Fareham Central / East | 11 | 7% | 8% |
| Fareham West / North | 9 | -1% | 15% |
| Portchester | 5 | 9% | -5% |
| Whiteley | 2 | -2% | 4% |
| Secondary School Capacity | | | |
| Secondary Planning Area | Number of Secondary Schools | Year 7: % surplus Oct 2018 | Year 7: Forecast % surplus Oct 2023 |
| Fareham Central / East | 4 | 2% | 5% |
| Fareham West / North / Whiteley | 2 | 5% | 9% |

Source: Hampshire School Place Plan 2019-2023

The Portchester schools attract applications from out of county, Portsmouth - hence the deficit shown.



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| | <p>Not all unfilled places in a school are considered surplus places. Some margin of capacity is necessary to allow parents' choice, and to allow for differences in the size of individual cohorts. The County Council's position is that a school should be considered as full when it has less than 5% of its places unfilled.</p> <p>It is therefore currently considered that the schools in the borough have sufficient places for pupils currently living within their catchments.</p> |
| <p>Planned Provision</p> | <p>Known and anticipated housing developments within a school's catchment area have been 'planned for' and the expected pupil yield has been included in the current forecasting and projections.</p> <p>The current County Council Capital Programme for School Expansions in the Borough for the period 2019-2023 includes:</p> <ul style="list-style-type: none"> • 2019: Northern Junior School (expansion to 2fe) • 2020: Cornerstone CE Primary (relocation and expansion to 3fe) • 2022: New 3fe Primary Academy linked to Welborne development • 2022: Fareham Primary Places - Sarisbury Infant & Junior or Hook with Warsash Primary (1fe expansion). <p>Further analysis will be undertaken of future housing levels to influence the requirement for any additional pupil places. There are also pupils from Portsmouth who attend schools in Portchester. This will need to be factored in to the future school place planning strategy.</p> |
| <p>Sources of Funding</p> | <p>Funding for the expansion of schools, because of natural population growth, is mainly dependent upon central Government grants. These are allocated on an annual basis with an indicative allocation given for the two following years.</p> <p>In line with central government guidance on developers' contributions, the County Council expects financial contributions from developers to fully mitigate the direct impact of their development on children's services facilities.</p> <p>The County Council will assess the extent of capacity in schools in the appropriate area. This will indicate the extent to which additional capacity will be required to cater for the additional demand. To provide a guideline cost of providing additional places, a detailed analysis has been undertaken, based on actual projects designed and tendered in recent years resulting in separate costs per place for new primary and secondary schools and for extensions to existing schools. The <i>Developers Contributions towards Children's Services Facilities</i> document¹⁰ provides the basis of calculations for s106 agreements to enable developers to be aware of the likely level of contributions that will be sought from them.</p> |

¹⁰ <http://documents.hants.gov.uk/countryside/DeveloperContributionGuidanceDocument.docx>



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| <p>Additional Information of note</p> | <p>The Council keeps under review all education provision for which it has a statutory responsibility. Numerous factors might lead the County Council to make proposals for changes in school provision (these might also apply to nursery and college provision).</p> <p>When looking at forecasts it is important to understand that the figures presented are ‘not’ statements of fact. It should also be noted that whilst the Local Authority will seek to meet parental preference, the forecasts focus on the number of school places available within a school place planning area.</p> <p>It can be the case that some schools in an area are regularly oversubscribed in relation to parental preference. This could suggest a shortage of school places in the area. However, parental preferences only show where parents would like their children to attend school, not if there is a shortage of school places in an area.</p> |
| <p>Role of Planning Policy</p> | <p>The approach to meeting school provision is set out in Paragraph 94 of the NPPF: <i>It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:</i></p> <ul style="list-style-type: none"> <i>a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications;</i> <i>and</i> <i>b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.</i> |
| <p>Conclusions</p> | <p>It is considered that the local schools in the borough have sufficient places for pupils currently living within their catchments and for several existing ‘planned’ developments. However, the likely level of additional housing identified in the Local Plan will lead to additional primary and secondary age pupils and consequently a requirement for more places. The assessment of the demand for future pupil places is an on-going task and this will continue to be the case as housing plans become clearer and phasing of additional dwellings is known.</p> <p>The length of time covered by the plan period will need to be considered in the planning for any additional pupil places that may be required, due to the fluctuations that occur in the number of births, house building rates and other demographic changes. Thus, the planning and provision of additional school places is an incredibly complex task due to these factors.</p> |



| Adult Learning and Special Schools | |
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| Lead Organisation | <p>Hampshire County Council</p> <p><i>The County Council has a statutory duty to:</i></p> <ul style="list-style-type: none"> • <i>Ensure sufficient post-16 provision is available for all Hampshire children;</i> • <i>Give priority at all ages to meet the needs of children with Special Education Needs and Disabilities (SEND), learning difficulties and/or disabilities up to 19 (in some cases 25);</i> • <i>Ensure fair access to educational opportunity and promote diversity and parental choice.</i> |
| Main Sources of Information | <ul style="list-style-type: none"> • Developers' Contributions Towards Children's Services Facilities - Hampshire County Council (November 2018); • Hampshire School Places Plan 2018-2022 - Hampshire County Council; • Hampshire Schools by Planning Area 2018 - Hampshire County Council; • Engagement with HCC Adult Learning officers. |
| Existing Provision – current situation | <p>Wherever possible, children with Special Education Needs and Disabilities (SEND) are educated in mainstream schools. For some specific needs, it is appropriate to provide additional resources and, in a small number of cases, to provide places in special schools or education centres.</p> <p>Special school provision across the County is already at capacity with significant numbers of temporary classrooms in place to cope with existing demand from within county.</p> <p>Hampshire special schools have a good reputation for the quality of educational provision they offer to pupils, some of which have the most severe long term and complex educational needs. The educational offer to children with SEND also includes resourced provision within mainstream schools.</p> |
| Planned Provision | <p>A strategic review of Hampshire's SEND provision is currently being undertaken. The strategy assesses the county wide need for SEND places against current provision and will consider this alongside new school and resourced provision.</p> |
| Sources of Funding | <p>Funding for the expansion of schools, because of natural population growth, is mainly dependent upon central Government grants. These are allocated on an annual basis with an indicative allocation given for the two following years.</p> <p>In line with central government guidance on developers' contributions, the County Council expects financial contributions from developers to fully mitigate the direct impact of their development on children's services facilities.</p> |



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| <p>Additional Information of note</p> | <p>Larger developments may generate a need for additional SEND facilities. This can only be determined by the assessment of individual situations.</p> <p>For developments over 500 dwellings an assessment will be made of the need to secure additional accommodation for pupils with SEND at an appropriate local school. Based on the Department for Education Building Bulletin 102, a special school pupil requires in the region of four times the area of a pupil in mainstream provision. The cost per pupil for providing a special school place is therefore estimated at approximately four times the build cost of mainstream provision.</p> <p>Large strategic development sites may require the provision of a new special school or the expansion of an existing school in the locality and the costs of these schools will be determined as required.</p> |
| <p>Role of Planning Policy</p> | <p>The approach to meeting school provision is set out in Paragraph 94 of the NPPF:</p> <p><i>It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:</i></p> <ul style="list-style-type: none"> <i>a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and</i> <i>b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.</i> |
| <p>Conclusion</p> | <p>Special school provision across the County is already at capacity. New development proposed within the Local Plan will need to provide for additional SEND places in the most suitable and appropriate way in line with the Strategic Review being undertaken by Hampshire County Council.</p> |



EMERGENCY SERVICES

| Police | |
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| Lead Organisation | <p>Hampshire Constabulary</p> <p><i>Its purpose is to deliver safer communities and the scale of this challenge includes:</i></p> <ul style="list-style-type: none"> • Policing across 1,500 square miles, land which is largely rural but with densely populated cities; • The changing face of crime, with similar trends to those nationally in terms of increased reports of cyber-crime, child sexual exploitation and domestic abuse; • A significant transport network including the M27 and M3, key rail hubs and two international airports; and • Critical national infrastructure sites to keep safe such as the ports in Southampton and Portsmouth and crucial oil refineries. |
| Main Sources of Information | <ul style="list-style-type: none"> • Hampshire & Isle of Wight Estate Strategy 2013-2017¹¹ • Hampshire Strategic Infrastructure Statement¹² |
| Existing Provision – current situation | <p>In common with the rest of the public sector the police have faced several major issues over recent years. Changing demographics and economic forces such as public-sector finances have driven the service to set several strategic priorities:</p> <ul style="list-style-type: none"> • Replace unneeded, costly to run and underutilised properties with a more efficient, more cost-effective portfolio by reinvesting capital generated from the release of these buildings into a core estate. • Make more efficient use of the remaining estate by including smarter working initiatives. • Partner with other emergency services and public-sector authorities to reduce the overall costs of running the estate and support a more joined up approach to public service delivery across Hampshire and the Isle of Wight. • Ensure all buildings operate efficiently and effectively supporting the new policing model being delivered through Hampshire Constabulary’s Operational Change Programme (OCP). <p>The Estate Strategy aims to deliver an estate that supports future policing, to ensure that the facilities provided are fit for purpose in today’s economic climate, meets officers and staff needs and puts policing in the heart of the community, while ensuring the best value for the investments made with public funds.</p> <p>The Estates Strategy sets out to create an estate hub of three investigation centres within the County. The Southampton Central Police Investigation Centre (PIC) opened a few years ago. The northern PIC opened in a new purpose-built facility in Basingstoke earlier in 2017</p> |

¹¹ <https://www.hampshire-pcc.gov.uk/wp-content/uploads/2016/09/1090964-OCP-Estates-A4-8pp-Brochure-updated-maps-august-2014-version.pdf>

¹² <http://documents.hants.gov.uk/planning-strategic/HampshireStrategicInfrastructureStatement.pdf>



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| | <p>having a central investigation function, a 36-cell custody suite, support rooms and investigative areas. It also has a front office with officers who will deal with enquiries including reporting crime, reporting for bail and lost and found property.</p> <p>A new building based on the same design is planned for a site at Merlin Park off Airport Service Road, Portsmouth, was given planning consent in June 2017. Housing both investigation and custody facilities, it would serve Portsmouth, Fareham, Waterlooville, Havant and Hayling Island. It is due to open in spring 2019. Portsmouth Central and Fareham Police Stations will be retained until the new police centre is operational and the investigative functions at Fratton and Havant police stations will also move to the new site.</p> |
| <p>Planned Provision</p> | <p>Keeping policing in the heart of the community, means no change to the current level of service provision. Police officers will continue to carry out their patrols and meet members of the public and key partners from facilities that are more efficient in their operation and effective in their support of operational policing.</p> <p>The Estate Change Programme (ECP) will:</p> <ul style="list-style-type: none"> • Provide a fit for purpose estate that supports operational policing, creating space for teams to function together and work smarter in more efficient and effective workspaces. • Provide 142 modern cells, reducing the cost of the custody estate and provide suitable facilities to support quicker processing and handling of detainees, so frontline officers can return to duty quicker. • Reduce the amount of space occupied by up to 50% from about 123,000 to 60,000 sq.m. • Reduce the total running costs of the estate by up to £3m per annum. • Reduce the backlog maintenance from £5.8m to £0. Develop partnership sites across Hampshire and the Isle of Wight with county, unitary, district and borough authorities, creating both back and front office presence for policing services in all 14 public sector hubs in Hampshire and the Isle of Wight. • Deliver strategic partnership with Hampshire Fire and Rescue Service to enable the sharing of 10 sites and services across both partners, to create effective blue light centres in Hampshire. |
| <p>Sources of Funding</p> | <p>Hampshire Constabulary is funded by Government grants, inclusive of business rates, plus other income (such as service income and earned income on surplus cash and Council Tax). In the short to medium term, rationalisation of the Hampshire Constabulary estate will generate capital receipts which will help fund required improvements. In addition, this rationalisation will lead to cost savings through associated reductions in running and maintenance costs.</p> <p>The need for any additional funding to be sought in the short to medium term from external sources (such as developers) will therefore not be required</p> |



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| <p>Additional Information of note</p> | <p>In common with the rest of the public sector the police face a number of major issues over the coming years, which need to be considered as part of its planning. This includes changing demographics and economic forces such as public-sector finances. The PCC will set strategic priorities including assessing future policing challenges and the necessary resources to deliver.</p> <p>A number of factors related to crime in a locality and population projections are used to plan police resources. To enable the ratio of police officers to population (approximately 2.1 officers per thousand population) to be maintained, additional police officers will be required to support planned growth.</p> <p>Neighbourhood Patrol Teams (NPTs) need to have a visible, accessible and familiar presence on the streets and are often based at the neighbourhood level to accommodate police officers, Police Community Support Officers (PCSOs), Special Constables and community volunteers. Longer term, traditional police stations will probably continue to be replaced with mobile working and Neighbourhood Patrol Teams operating in joint premises.</p> <p>The NPT Police hub model incorporates a small secure facility which contains an interview room, a small office, small kitchen and toilet/shower facilities, possibly as part of a community centre, as a base for the neighbourhood team.</p> |
| <p>Role of Planning Policy</p> | <p>The NPPF paragraphs 95 expects Local Plans to set out policies to deliver infrastructure and facilities including those for 'security'. Paragraph 95 states:</p> <p><i>“Planning policies and decisions should promote public safety and take into account wider security and defence requirements by:</i></p> <p><i>b) recognising and supporting development required for operational defence and security purposes and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.”</i></p> |
| <p>Conclusion</p> | <p>Whilst the Estate Strategy progresses, the Borough Council will need to continue to liaise with the Hampshire Constabulary to assess and understand how Local Plan growth will impact on the security of the Borough. Where new premises for a police station or neighbourhood policing facility are required the Local Plan can identify and allocate a suitable site.</p> |



| Fire and Rescue | |
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| Lead Organisation | <p>Hampshire Fire and Rescue Service (HFRS)</p> <ul style="list-style-type: none"> The service provides vital front-line emergency response. Importantly, HFRS also work with communities to educate people to take the right action to reduce their risk and help make Hampshire safer. |
| Main Sources of Information | <ul style="list-style-type: none"> Hampshire Fire and Rescue Service Strategic Property and Estates Plan 2016-20¹³; Hampshire Fire and Rescue Service Plan 2015 – 2020¹⁴; Hampshire Strategic Infrastructure Statement 2017; Engagement with Hampshire Fire and Rescue Service Estate Officer. |
| Existing Provision – current situation | <p>Hampshire is a diverse county, with many rural areas coupled with significant urban regions, notably the cities of Portsmouth and Southampton in the South of the county. Hampshire Fire and Rescue Service has 51 fire stations strategically located around the county. The fire stations are organised into nine operational groups, with each station crewed by a combination of immediate response and on-call firefighters. There are two fire stations within Fareham Borough Council’s boundaries:</p> <ul style="list-style-type: none"> Fareham (wholetime); and Portchester (On Call). <p>The Service works closely and in partnership with other blue light services in Hampshire including the police and the ambulance service (several Fire Stations currently co-locate with partners to create blue light hubs), as well as Hampshire County Council and other local authorities across the county. Resources are flexible enough to enable work in prevention as well as dealing with incidents of all types. Help can also be mobilised to and from other nearby areas, for example Gosport, Wickham and Cosham.</p> |
| Planned Provision | <p>Fire and rescue service response and the location of resources is determined by local and national risk profiling. This profiling is based on the physical location and assessment of risk (such as less mobile communities, high risk industries, road networks and density of urbanisation). As these factors change within a geographical area (such as Fareham Borough) the location of suitable resources may also need to be adapted to ensure efficient response is maintained.</p> <p>The vision for the service is to work smarter, be more efficient and make life safer for everyone in Hampshire. All buildings need to be ‘fit-for-</p> |

¹³ https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&ved=2ahUKEwipZiT7PDjAhUIQ0EAHe-KA_sQFjAAegQIAxAC&url=https%3A%2F%2Fwww.hants.gov.uk%2Fget-decision-document%3FdocumentId%3D17935%26file%3D2016-11-01%2520HFRA%2520F%26GP%2520Item%25206%2520Strategic%2520Property%2520%2BEstates%2520Plan%2520Appx%2520A.docx%26type%3Ddocx&usq=AOvVaw1rciCBBnZTmPCjQly8ew3d

¹⁴ <https://www.hantsfire.gov.uk/about-us/plan/>



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| | <p>purpose’, in order to continue to deliver services effectively, which may be determined by the size, type and design of a building and its location. Service demands continually change over time, so it is important to periodically review the suitability of buildings and premises. Although future proposals do not involve a reduction in the current level of service, they do highlight opportunities to provide more suitable and better located replacement facilities for several the existing stations.</p> <p>The Property & Facilities team within HFRS are reviewing the current estate to determine where investment may be required to meet the needs of a modern fire and rescue service.</p> <p>Fareham Fire Station is a leasehold site. The HFRS Strategic Property and Estates Plan sets an ambition to wholly own our critical operational sites. Additionally, as increased urbanisation and commercial development is seen across the Borough, the risk to fire and other related emergencies constantly changes. This necessitates the need for HFRS to continue to review the physical location of our resources to ensure adequate and sufficient response to these risks.</p> <p>HFRS are therefore seeking a freehold arrangement in a new location that can continue to serve the Fareham area. Ideally this would also create an opportunity to create a blue light hub with Hampshire Constabulary and other emergency service partners.</p> <p>HFRS will be looking to identify a site for a new fire station, approximately 1-2 acres with good access to major road networks. The site would need to be located south of Fareham town centre, approximately located between Fareham and Gosport in the region of Newgate Lane (exact location is flexible). The Council will look to facilitate this process through the Local Plan, in discussion with landowners and promoters.</p> <p>Gosport Fire Station currently presents significant maintenance liability and running costs and therefore also forms part of the Station Investment Programme. Both Gosport and Fareham Fire Stations operate and respond to incidents interdependently. This site would therefore form part of any assessment of a suitable alternative site for Fareham Fire Station. Options (including potential new locations) must be reviewed as part of the wider operational requirement in this area of the county.</p> |
| <p>Sources of Funding</p> | <p>HFRS is funded in two ways. Part of the income comes from council tax. The other part comes from grants from the government. As grants from government reduce, the service will need to find ways to balance the funding. Around 80% of the budget is spent on firefighters – either full-time staff or on-call firefighters who turn out to incidents when call upon. The remaining budget is spent on running the fire stations (and headquarters building) and on maintaining and replacing fire engines and specialist vehicles to cope with emergencies.</p> <p>This will take place as part of a proactive Station Investment Programme, with several business cases expected to be submitted to Hampshire Fire and Rescue Authority between 2020-2025.</p> |



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| <p>Additional Information of note</p> | <p>The medium-term financial plan will support HFRS to take advantage of opportunities to invest in a capital programme which has the potential to deliver a number of aspirations, including:</p> <ul style="list-style-type: none"> • Acquiring new sites for fire stations where there is a strategic and operational requirement. • Purchasing land adjacent to fire stations where there is an operational need or as an investment, where there is a future commercial benefit. • Developing, extending and enhancing facilities to provide a fire service training academy. • Working with partners to provide a collaborative technical services solution. • Ensuring that fire stations remain in good condition, fit-for-purpose, legally compliant and meet the objectives of the environmental strategy. |
| <p>Role of Planning Policy</p> | <p>Guidance for Developers should include references to requirements for roads and buildings to enable access by fire appliances and to include precautions to avoid and reduce the risk and spread of fire.</p> |
| <p>Conclusion</p> | <p>The Property & Facilities team within HFRS are reviewing the current estate to determine where investment may be required to meet the needs of a modern fire and rescue service. This includes the need to replace the Fareham Fire Station leasehold site with a new freehold site in a new location that can continue to serve the Fareham area.</p> <p>In partnership with the Fire and Rescue Service, the local plan should identify and allocate a site for a new fire station, approximately 1-2 acres with good access to major road networks. The site would need to be located south of Fareham town centre, approximately located between Fareham and Gosport, in the region of Newgate Lane (exact location is flexible).</p> |



| Ambulance | |
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| Lead Organisation | <p>South Central Ambulance Service</p> <ul style="list-style-type: none"> • SCAS provide traditional 999 emergency services, as well as non-emergency patient transport services, NHS 111 services and logistics, commercial and training services across Berkshire, Buckinghamshire, Hampshire, Oxfordshire, Surrey and Sussex, serving a population of 7 million people. SCAS also provides clinical assessment, sign-posting and advice services for people who are ill, injured or concerned about their health. |
| Main Sources of Information | <ul style="list-style-type: none"> • Five Year Strategic Plan¹⁵ • South Central Ambulance Service Website. |
| Existing Provision – current situation | <p>The South-Central Ambulance Service (SCAS) covers the area of Berkshire, Buckinghamshire, Hampshire and Oxfordshire. According to the 2016/17 Annual Report and Accounts it has 104 sites including resource centres, standby points, Non-Emergency Patient Transport Service bases and air ambulance bases, 325 frontline vehicles, 2 air ambulances, 3,333 members of staff, 943 active volunteer Community First Responders and Co-Responders and 98 volunteer drivers.</p> <p>Demand for SCAS services is increasing every year and in the last 12 months the service attended 565,000 incidents for 999, over 1.2 million calls to NHS 111 and undertook over 800,000 patient transport journeys.</p> <p>The North Harbour Resource Centre at Cosham coordinates services along the south coast from the River Hamble in the west to Emsworth in the east and reaches northwards up to the Hindhead Tunnel including Petersfield and Bordon. Its resources include a fleet of 49 vehicles available daily including 15 ambulances and 34 paramedic cars. The greatest demand on its services comes from Portsmouth.</p> <p>For locations that would be unsafe for a standard ambulance to access the Hazardous Area Response Team has a specialised off-road 6-wheeled vehicle capable of transporting the specially trained paramedics and stretchered casualty from site to an ambulance. The Hampshire and Isle of Wight Air Ambulance helicopter can also be called in to extreme situations.</p> |
| Planned Provision | <p>The Trust published a 5 Year Strategy Summary (2014-2019) setting out a broad strategy for future investment in the ambulance service. Whilst several key strategic projects have been identified, none directly relate to Fareham Borough.</p> |
| Sources of Funding | <p>The Trust's principal source of income is from local NHS commissioning contracts for the provision of the emergency service. This income totalled £141.6 million (£135.9 million in 2018) which represented 62.7% of the Trust turnover (2018: 63.0%).</p> |

¹⁵ <https://www.scas.nhs.uk/wp-content/uploads/Five-Year-Strategic-Plan-Summary.pdf>



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| | Investment in capital resources for 2018/19 was £9.5 million (2018: £10.1 million). This amount includes 999 ambulance replacements and the provision of two facilities (for PTS in Reading and South Central Fleet Services Ltd in Didcot) and the telephony upgrade. |
| Additional Information of note | SCAS is more than a traditional (transporting) ambulance service. Increasingly, it is also a critical player in local care systems, offering simplified access to clinical assessment and sign-posting for people who are ill, injured or concerned about their health. The Service aims to offer the 'right care, first time', tailored to each individual's circumstances and needs, whether this is the immediate dispatch of an emergency team, clinical treatment at home, transport between health settings, referral to another service or simply telephone-based advice. |
| Role of Planning Policy | Strategic policies within local plans are required to make sufficient provision for community facilities (such as health). |
| Conclusion | The Council will continue to work with local NHS commissioning groups to ensure the requirements for medical provision are secured, including any future identified need for combined emergency services sites, and needs within strategic sites. |



FLOODING AND FLOOD DEFENCES

| Flood and Coastal Erosion Risk Management | |
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| Lead Organisation | <p>Eastern Solent Coastal Partnership (ESCP) Environment Agency</p> <ul style="list-style-type: none"> The ESCP co-ordinate the coastal flooding planning for Havant, Fareham and Portsmouth. They work to identify and deliver projects aimed at mitigating coastal flood risk in the borough. The funding they have access to is primarily aimed at high risk areas (of which there are very few) within the Borough and those projects that deliver the best value for money (i.e. maximum number of households protected for the cost). |
| Main Sources of Information | <ul style="list-style-type: none"> Partnership for Urban South Hampshire Strategic Flood Risk Assessment (SFRA) Update – 2016¹⁶; North Solent Shoreline Management Plan¹⁷; Engagement with ESCP officer. |
| Existing Provision – current situation | <p>The Shoreline Management Plan (SMP) is a non-statutory policy document that assesses the risks associated with coastal evolution and processes, such as those associated with waves and tides, and how they are likely to be affected by climate change. The main objective of a SMP is to identify sustainable long-term policies for the coast to manage risks, based on four standards:</p> <ul style="list-style-type: none"> Hold the line – maintain or change the standard of protection provided by existing coastal defences. Advance the line - build new defences on the seaward side of the original defences. Managed realignment - allow the shoreline to move backwards or forwards, with management to control or limit movement. No active intervention - do nothing, therefore no investment in coastal defences or operations. <p>The Flood and Coastal Erosion Risk Management Strategies (FCERM) consider the various options available for protecting the coastline and propose management options or flood defence schemes which are economically, socially and environmentally acceptable within the constraints which apply to that location.</p> <p>Portsmouth Harbour entrance to River Hamble entrance The management intention for the flood and coastal defences is to manage the open coast between Portsmouth Harbour entrance and the western boundary of the Meon Valley as a single frontage through maintenance and improvements to the defence structures and integrated beach recycling activities.</p> |

¹⁶ <https://www.push.gov.uk/wp-content/uploads/2018/05/Flood-Risk-Assessment-Update-2016-1.pdf>

¹⁷ <http://www.northsolentsmp.co.uk/>



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| | <p>Continued maintenance and improvements to these Local Authority, MOD or EA maintained defences will provide and raise the level of flood protection to the developed centres along with associated infrastructure, transport network and open space areas. The future management options for existing MOD maintained defences and sites will need to be appraised.</p> <p>The existing Lee-on-the-Solent Beach Management Plan details the beach recycling and replenishment requirements. Localised works to maintain and improve flood defences to protect cross-Solent service infrastructure may be required. The erosion of the cliffed frontage between Meon Valley and Hook Spit will contribute to the supply of mixed sand and gravel beach sediments to the shore and amenity beaches towards Hook Spit as the dominant drift direction is from south east to north west along this frontage. However, as the shingle barrier of Hook Spit rolls landwards in response to changing near shore wave climate conditions and fluctuations of sediment supply, there may be the requirement for detailed assessments to determine whether an area of contaminated land or a former landfill site is located behind the beach, resulting in a potential pollution risk.</p> <p>Even with these management intentions, the extent of residual tidal flood risk is significant between Gilkicker and Lee-on-the-Solent, Titchfield Haven in the Meon Valley and in the area of Hook Spit. These residual flood risks have been highlighted during consultations, but site-specific implications need to be determined through more detailed studies and continued engagement and working with landowners, MOD and coastal communities.</p> |
| <p>Planned Provision</p> | <p><i>Fareham Quay Coastal Flood and Erosion Risk Management Scheme</i> - To protect former landfill and 56 properties at risk from flooding and erosion until 2060 (168 properties by 2115 dependant on design life) ~£4.6 million present value including risk.</p> <p><i>Harbour View to Cadour Drive Coastal Flood and Erosion Risk Management Scheme</i> - To protect former landfill and 78 properties at risk from flooding and erosion until 2060 (238 properties by 2115 dependant on design life) ~ £2.5 million present value including risk..</p> <p><i>Portchester Castle to Paulsgrove Coastal Flood and Erosion Risk Scheme</i> - To protect former approx. 600 properties at risk from flooding and erosion over the next 100yrs. 371 present day. ~£6.1 million scheme abridging the boundaries of FBC and PCC jurisdiction. 15 year design life post construction. Will then require further works in year 15 and year 30. ~£7.9 million present value including risk.</p> <p><i>Fareham Property Level Protection Schemes</i> – Reducing flood risk to existing commercial and residential development in Warsash and Swanwick - £134,000 present value including risk.</p> <p><i>Managed Realignment / Regulated Tidal Exchange at Hook Lake</i></p> |



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| | <p>To create intertidal habitat to offset losses elsewhere and allow Hold the Line policy of SMP to be implemented across the Solent region. Being investigated as part of Regional Habitat Creation Programme - £10.9 million present value including risk.</p> |
| <p>Sources of Funding</p> | <p>While the SMP provides a framework for future decisions, the implementation of the policy relies on the availability of funding. A policy of hold the line, advance the line or managed realignment does not mean that public funding is secured or guaranteed for ensuing strategies or schemes.</p> <p>The Department for Environment, Food and Rural Affairs (Defra) provides guidance and grant aid to local authorities for the delivery of FCERM measures. The current funding mechanism for assessing how much Flood Defence Grant in Aid funding a scheme is eligible for, called 'Partnership Funding', was introduced in 2011/12 and works on a payment for outcomes basis.</p> <p>In general, where there are large numbers of properties at risk and the benefits of the scheme outweigh the costs, schemes are likely to be fully funded. Where there are lower numbers of properties at risk and the benefits do not significantly outweigh the costs, schemes may be part grant funded and there will be a need to fund the shortfall to unlock the grant element.</p> <p>This can be through a number of sources i.e. Regional Flood Committee Local Levy, community contributions, Public Funding, Community Infrastructure Levy or may be through private developer funding if the works are needed in part to protect new development.</p> <p>There is limited funding for the ongoing maintenance regime which is generally met by Local Authority Budgets and prioritised using a risk-based approach.</p> <p>Contributions from new development may increase the chances of accessing grant aid funding.</p> |
| <p>Additional Information of note</p> | <p>The borough coastline abounds with important habitats, birds and wildlife species. Lengths of the coastline are therefore protected by complex environmental legislation. There are both potential conflicts and possible opportunities when protecting these internationally important designated sites and providing coastal erosion and flood defences.</p> |
| <p>Role of Planning Policy</p> | <p>Paragraph 149 of the NPPF states that: <i>Local Plans to take account of climate change over the long term, including factors such as flood risk and coastal change with new development being planned to avoid increased vulnerability to the range of impacts arising from climate change.</i></p> <p>Paragraph 150 (a) states that: <i>'When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed</i></p> |



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| | <p><i>through suitable adaptation measures, including through the planning of green infrastructure.'</i></p> <p>In paragraph 155: <i>'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future)., Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.'</i></p> <p>Paragraph 167, states that: <i>'Plans should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas and not exacerbating the impacts of physical changes to the coast. They should identify as a Coastal Change Management Area any area likely to be affected by physical changes to the coast'.</i></p> |
| <p>Conclusion</p> | <p>There are recommendations and policies in the North Solent Shoreline Management Plan and the completed and emerging Coastal Flooding and Erosion Management Strategies. To implement these recommendations, there are works required to maintain and improve defences to protect existing properties and also projects to create new habitats to mitigate the effects of 'holding the line' together with climate change.</p> <p>The Fareham Borough Local Plan 2036 should safeguard land where necessary to enable these projects. In the first instance development should avoid areas of flood risk, take steps to ensure that flood risk will not be increased elsewhere and, where possible, reduce flood risk overall. If, following the application of the sequential test, development has to go in flood risk areas suitable adaptation mitigation measures will be needed.</p> |



| SuDS and Other Drainage Systems | |
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| Lead Organisation | <p>Hampshire County Council (Lead Local Flood Authority)</p> <ul style="list-style-type: none"> • <i>As Lead Local Flood Authority the County Council has powers associated with the management of future flood risk relating to surface water, groundwater and ordinary watercourses through the Flood and Water Management Act (2010).</i> • <i>It plays a key role in identifying the need for flood risk management infrastructure to alleviate known flood risk problems and assisting in the delivery of the required infrastructure.</i> |
| Main Sources of Information | <ul style="list-style-type: none"> • Engagement with the Flood & Water Management Team at Hampshire County Council and with the Civil Engineering Team Leader at Havant Borough Council; • Hampshire Strategic Infrastructure Statement; • Hampshire County Council Local Flood Risk Management Strategy¹⁸. |
| Existing Provision – current situation | <p>The Flood & Water Management Act requires the Lead Local Flood Authority (LLFA) to develop a Local Flood Risk Management Strategy for its area. The LLFA's strategy must specify:</p> <ul style="list-style-type: none"> • risk management authorities within that area; • their flood and coastal erosion; • risk management functions and objectives for managing flood risk; • measures proposed to achieve those objectives; • how and when the measures are expected to be implemented; • costs and benefits and funding sources assessment of local flood risk; • how and when the strategy is to be reviewed; • how the strategy contributes to the wider environmental objectives. <p>The County Council's responsibility, and the focus of the Strategy, is the management of local flooding. This means flooding from surface water, groundwater and ordinary water courses. These types of local flooding are becoming increasingly common as larger areas are covered in hard surfaces (preventing water soaking into the ground) and as a changing climate affects rainfall patterns.</p> <p>An important part of the work on the Strategy has been to undertake a risk assessment. This has helped to identify the areas likely to be most at risk from local flooding now and in the future. This information will be used to target investment where it will provide the greatest benefit.</p> <p>The Strategy looked at Electoral Wards and considered the likelihood of flooding occurring, and the consequence of this flooding – the impact on homes, business and roads.</p> |

¹⁸ <https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/strategies/local-flood-risk-management-strategy>



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| | <p>Fareham East Action Plan Fareham East ward was found to be amongst the wards at highest risk of flooding from groundwater and from flooding from combined sources (taking all data sources into account) and consequently has a Ward Specific Action Plan:</p> <p>Groundwater flooding was recorded in two areas in 2000/01. In Wallington at total of 65 properties were affected. There are no recorded incidents of internal surface water flooding to properties in the ward. However, the Environment Agency Flood Map for Surface Water indicates that surface water flooding could occur in central Wallington and further north within the ward. Historic records indicate that combined groundwater, surface water and fluvial flooding have affected around 40 properties in the centre of Wallington.</p> <p>The Environment Agency Flood Map indicates there is a risk of flooding from rivers or the sea through central Wallington and further north in the ward at similar locations to the potential surface water flooding. The M27 runs through the ward and this may be affected by river flooding between junction 10 and 11. Wallington is identified as a ‘Community at Risk’ of Fluvial and Tidal flooding by the Environment Agency. There are 116 properties at significant or moderate risk, and the community is ranked 25th highest risk in Hampshire. South Fareham is identified as a ‘Community at Risk’ of Tidal flooding by the Environment Agency. There are 78 properties at significant or moderate risk, and the community is ranked 34th highest risk in Hampshire.</p> <p>41 properties in Wallington have benefited from property level protection funded through a funding mechanism no longer open for applications. Other measures to address flood risk, beyond those identified in the Halcrow 2002 report on groundwater flooding, have not been identified or delivered.</p> |
| <p>Planned Provision</p> | <p>Hampshire County Council currently has no flood prevention or drainage schemes planned for Fareham Borough. However, the Local Flood Risk Management Strategy contains a Ward specific action plan for Fareham East.</p> <p>Fareham East Action Plan Although property level protection has been implemented for 41 properties at highest risk of river and surface water flooding, this ward remains at a high risk of groundwater water flooding. There is a residual risk of combined flooding within this ward. Therefore, Hampshire County Council should act as coordinating authority for a SWMP team, which includes representation from the Water Company, the Environment Agency, the District Council and residents.</p> <p>This delivery team should work alongside the GWSWMP and:</p> <ul style="list-style-type: none"> • Ensure that residents are aware of the risk of flooding • Promote the groundwater flood warning system to residents • Ensure that residents are made aware of advice on how to protect themselves and their property in times of flooding |



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| | <ul style="list-style-type: none"> • Ensure that RMAs, individuals and riparian owners maintain and manage their drainage systems and waterbodies • Undertake a detailed investigation into the sources, pathways and receptors of flooding, to assess the feasibility of a flood risk management scheme to reduce the risk in the ward. The Environment Agency will provide more detail resolution regarding actual properties at risk of fluvial flooding in South Fareham and Wallington, to allow the delivery team to understand and quantify the risk of flooding from combined sources. <p>Specific policies should be considered by the Local Planning Authority (Fareham Borough Council) to control development within this risk area, ensuring suitable property resilience levels until the source, pathways and receptors are understood at a detailed enough scale to ensure that new development is not at risk of flooding. Any new development must not increase flood risk elsewhere. The calculated annualised costs of groundwater flooding are approximately £150k, and this ward ranks second highest in Hampshire for the combined risk.</p> <p>Surface water flooding, or pluvial flooding, happens when rainwater does not drain away through the normal drainage systems or soak into the ground, but lies on or flows over the ground instead. This type of flooding can be caused by impermeable surfaces, intensity of rainfall not having time to infiltrate, or waterlogged ground not allowing further infiltration and can be much more difficult to predict or pinpoint than river or coastal flooding.</p> <p>When developing a greenfield site, the principle of SuDS is that whatever system or combination of features is used, the run-off volume and flow rate should not be more (and preferably less) once development has taken place than occurred naturally prior to development. For redevelopments the run-off should be no worse than existing and an improvement where possible.</p> <p>Although SuDS can be retrofitted the principle is that schemes are to mitigate the impacts of new development, not deal with pre-existing problems; however, when designing systems developers should take account of upstream flows.</p> |
| <p>Sources of Funding</p> | <p>Flood and coastal risk management is primarily funded through Flood and Coastal Erosion Risk Management Grant in Aid (FCERM GiA) from central government via Defra to the Environment Agency. In addition to this the Regional Flood and Coastal Committees (RFCCs) raise funds locally by way of a local levy on the County Councils and Unitary Authorities within the RFCC'S area. Public/private contributions are also sought for most flood alleviation schemes.</p> <p>The Environment Agency administers a six-year (2015/16 to 2020/2021) FCERM capital investment programme on behalf of government. The programme is built up of projects developed and promoted by the Environment Agency and local authorities with the involvement of the RFCC are who consent to the programmes for their areas. Through</p> |



| | <p>representation on the three RFCC's in Hampshire, Southern Thames and Wessex, the County Council has a role in determining where money is allocated locally.</p> | | | | | | | | | | | | | | | | | | | | | | | | |
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| <p>Additional Information of note</p> | <p>A wide range of organisations have a responsibility for flooding.</p> <table border="1"> <thead> <tr> <th colspan="2">Responsibilities for managing flood risk</th> </tr> </thead> <tbody> <tr> <td>Hampshire County Council</td> <td>The LLFA. Responsible for taking the lead in managing flood risk from local sources and also where there is an interaction between these sources and main rivers or the sea. The County Council also has other related roles in emergency planning and highway drainage.</td> </tr> <tr> <td>The Environment Agency</td> <td>Responsible for managing flood risk from main rivers, large reservoirs and the sea, and also has a strategic overview role over all flood and coastal erosion risk management. 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| <p>Role of Planning Policy</p> | <p>Paragraph 155 of the NPPF states that: <i>'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.'</i></p> | | | | | | | | | | | | | | | | | | | | | | | | |



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| | <p>Paragraph 163 about the determination of planning applications seeks to ensure that development is appropriately flood resilient and resistant and ‘it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate.’</p> <p>Proposals should consider the location of discharge as a hierarchy; Planning Practice Guidance states: “<i>Generally, the aim should be to discharge surface run off as high up the following hierarchy of drainage options as reasonably practicable:</i></p> <ol style="list-style-type: none"> 1. <i>into the ground (infiltration);</i> 2. <i>to a surface water body;</i> 3. <i>to a surface water sewer, highway drain, or another drainage system;</i> 4. <i>to a combined sewer.”</i> <p>SuDS and drainage systems need to form an integral part of any development, and should be considered as part of the land acquisition due diligence process along with other key considerations including topography, ground conditions, and discharge destinations. It is easier and more cost effective to incorporate sustainable drainage systems along with landscape design from the earliest stages of planning a development.</p> |
| <p>Conclusion</p> | <p>Fluvial flood risk in Fareham borough is linked to the River Hamble (the western boundary), the River Meon (which runs from north to south through the middle of the borough) and the River Wallington (which runs through the east of the borough impacting the suburb of Wallington). The surface water flood risk broadly follows the fluvial flood risk and is most severe around the River Meon. The south of the borough is coastline, with the associated tidal flood risk from the Solent, although this is limited</p> <p>Investment in flood risk management infrastructure is likely to be required to address current flood risk in the Borough. It will also be required to support new development, and developers will be expected to deliver solutions where required such that this development does not exacerbate risk elsewhere. All development should be expected to use sustainable drainage measures, laid out in accordance with an approved surface water drainage strategy. If there are specific circumstances where this is not possible due to reasons of contamination this should be set out in a Flood Risk Assessment. Even then there may be solutions to enable water to be held on site such as lining ponds with a membrane, or using a tank, or even at a property level, water butts and oversized gutters. Drainage usually relies on gravity, but it can be pumped although this is clearly less sustainable depending on the source of the power.</p> |



HEALTH CARE

| Primary Care | |
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| Lead Organisation | <p>Fareham and Gosport Clinical Commissioning Groups</p> <p><u>Clinical Commissioning Groups</u> A clinical commissioning group is a new NHS organisation that brings together local GPs and experienced healthcare professionals to commission health services for local people. As commissioners of local health services, a CCG is responsible for:</p> <ul style="list-style-type: none"> • Planning the right services to meet the needs of local people • Buying local health services, including community and hospital services • Checking that the services are delivering the best possible care and treatment for those that need them. <p><u>NHS England</u> This is a new, national organisation which has an ‘area team’ covering the Wessex region, including our CCG. Their role is to deliver the Department of Health’s ambitions for the NHS by working with commissioners and providers of services across the country. They also directly commission:</p> <ul style="list-style-type: none"> • GP practices (in some areas) • Dentists • Pharmacists • Optometrists • Specialised services such as HIV care or hearth transplants. |
| Main Sources of Information | <ul style="list-style-type: none"> • Engagement with Fareham & Gosport, Portsmouth, and West Hants CCGs. • Capacity studies have been undertaken on key NHS Infrastructure, each NHS owned asset has been recently surveyed (3 facet) and Utilisation studies have also been undertaken on those premises. |
| Existing Provision – current situation | <p>Fareham and Gosport CCG are responsible for commissioning healthcare services to meet the needs of local people. This includes:</p> <ul style="list-style-type: none"> • Primary Care services (GPs) • Urgent and emergency care, including 111, A&E and ambulance services; • Out of hours primary medical services; • Elective (planned) hospital care; • Community health services; • Rehabilitation services • Maternity and new-born services; • Children and young people's health services; • Services for people with learning disabilities; • Mental health services (including psychological therapies). |



The CCG is responsible for the following facilities:

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| GP Practices | Gudge Heath Lane Surgery |
| | The Highlands Practice |
| | The Whiteley Surgery |
| | The Centre Practice (FHC) |
| | Brook Lane Surgery |
| | Jubilee Surgery |
| | Lockwood Surgery |
| | Portchester practice |
| | Stubbington Medical Practice |
| | Westlands Medical Centre |
| Community Health Centres | Fareham Community Hospital |
| | Fareham Health Centre |
| | Portchester Health Centre |
| Services for Children | Crofton Community Centre |
| | Fareham Methodist Church |
| | Gosport Methodist Church Hall |
| | The Holyrood Church Hall |
| | Knowle Hall |
| Community Services | MASH |
| | Meadow Side Leisure Centre |
| | Oak Meadow Centre |
| Learning Disability Services | The Potteries |
| Mental Health Services | Ravenswood House |
| Community Dental | Sharland House |

In addition, the CCG commissions services from several care homes within the Fareham area, but dental surgeries and pharmacies within the area are commissioned by NHS England. Finally, office accommodation is provided at the following locations:

- CCG Commissioning support – Building 003 Fort Southwick.
- SHFT Alpha Court – units A3, A4, S6

High level capacity planning undertaken by the CCG shows that over the Plan period, 8 additional primary care clinical rooms are required. Only two of the existing surgeries have existing scope to expand, with the rest requiring significant investment to enable expansion. In addition, 4 community rooms are also required over the same period. The CCG are likely to request developer contributions from all sites to aid in the expansion of existing facilities.

The three Community Health Centres in the borough are currently all defined by the CCG as underutilised, with values ranging from 40% to 60% underutilised space. Whilst this does not mean that there is space immediately available (underutilisation is a complex calculation considering many factors) it does mean that there is scope to reconfigure how the space is used and seek to achieve more efficient utilisation. This could in turn free up resource to provide additional clinical space and services.



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| | It is currently anticipated that between 2018 and 2023 six additional consulting rooms (with associated support facilities) are required for primary care services, with one more required between 2024 and 2028 and one between 2034 and 2036. In addition, three community care clinical rooms will be required for the delivery of community services between 2018 and 2023 with a further room required in 2034-2036. |
| Planned Provision | The CCG has commissioned utilisation reviews on Fareham Community Hospital, Fareham Health Centre and Portchester Health Centre. |
| Sources of Funding | No sources of funding for NHS infrastructure have been identified, other than Section 106. Site specific contributions will be identified through stage 2 of the IDP work and planning application process. |
| Additional Information of note | In the next five years the CCG have estimated that 10 GPs will be retiring across Fareham. The average ratio of patients to whole time equivalent (wte) GPs across Fareham is currently 3,200 (some practices have 1,500 patients per wte GP whilst Whiteley has 4,200 patients per wte GP). This is higher than national figures. It does not currently factor in the wider evolving workforce of a GP practice. |
| Role of Planning Policy | <p>The built and natural environments are major determinants of health and wellbeing. Of the three dimensions to sustainable development, planning's social role includes supporting healthy communities (NPPF paragraph 8(b)).</p> <p>Paragraph 20 of the NPPF states that: <i>'Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:</i> c) <i>community facilities (such as health infrastructure.....)</i></p> <p>Paragraph 34 of the NPPF states that: <i>'Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure).'</i></p> <p>The Planning Policy Guidance states that Engagement between plan-making bodies and relevant organisations will help ensure that local strategies to improve health and wellbeing and the provision of the required health infrastructure are supported and considered in plans (including in the preparation of strategic policies for community facilities).'</p> |
| Conclusion | <p>The tipping point for Fareham is expected to occur at around a housing requirement of 550 homes per annum. Below 550 homes per annum, with the measures set out above, the high-level capacity planning indicates that the predicted population growth could be accommodated within the existing estate. However, Fareham has mainly purpose-built accommodation and practices will need considerable reconfiguration and updating in order to increase their list size.</p> <p>However, the remains two other aspects which the CCG has to consider</p> |



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| | <p>alongside the estate, and they are workforce and funding. The CCG will request developer contributions from all sites towards the delivery of the healthcare estate and these will be identified through stage 2 of the IDP. Finally, the CCG is facing the national issue of a shortage of GPs. Any strategy set out by the CCG is dependent on the successful replacement of retiring GPs.</p> |
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| Acute Care | |
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| Lead Organisation | Portsmouth Hospitals NHS Trust |
| Main Sources of Information | <ul style="list-style-type: none"> • Portsmouth Hospitals NHS Trust website¹⁹ |
| Existing Provision – current situation | <p>Portsmouth Hospitals NHS Trust is a large district general hospital providing comprehensive acute and specialist services. It is the largest non-teaching hospital trust in England, with an annual turnover of close to £550m, employing over 7,000 members of staff. Its main site is the Queen Alexandra Hospital located in Portsmouth and its staff and volunteers work across Portsmouth and South East Hampshire. The Trust serves a population of around 675,000 in Portsmouth and south east Hampshire residents.</p> <p>Queen Alexandra Hospital has:</p> <ul style="list-style-type: none"> • 1,200 beds, including cots; • 28 theatres - with four dedicated endo theatres; • Four state-of-the art linear accelerators; • Two purpose built interventional radiology suites, two MRI; scanners, three CT scanners and a PET scanner; • State of the art pathology laboratory; • Superb critical care facilities. <p>The 'Emergency Department' at Queen Alexandra Hospital is one of the busiest in the UK and sees an average of 385 patients every day (that's 16 every hour). In just one year the department saw more than 144,000 patients and dealt with over 59,000 emergency admissions.</p> <p>In the same year the Hospital had over 67,000 planned admissions, saw over 516,000 outpatients, carried out more than 57,000-day case operations and more than 5,500 babies were born at the hospital.</p> <p>The 'Acute Medical Unit' (AMU) and 'Surgical Assessment Unit' (SAU) provide rapid diagnostic assessment for patients admitted as emergencies. These can then be directed to the clinical areas most appropriate for their condition.</p> <p>The Trust is also home to the Wessex Renal and Transplant Unit and it holds prestigious Cancer Beacon Status for the Head and Neck Cancer Services.</p> <p>The Trust hosts the largest of one of five Ministry of Defence Hospital Unit (MDHU) in England. The Unit treats members of the armed forces and their families from all corners of the United Kingdom. The Trust also trains a range of military clinicians, from all three of the armed forces, who are regularly deployed to bases across the world. Military staff now account for 5% of the total workforce and the Trust has responsibility to ensure the staff have exposure to the appropriate clinical experience required during their times of deployment throughout the world.</p> |

¹⁹ <http://www.porthosp.nhs.uk>



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| | <p>Although not a University Hospital allied to a Medical School, nevertheless the Trust is a major provider of under-graduate and post-graduate education working with three universities (Southampton, Portsmouth and Bournemouth). The Trust also has a significant reputation in relation to research and development.</p> |
| <p>Planned Provision</p> | <p>The creation of new dwellings places additional pressure on local NHS health services. Due to Fareham’s location and the nature of services delivered by local acute Trusts, historical data evidences that many residents will access treatment at Portsmouth Hospitals NHS Trust.</p> <p>A strategy to encourage clustering of new dwellings will enable Portsmouth Hospitals NHS Trust to calculate the health needs and therefore the additional services required by new residents of each development. On the basis that Fareham Borough Council will target developers to build 520 new houses per year; Portsmouth Hospitals NHS Trust will welcome a policy that seeks contributions from these developers towards the delivery of healthcare services.</p> <p>The Trust would expect that health needs assessments are aligned to the future housing trajectory and reflect the requirements of all health system partners: Primary Care, Secondary Care (Acute Trusts), Community and Mental Health plus Emergency Services.</p> |
| <p>Sources of Funding</p> | <p>The NHS is funded almost entirely from general taxation and National Insurance contributions. A very small proportion is generated by user charges (charges for prescriptions, dental treatment and spectacles) also through parking charges and land sales.</p> <p>The level of NHS funding in a given year is set by central government through the Spending Review process. This process estimates how much income the NHS will receive from each of its sources. If National Insurance or patient charges raise less funding for the NHS than originally estimated, funds from general taxation are used to ensure the NHS receives the level of funding it was originally allocated.</p> |
| <p>Additional Information of note</p> | <p>Portsmouth Hospitals NHS Trust has identified that it can best serve the local population by working collaboratively with partners across the local health and social care system to respond to the growing pressures and mitigate the impact of an increasingly ageing population.</p> <p>The aim is, working together to drive a decline in emergency admissions and average length of stay through:</p> <ul style="list-style-type: none"> • Developing care pathways to reduce multiple handovers and offer a streamlined and targeted service – for example the diabetes service. • Reducing the need for hospital admissions for the frail and elderly, and those with long term conditions. • Supporting self-management and long-term prevention of ill-health working closely with Public Health. |



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| <p>Role of Planning Policy</p> | <p>The built and natural environments are major determinants of health and wellbeing. Of the three dimensions to sustainable development, planning's social role includes supporting healthy communities (NPPF paragraph 8(b)).</p> <p>Paragraph 20 of the NPPF states that: <i>'Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:</i> <i>c) community facilities (such as health infrastructure.....)</i></p> <p>Paragraph 34 of the NPPF states that: <i>'Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure).</i></p> <p>The Planning Policy Guidance states that engagement between plan-making bodies and relevant organisations will help ensure that local strategies to improve health and wellbeing and the provision of the required health infrastructure are supported and considered in plans (including in the preparation of strategic policies for community facilities).</p> |
| <p>Conclusion</p> | <p>It is important that Fareham Borough Council work with all NHS partners in a co-ordinated way to ensure continued investment across the local health system. This means that not only are developers considering the allocation of land for primary care use, but that wider consultation across the NHS is undertaken during the planning process to understand the impact of any proposed development on acute, ambulance, community, mental health, and GP provision.</p> |



SOCIAL AND COMMUNITY INFRASTRUCTURE

| Community Facilities | |
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| Lead Organisation | Fareham Borough Council |
| Main Sources of Information | <ul style="list-style-type: none"> Fareham Local Plan 2036 Background Paper: Community Facilities²⁰ |
| Existing Provision – current situation | <p>There are 28 community centres/halls spread across the Borough, with the largest number of the facilities being in the Western Wards.</p> <p>There are 10 youth centres/facilities identified in the Borough. Most of these facilities are in Fareham and Stubbington.</p> <p>There are 23 Places of Worship, spread throughout the Borough, with the majority of these located in Fareham. Places of Worship are community meeting places and more generally are places where public worship takes place, this can include churches, mosques, temples, or church halls (the list is not exhaustive).</p> <p>There are 45 Public Houses serving the Borough, including large pubs with restaurant facilities and small, more traditional pubs. Some Public Houses have closed in recent years and been converted to residential use, this is prevalent across the UK.</p> <p>Range of rooms/facilities Facilities in the Borough that provide a focused community service such as Places of Worship, Cultural and Leisure Facilities have a range of rooms/services that are more focused towards the service output, i.e. church groups/services, fitness classes, museum exhibitions, etc. In addition, there are several community facilities that either hold a premises license or Temporary Events Notice (TEN) and operate a bar facility within the building.</p> <p>Activities/Groups The community centres/halls in the Borough generally accommodate a range of regular groups and activities that reflect the need of the local area including social activities, health and lifestyle, learning and skills, sports and leisure and arts. Community centres/halls in the Borough vary in terms of their capacity, from accommodating 4 groups to over 50 groups/activities.</p> <p>The youth facilities in the Borough mainly accommodate groups related to Beavers, Cubs, Scouts, Brownies and Guides The facilities also accommodate regular social and sporting activities for young people.</p> <p>The places of worship accommodate a range of regular groups, as well as providing a community service in relation to worship activities and groups. The regular groups range from children’s groups to social activities and arts. In addition, Places of Worship provide a key facility for</p> |

²⁰ <https://www.fareham.gov.uk/planning/localplan2036evidence.aspx>



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| | <p>health groups such as room hire for counselling services and blood donation, which reflects the vital needs of the local community.</p> <p>The increase in activities in these community facilities illustrates that there is a general move to providing flexible, multi-purpose centres where there can be co-location and dual use of facilities and activities for community use. This is also demonstrated in the large number of irregular groups that also use community facilities.</p> <p>There has also been a decrease in the activities/user groups in a number of community centres/halls, with activities/user groups no longer using facilities such as church services, nursery, fitness, scouting and social groups.</p> <p>Community facilities are also used for irregular uses/activities. These include children's parties, use of the facility as a polling station and NCT antenatal classes, etc. There is significant use of these facilities for irregular groups/users, as well as the regular uses/activities listed above, which indicates that there is a high demand for the community facilities in the Borough.</p> <p>Buildings are not just used for community groups and there is a need for the provision of facilities for other types of activities and groups, such as health groups that provide a vital service to the community.</p> <p>There are currently several community facilities that are well-utilised and unable to cope with the additional demand. There are also a number of additional issues for the existing community centres that prevent further use of the centre for additional users/groups. This includes the fee charge for hiring the facilities and the lack of availability of car parking.</p> <p>Some demand for use of the existing facilities can be met by opportunities to extend existing facilities, increasing the use/amount of space of the existing facilities providing a number of issues were addressed. For example, by extending the building or converting/making better use some of the rooms within the community facility.</p> <p>The following community facilities are at capacity and do not have any opportunity to extend the building or increase the use of the facilities in the short or long term:</p> <ul style="list-style-type: none"> • 2nd Stubbington Scout Group • Crofton Guiding Centre • Fareham North West Community Centre • Lockswood Community Centre • Locks Heath Working Men's Club <p>The following facilities are not at capacity and therefore, currently have room to accommodate groups/activities without expansion of the building:</p> <ul style="list-style-type: none"> • Burr ridge Village Hall • Ellen Newbury Hall (refurbishment of the Hall completed in 2017) • Locks Heath Working Men's Club • Portchester Hub • Ranvilles Community Centre |
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| | <ul style="list-style-type: none"> • Sarisbury Green Parish Rooms • Whiteley Community Centre <p>Some community facilities have a dual purpose. e.g. used for leisure and recreation such as Fareham Leisure Centre. These facilities currently accommodate community groups as well as sporting activities.</p> |
| <p>Planned Provision</p> | <p>Most community facilities within the Borough will continue to provide a 'service' for at least the next 5-10 years, but that longer-term planning is uncertain. This is mainly due was due to the following reasons:</p> <ul style="list-style-type: none"> • Current profit intake. • Increasing maintenance costs of the facility. • Restrictions on licence use. • Increased hire rates <p>There are many important factors in determining the capacity of existing facilities in meeting current and future demand including:</p> <ul style="list-style-type: none"> • The capacity of current staff/volunteers to operate and manage the facilities if additional groups/activities were to be run by the facility. • The funding available to continue current activities, including covering insurance to use the facility. • The lack of parking to accommodate groups/users on the site. • The lack of room on site to further expand the existing facilities. • The availability of rooms at particular times within the facility. For instance, some community facilities struggle to fill day time bookings. However, there is a need for weekday evening slots when people finish work and are available. • The extension of the existing facility to accommodate further groups/activities. • The hire charges of the facility. • Some of the facilities are for private members only and are therefore, not available to members of the public. <p>A number of these issues, as illustrated above, would need to be resolved before the facilities would either be able to increase the amount of groups/activities within the facility or increase the capacity, i.e. through extending the facility.</p> <p>The following community facilities are at capacity, but there is the intention to expand or increase the use of the existing facility in the short term:</p> <ul style="list-style-type: none"> • 1st Catisfield Scout Group • 10th Fareham Scout Group • 1st Stubbington Scout Group • Abshot Community Centre • Crofton Community Centre • Fareham North West Community Centre • Lockswood Community Centre • Portchester Business Centre (expansion due for completion late 2018) |



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| | <p>Some centres are currently in the process of or have committed to expanding/increasing the use of community facilities. For instance, Portchester Business Centre are currently (as of July 2018) undertaking expansion of their existing facilities, which will ensure there is additional capacity for groups/users wishing to use the Centre. Also, the 1st Stubbington Scout Group are in the process of establishing an additional scouting group.</p> <p>The following community facilities are at capacity and have an interest to extend or increase the use of facility in the future:</p> <ul style="list-style-type: none"> • Broadlaw Community Centre • Catisfield Memorial Hall • Genesis Centre • Hill Park Memorial Working Men’s Club • Locks Heath Sports and Social Club • Park Gate Royal British Legion • Portchester Community Centre • Portchester Parish Hall • Priory Park Community Centre • Saltern’s Working Men’s Club • Sarisbury Green Community Centre |
| <p>Sources of Funding</p> | <p>The Community Associations aim to be self-financing to provide facilities and services to their local communities and keep prices affordable however the burden of maintaining the physical fabric of the buildings and keeping their facilities up to date is an increasing pressure on their budgets. While some buildings are still maintained by the Council, increasingly arrangements with the community associations will need to be on terms of a full repair lease.</p> <p>Community Associations are increasingly reliant on fundraising through activities by their members which can then be used to attract match funding and/or other grants.</p> |
| <p>Additional Information of note</p> | <p>Parking is generally considered very important for access even in urban areas with good walking and public transport links to enable access for disabled, elderly, parents with young children and safety considerations at events that continue into late evening. The majority of community centres have parking spaces. However, there are some facilities that lack or have limited car parking on site and this is a common issue for being unable to accommodate users/activities on site.</p> |
| <p>Role of Planning Policy</p> | <p>In support of this and in terms of community facilities, paragraph 92 of the NPPF requires Local Plan to provide policies on the following:</p> <ul style="list-style-type: none"> • <i>Plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;</i> • <i>Take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;</i> |



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| | <ul style="list-style-type: none"> • <i>Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.</i> <p>In addition, there is a strong emphasis on the provision of existing adequate facilities throughout the NPPF, with paragraph 92 stating that: <i>'Policies and decisions should:</i></p> <ul style="list-style-type: none"> • <i>Guard against the unnecessary loss of valued services and facilities, particularly where it would reduce the community's ability to meet its day-to-day needs.</i> • <i>Ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community.'</i> |
| <p>Conclusion</p> | <p>The future protection, maintenance and enhancement of community facilities is a vital part of ensuring that future development within the Borough meets the needs of its residents. Community facilities cater for many aspects of local communities within the Borough and their role is multi-functional. The community facilities in the Borough range from community centres to places of worship and public houses. Therefore, any future planning of the Borough need to ensure that community facilities are taken account of and properly planned for.</p> <p>There is a clear need for the existing community facilities. These facilities provide a base for a variety of different groups and activities, which contribute towards improving health within the Borough and increased community cohesion.</p> <p>Several community facilities currently still have capacity for accommodating community uses/groups within the facility. In addition, several facilities also envisage increasing use of the facilities and potentially extending the facilities in the future to accommodate further demand for community uses/activities within the facility.</p> |



| Leisure Facilities | |
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| Lead Organisation | Fareham Borough Council |
| Main Sources of Information | <ul style="list-style-type: none"> • Fareham Local Plan 2036 Background Paper – Open Space Fareham Playing Pitch Strategy²¹; • Fareham Borough Council Provision of an Indoor Facilities Needs Assessment 2017-2036²². |
| Existing Provision – current situation | <p>Natural Greenspace</p> <p>The existing overall average level of provision in Fareham is 5.26 hectares per 1,000 population, which is well above the required standard. Natural greenspace within the borough is generally very good with 11 out of 15 wards having a good supply. There are however, some wards which have deficits such as Fareham West. This ward historically, has had low provision of all open space types and the ability to provide more space to address the deficit is constrained because it is an existing built up area. Other wards like Titchfield have very good supplies of natural greenspaces. This is due to the Titchfield Haven Nature reserve and the river Meon corridor being within this ward.</p> <p>There exists a total of 193 hectares of restricted access natural greenspace within the Borough. When added to the overall Natural Greenspace requirement calculation for the Borough it helps lower the deficit amount of natural greenspace in some wards (Fareham West) and provides an improved quantity in others (Fareham North-West and Stubbington)</p> <p>There are a number of high-quality natural greenspace areas around the Borough. Of note is the Holly Hill Woodland Park in Sarisbury. This area of open space has been given Green Flag status in recognition of its high quality and value.</p> <p>A quality review of new Natural Greenspaces since the last Greenspace Study revealed that the new open spaces are of good quality. Six out of the eight Natural Greenspaces reviewed demonstrated high quality amenity, accessibility, recreational and safe values with only minor insignificant improvements suggested.</p> <p>All but two wards in the Borough have either had their deficits in open space reduced or had their quantities positively improved. Overall the above minimum requirement of Natural Greenspace within Fareham has increased by 238.91 hectares from 84.54 hectares in 2014 assessment to 323.45 hectares. This is largely due to the new study taking into account new Natural Greenspaces that were not included in previous studies.</p> <p>Parks and Amenity Open Space</p> <p>The existing average level of provision in Fareham is 1.72 hectares per 1,000 population. Provision varies across the Borough with 7 wards</p> |

²¹ <https://www.fareham.gov.uk/planning/localplan2036evidence.aspx>

²² <https://www.fareham.gov.uk/planning/localplan2036evidence.aspx>



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| | <p>showing a very good quantity of parks and amenity Open Space and 8 indicating a deficit. Fareham West again is a ward with the greatest deficit, falling below the expected minimum amount. It is followed closely by Sarisbury and Locks Heath. Other wards exceed the minimum amount of provision for example, Portchester East and Titchfield.</p> <p>The Local Plan, through site allocation policies should seek to provide new open space, or where creation is not possible, look to seek qualitative improvements instead.</p> <p>A 400m metre/5-minute walking time to access Parks and Amenity Open Space which is 0.2ha and over is generally shown to be acceptable. There are areas however where access to open space of 0.2ha and greater is absent. These areas, include:</p> <ul style="list-style-type: none"> • Portchester East around Canton Road • Portchester West around the Causeway and elements of Hatherley Crescent • Wallington Village has limited access to Parks and Amenity Open Space, areas which are in the vicinity of the village are severed by the A32, a busy road which prohibits ease of access. • Residential properties around Maylings Farm Road, Gudge Heath Lane and Blackbrook Park Avenue. • Catisfield area of Fareham has a lack of reasonable access • The residential area of Titchfield Park has little or no access to amenity open space • Park Gate around Beacon Bottom • Residential properties in and around Brook Lane/Avenue • A small element of residential properties in Whiteley. <p>There are a number of high-quality Parks and Amenity Open Space areas around the Borough. Quite notable is the Sensory Garden in Fareham Town Centre. This area of Open space has been given Green Flag status in recognition of its high quality and value.</p> <p>Ten wards in Fareham have seen a reduction in the number of Parks and Amenity Open Space or seen an increase in deficits compared to the minimum required standard. These reductions have largely been as a result of increases in population in these areas whilst the level of Parks and Amenity Open Space provision has remained constant. 4 wards have seen an improvement in provision. Overall however, Fareham still has a good quantity of Parks and Amenity Open Space of 25.64 hectares.</p> <p>Sports Pitches and Outdoor Sports Existing average level of provision in Fareham is 1.04 hectares /1,000 population. All but 3 wards in the Borough (Sarisbury 4.05 hectares, Stubbington, 1.89 hectares and Fareham South, 0.82 hectares) has a deficiency against the standards for Sports Pitches and Outdoor Sports. When factoring in the Sports Pitches and Outdoor Sports that have restricted access the provision slightly improves with Fareham South (4.31 hectares), Titchfield, (0.91 hectares), Portchester West (0.84 hectares), Sarisbury (4.68 hectares) and Stubbington (14.12 Hectares) all</p> |
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| | <p>being above the minimum required amount. Other wards see their deficits against the standard reduced such as Fareham North-west being reduced from -6.27 hectares of Sports Pitches and Outdoor Sports Provision to -0.71 hectares.</p> <p>Although there is shown to be a deficit in Outdoor Sports Pitches within the Borough, it is helpful to remember that not every person within the Borough needs access to a Sports Pitch, particularly for informal recreation which can be carried out on other areas of open space. In addition, it is important to recognise the capacity of Sport Pitches. There are sports teams and clubs within the Borough that play on the same pitches but at different times and different days of the week.</p> <p>Other factors such as community use agreements being withdrawn on pitches or periods of prolonged rainfall can also affect the usability and availability of pitches and outdoor sports. Therefore, the quality element of the provision has a very important role to play in the Borough.</p> <ul style="list-style-type: none"> • Fareham- There are two key areas where sports and outdoor provision has been identified as needing to be upgraded. These areas are at Cams Alders and Park Lane Recreation Ground. Both areas have an associated vision document outlining what is proposed for these areas and have recently been consulted on. • Portchester – This part of Fareham appears to have no particular unmet demands especially with regards to football provision. • Western Wards- Some existing pitches are overused whilst others have drainage problems which limit their capacity. There is also a shortfall in Junior and Mini Soccer Pitches which the Council should seek to address either through pitch re-configuration and/or new provision. <p>There are other sports within the Borough which have specific requirements which also need to be addressed. For example, there is a netball club in the western wards which do not have any outdoor flood lit facilities from which to train particularly important during the winter months. There are issues with regards to the lack and quality of, changing facilities at Brookfield school which also need to be addressed.</p> <p>In terms of access to Sports Pitches and Outdoor Sports using the adopted standard of 1,200m walking distance, there is suitable access to the whole settlement area. The definition of Sports Pitches and Outdoor Sports includes cricket, football, tennis courts, artificial pitches, pétanque and bowls greens. Some of these have restricted or limited access however sports clubs do have arrangements in place enabling access to the restricted sites.</p> <p>Play Equipment Existing average level of provision in Fareham is 17 pieces of equipment /1,000 population of 1-12-year olds. Provision varies greatly across the Borough. Some wards have substantially high amounts of play equipment and provision for young people such as Portchester East Ward whilst others such as Fareham East and Fareham West have a slight under provision.</p> |
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There are parts of North Fareham and Wallington that lack suitable access to the level 1 typology Children’s Play Equipment. The standard of 800m walking distance is achieved for the rest of the settlement areas within the Borough.

In the last 3 years the Council’s Leisure department has undertaken a series of refurbishment projects of Council owned play areas. This has resulted in the creation of new play equipment and spaces as well refurbishment of existing pieces, in various areas across the Borough.

Existing refurbished and newly created play spaces are of high quality; offering a variety of play experiences in a safe attractive easily accessible environment. The presence of play equipment suitable for use for young people with decreased mobility at these new and refurbished sites was a welcomed addition.

| Ward | Natural Greenspace Sufficiency/ Deficit (ha) | Parks and Amenity Open Space Sufficiency/ Deficit (ha) | Playing Pitches Sufficiency/ Deficit | Total |
|----------------------|--|--|--------------------------------------|---------------|
| Fareham East | 10.60 | 5.68 | -3.23 | 13.05 |
| Fareham North | 39.53 | -2.04 | -7.82 | 24.58 |
| Fareham North-West | 6.84 | -2.03 | -0.71 | 4.1 |
| Fareham South | 7.49 | 2.18 | 4.31 | 13.98 |
| Fareham West | -7.60 | -6.94 | -7.10 | -21.64 |
| Hill Head | 55.28 | -2.39 | -8.59 | 44.3 |
| Locks Heath | -2.81 | -3.68 | -7.15 | -13.64 |
| Park Gate | 17.08 | -1.81 | -2.33 | 12.94 |
| Portchester East | 17.78 | 23.63 | -5.09 | 36.32 |
| Portchester West | 25.91 | -1.08 | 0.84 | 25.67 |
| Sarisbury | 140.30 | -4.71 | 4.68 | 140.27 |
| Stubbington | -3.54 | 5.33 | 14.12 | 15.91 |
| Titchfield | 138.59 | 13.41 | 0.91 | 152.91 |
| Titchfield Common | 3.74 | 3.75 | -5.40 | 2.09 |
| Warsash | 113.38 | 5.52 | -5.18 | 113.72 |
| Fareham Total | 557.48 | 34.84 | -27.74 | 564.56 |

Indoor Sports Facilities

Although Fareham has good sports facilities there are some ageing facilities, which will require replacement / refurbishment in the medium-long term. Fareham Borough Council’s swimming pools are already very full; there is insufficient swimming pool provision to meet both current and future demand; additional water space is needed by 2036.

There is also a need to consider future need for the provision of indoor bowls, fitness facilities, gymnastics and trampolining.



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| <p>Planned Provision</p> | <p>Sports Pitches and Outdoor Sports The Council has proposals to provide better sports facilities at two locations, Cams Alders and Park Lane Recreation Grounds:</p> <p><u>Park Lane</u> Park Lane Recreation Ground near to Fareham Town Centre is undergoing a series of improvements. The first phase of the project which included a new skate park, children’s play area and outdoor gym is now complete. As part of the second phase of the project, there is to be an all-weather multi-sport facility which it is expected to serve the needs of basketball, netball, tennis and football. In addition, there is to be provision for another basketball court as well as an area for table tennis and an area set aside for outdoor dance, yoga and exercise classes. An outdoor gym located next to the leisure centre car park has already been completed. The Council is currently in the process of looking at ways to source funding for these additional schemes.</p> <p>Play Equipment To alleviate some of the existing shortages in youth provision the Council has devised a series of improvements to play and recreation facilities for children and young people across the Borough as shown below. Play areas identified by the Council for refurbishment:</p> <ul style="list-style-type: none"> • Newton Play Area (Portchester) • Sarisbury Green Play Area (Sarisbury) • Howerts Close Play Area (Warsash) • Warsash Recreation Ground Play Area (Warsash) • Funtley Recreation Ground Play Area (Fareham North) <p>The Council has already completed the new play area and skate park at Park Lane Recreation Ground, whilst at Holly Hill Leisure Centre there is to be a brand-new park constructed which will amongst other things consist of:</p> <ul style="list-style-type: none"> • Zip wire, • Inclusive Swings • Multi-Use Games Area <p>In addition, the Cams Alders Vision has planned enhancements to children’s play equipment these include:</p> <ul style="list-style-type: none"> • Inclusive roundabout • Swings • Sensory panels • Relocation and improvement to teen seating area <p>Parks and Amenity Open Space To alleviate the identified deficiencies in this type of open space, the Council has a series of projects which will help meet the shortfalls.</p> <p><u>The Cams Alders Vision</u> There is to be a series of improvements to the existing open space. Whilst this might not constitute as an increase in quantity in physical space it will allow greater access for the local population in addition to increasing quality of this open space.</p> |
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| | <p>As part of the Park Lane Recreation Ground Vision there is to be a series of additions to the area which include:</p> <ul style="list-style-type: none"> • Seating and rest areas • Improved cycle/footway and areas for cycle storage • Re-landscaping of the park to include a variety of wildflower meadows, native planting in borders with herbaceous plants and grasses. • Creation of a woodland walk with trees from across the temperate world. • Resurfacing of footpaths <p>The schemes within this project will enable greater access to this open space to different members of the community and increase the overall quality of the existing area.</p> <p>There is also to be new provision of allotments alongside additional Parks and Amenity Open Space as part of the Daedalus Strategic Development site. In addition, the Open Space and Street Scene teams at the Council continually maintain and improve open spaces, street furniture and bins within the Borough. These are the spaces and facilities which the Council either own or are responsible for.</p> <p>Natural Greenspace</p> <p>The Council aims to identify areas of the Borough that have the capabilities of supporting increased provision for biodiversity. To this end, the Council is undertaking a series of enhancement schemes such as that at Park Lane and Cams Alders Recreation Grounds. These areas will have additions and improvements to Natural Greenspaces as detailed in the vision documents¹⁵ and include:</p> <ul style="list-style-type: none"> • Wild flower meadows, • Woodland walk, • Community orchard and, • Increased planting and creation of borders. <p>It is often preferable that Open Spaces should include a combination of amenity and natural features such as those proposed at Park Lane and Cams Alders Recreation Ground. These occurrences of spaces are large enough to provide recreational, aesthetic and biodiversity values, providing multi-functionality open spaces for the residents of Fareham.</p> <p>In addition, the Council manages approximately 54 hectares of land dedicated to nature conservation within the Borough. This land is under the stewardship of the Council’s Countryside Service. The service undertakes practical conservation work and ecological audits aimed at monitoring and increasing the ecological diversity of the Borough’s Natural Spaces.</p> <p>Indoor Sports Facilities</p> <p><u>Sports Halls</u></p> <p>Long term replacement / refurbishment of ageing facilities, Boroughwide – education facilities.</p> |
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| | <p><u>Swimming Pools</u> Increased pay and play accessible water space, equivalent to 236.93 sq. m by 2036 (just over 1 x 4 lane x 25m pool) over the longer-term period - No specific location.</p> <p>Planning for this longer-term additional swimming provision could start towards the end of the local Plan period, with collections of developer contributions from housing developments e.g. Welborne towards off site facility development. This would complement the additional provision of indoor dryside facilities to meet increased demand as a result of the Welborne development - However, the longer-term need to replace / refurbish Fareham Leisure Centre could provide the opportunity to address the identified long-term need for an increased level of water space e.g. a larger main pool (8 lane x 25m) and a learner pool with a moveable floor</p> <p>Replacement / refurbishment of ageing facilities – Fareham Leisure Centre</p> <p><u>Health and Fitness</u> Retain provision of existing levels of community accessible and affordable fitness facilities as a minimum – Fareham Leisure Centre.</p> <p>Potentially, increase number of fitness stations at Fareham Borough Council facilities.</p> <p><u>Gymnastics and Trampolining</u> Potential to explore further club-led provision/partnership provision given high numbers on waiting lists - No specific location Opportunity for Everyone Active and clubs to work together on this potential facility development - However, the longer-term need to replace/refurbish Fareham Leisure Centre could provide the opportunity to address this identified need.</p> <p><u>Indoor Bowls</u> Potential opportunity to consider long term additional club-led provision of indoor bowls facilities (increased demand for additional 1.36 rinks by 2036) - No specific location.</p> <p><u>General provision</u> Overall, and specifically through the housing growth agenda, provision of more active environments, reflecting active travel, safe cycle routes to school, the need to link existing and new communities with walking/cycling/jogging routes – Boroughwide.</p> |
| <p>Sources of Funding</p> | <p>New provision of open space will be required as part of new development where there are existing deficiencies in quantity or access to open space and/or where development will result in deficiencies.</p> <p>Where on-site provision is required, it should be provided in line with the proposed open space standards. Where on-site provision is deemed impractical, or not required, consideration will be given to opportunities for off-site provision through pooling of S106 contributions or Community</p> |



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| | <p>Infrastructure Levy (CIL) as appropriate.</p> |
| <p>Additional Information of note</p> | <p>There is no strong justification for significantly increasing or decreasing current levels of provision for Natural Greenspace. Whilst there are quantity deficits identified in parks and amenity open spaces, there are not many gaps in terms of accessible walking distances to the provision. Furthermore, current standards should be used as a target which development plans and strategies should seek to achieve (a minimum standard of 2 hectares/1,000 population).</p> <p>Although most wards show a very good provision in quantity of Natural Greenspaces, some of these areas are not accessible to the public. If appropriate, mechanisms should be explored to create accessible Natural Greenspace to ameliorate this and find ways to make those Natural Greenspaces that currently have restricted access more accessible; providing they do not result in harm to the species and habitats present on site.</p> <p>There may be scoping to convert some Natural Greenspace into different typologies such as Parks and Amenity Open Space and Sports Pitches and Outdoor Sports; to help reduce the surpluses identified in these typologies. Proposals for conversion of Natural Greenspace to other typologies will need to be carefully considered. A balance must be struck between the benefits of meeting the provision of other typologies, against the potential costs of losing Natural Greenspace which may have significant ecological and community value.</p> <p>To deliver the identified needs, and the key outcome of increased participation to address health inequalities, plus meet demands from increased population, there is an opportunity for some changes in approach to delivery. The development of new/replacement facilities, increasing and optimising the available capacity in existing education facilities, and asset transferring some existing provision, provides a mechanism to deliver these outcomes.</p> <p>The key issue to address initially is that of future partnership with education sites, to retain community access for clubs and groups as a minimum, and where possible Community Use Agreements which provide balanced access for the community on a pay and play basis. Increasing capacity to offer and deliver increased participative opportunities, particularly for those who are currently inactive, could contribute significantly to improved health in the Borough.</p> |
| <p>Role of Planning Policy</p> | <p>Paragraph 92 of the NPPF states that, <i>‘To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</i></p> <p style="padding-left: 40px;"><i>a) plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.’</i></p> <p>The requirement to undertake assessments of the need for sport and</p> |



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| | <p>recreation facilities and opportunities for new provision as the basis for planning policies is set out in paragraph 96 of the NPPF.</p> <p>Paragraph 97 of the NPPF states that: <i>‘Existing ... sports and recreational buildings and land ... should not be built on unless:</i></p> <ul style="list-style-type: none"> <i>a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or</i> <i>b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or</i> <i>c) the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss of the current or former use.’</i> |
| <p>Conclusion</p> | <p>Locating new open space for sports pitches which are in a sustainable, manageable location and can cater for the needs of sports users within the Borough can be problematic. This is because new open space for sports provision is likely to have to take place outside of settlement boundaries which can be harder for users to access, whilst the land take required for such facilities (pitches, changing rooms, car parking provision etc.) can be high; the urbanising influence of which can also have a detrimental impact on the Borough’s countryside. As such, it is recommended that existing sporting facilities are targeted for improvements where possible.</p> <p>Privately owned and restricted access sports pitches are important community facilities and as such they should be afforded suitable protection/due consideration in the planning process. Possible future options could look at opportunities for greater community access to these facilities to recognise their full potential and contribution to the Borough’s sporting provision.</p> <p>Where new large-scale development occurs, the provision of outdoor sports pitches should be sought if it is appropriate and if there is an identified demand.</p> <p>Many of the Borough’s play areas will need future refurbishment and improvement in later years as they approach the end of usable life. Funding will be needed for these future improvements. New development has the possibility to provide onsite or offsite contributions towards these improvements.</p> <p>Parks and Amenity Open Spaces are valuable assets within Borough and should be protected and enhanced. There are identified deficiencies in wards such as Fareham North, Fareham North-west, Fareham West, Park Gate, Locks Heath, Portchester West, Hill Head, Sarisbury and Titchfield. New development should seek to address this issue either through onsite provision or as a financial contribution to provide offsite provision and/or qualitative improvements to existing spaces.</p> <p>Natural greenspaces in the Borough should be assessed on an individual basis. Where improvements are deemed necessary, adequate</p> |



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| | <p>and suitable enhancements should be considered either through private or public funding mechanisms. Where new development is proposed consideration should be given for the inclusion of Natural Greenspaces which can increase the recreational, aesthetic and biodiversity values of the proposal. It should be recognised that Natural Greenspaces within Fareham act as vital ecosystem services and as a result, the loss of Natural Greenspaces should at first be avoided then mitigated and subsequently compensated for.</p> <p>There is a need to assess the standard of and start planning for the replacement/refurbishment of ageing stock within the borough. Increased participation is more likely to be achieved if the environment in which people take part is good quality and fit for purpose</p> <p>Delivery of the levels of investment required will only result from a local partnership approach. The development of improved sports facilities, and physical activity environments, will facilitate increased participation, which in turn will benefit individual and community health. The challenge is that the greatest health benefit will be gained by encouraging the inactive, to become active.</p> |
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| Allotments and Cemeteries | |
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| Lead Organisation | Fareham Borough Council |
| Main Sources of Information | <ul style="list-style-type: none"> Engagement with Fareham Borough Council Property Services |
| Existing Provision – current situation | <p>Allotments There are 14 allotment sites across the Borough, 10 owned by the council and 4 private. All sites are run by allotment associations on an annually renewable basis. The demand for allotment space is very trend- and seasonal based. There is currently a sufficiency of space to meet demand across the borough.</p> <p><u>Fareham Allotments and Garden Association</u> The Gillies – 132 plots Salterns Lane – 31 plots Stroud Green Lane – 48 plots Wickham Road – 170 plots</p> <p><u>Portchester Allotment Holders and Affiliated Gardeners Association</u> Red Barn – 61 plots Roman Grove – 106 plots</p> <p><u>Western Wards Allotment Association</u> Sarisbury Green Hunts Pond Road – 252 plots Lodge Road – 28 plots Posbrook Lane – 40 plots Warsash Road – 92 plots</p> <p><u>Village Allotments Society Titchfield (VAST)</u> Mill Street (next to community centre) – 35 plots West Street (next to no 89) – 15 plots</p> <p><u>Titchfield Allotment Association</u> Segensworth Road (near Junction with Mill Lane)</p> <p>Cemeteries The Borough council maintains eight cemeteries and one crematorium in the Borough:</p> <ul style="list-style-type: none"> Crofton Cemetery, Stubbington Fareham Cemetery, Fareham Posbrook Lane Cemetery, Titchfield St Peters Cemetery, Titchfield Roman Grove Cemetery, Portchester St Johns Cemetery, Locks Heath St Pauls Cemetery, Sarisbury Holly Hill Cemetery, Sarisbury Portchester Crematorium |



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| <p>Planned Provision</p> | <p>Future allotment provision has been identified at Welborne and Stubbington.</p> <p>An extension to Holly Hill Cemetery was completed in 2019 to provide additional burial plots for the western wards, were there was an identified shortage. The design provided an additional 377 burial plots which are considered sufficient to last for approximately 30 years at the current rate of demand for burials.</p> |
| <p>Sources of Funding</p> | <p>Provision will be secured through land transfer as well as use of Community Infrastructure Levy receipts.</p> |
| <p>Additional Information of note</p> | <p>Changing trends for requirements of site mean that historically the overall number of allotment sites has been sufficient, and it is the size and number of plots that vary.</p> |
| <p>Role of Planning Policy</p> | <p>Paragraph 92 of the NPPF states that, <i>‘To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</i></p> <p style="padding-left: 20px;"><i>a) plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.’</i></p> |
| <p>Conclusion</p> | <p>There is currently sufficient supply to meet demand across the borough.</p> |



| Libraries | |
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| Lead Organisation | <p>Hampshire County Council</p> <ul style="list-style-type: none"> • <i>The County Council has a statutory duty to provide a public library service that is ‘comprehensive and efficient’. Hampshire’s Library Service provides access to books, information and learning for people and communities to develop their skills, knowledge and confidence and to encourage lifelong reading and enjoyment.</i> |
| Main Sources of Information | <ul style="list-style-type: none"> • Engagement with Hampshire County Council Library Officer; • Hampshire Strategic Infrastructure Statement. |
| Existing Provision – current situation | <p>The Public Library Service is delivered through a network of static libraries and volunteer led Community Libraries. Static libraries also deliver child/adult learning, leisure activities, events, special collections and local studies. All Libraries have free public IT, including internet ready computers and free public Wi-Fi. There is also a subscription-based service to Hampshire schools to support child learning and education, and a Home Library Service for vulnerable or isolated customers who are unable to visit a library in person.</p> <p>Existing services in the Borough include:</p> <ul style="list-style-type: none"> • Fareham Library (Tier 1) • Lockwood Library (Tier 2) • Portchester Library (Tier 2) • Stubbington Library (Tier 2) <p>Fareham is categorised as a Tier 1 Library, Tier 1 being the largest and busiest Libraries, providing widest range of services. Lockwood, Portchester and Stubbington Libraries are Tier 2 Libraries, usually found within a medium-sized town.</p> |
| Planned Provision | <p>The demand for library services is changing. Nationally there is declining demand in book issues and library visits. This trend is visible across the Hampshire Library Service albeit to a lesser degree than in many other areas.</p> <p>The HCC Library Service Transformation Strategy to 2020 provides the platform to modernise the service it offers and the way it is delivered. There are three emerging areas of focus for the Library Service:</p> <ul style="list-style-type: none"> • Developing literacy, particularly focused on early years; • Broadening the reach and effectiveness of public services in Hampshire and supporting resilient communities; and • Supporting a Digital Hampshire, particularly in areas of digital inequality <p>These three areas of focus must be underpinned by a sound commercial mindset with a relentless focus on income generation and rigorous financial management.</p> <p>This means that as part of the Transformation Strategy, HCC Library Service will potentially explore new service delivery models with the</p> |



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| | <p>concepts such as <i>cohabitations</i> and <i>diversifications</i> that offer a range of services at one service location or through joint service provision with partner organisations.</p> <p>Gosport Discovery Centre is a successful example of the delivery of the two concepts, which there is a combination of different services, including a library that is provided at one Community Hub location.</p> <p>Investment in Fareham Library is sought to further develop this building as a Community Hub, offering a range of services under one roof.</p> <p>In response to the changing needs of communities, the changing use of public buildings and a desire to increase the productive capacity of public assets, Hampshire Library Service is also keen to implement the Open Plus model of Library Service Provision: (<i>Provision of unstaffed static libraries</i>) It is also investigating the idea of utilising appropriate digital technology to extend library opening hours without the associated staffing costs.</p> <p>This would allow our customers to issue or return books using the self-service systems, or to use other services e.g. printing, photocopying and study areas. Customers that require library support will still be able to choose to visit at times when there will be paid staff on duty.</p> |
| <p>Sources of Funding</p> | <p>To implement an Open Plus Library requires investment in extra infrastructure, such as automated entry, security considerations and CCTV. Hampshire Library Service has already invested in Self Service technology, which can be exploited to support an Open Plus Library model. Hampshire Library Service would seek CIL funding to support trialling Open Plus under the Fareham Borough Council Regulation 123 list item “Community Centres”.</p> |
| <p>Additional Information of note</p> | <p>As the population grows, changes are required to library provision to ensure community access to services. For major growth, such as a new community, there may need to be a new library established, often co-located with other community or leisure services. The Hampshire Library Needs Assessment helps to plan for projected increases in population to 2020. Additionally, Hampshire Library Service performance can be compared to other similar sized Library Authorities using information published by the Chartered Institute of Public Finance and Accountancy (CIPFA) to identify improvements to services.</p> |
| <p>Role of Planning Policy</p> | <p>Paragraph 92 of the NPPF states that: <i>‘To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</i></p> <ul style="list-style-type: none"> a) <i>plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.’</i> |



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| <p>Conclusion</p> | <p>The existing Library Infrastructure in Fareham Borough is able to meet the extra demand which will put upon them by the proposed development strategy.</p> <p>However, priority should be given to implementing an Open Plus system at the library in Fareham and at Lockwood, Portchester and Stubbington Libraries. The Open Plus system will allow these libraries to be accessible outside of core hours at a lower cost, providing a better access to a range of services for the community.</p> <p>In relation to these aspirations, an approach to highlight in the Transformation Strategy is to share library buildings with partner organisations for several services to be accessed to one visit. On this basis, the Transformation Strategy could potentially involve the relocation and/or re-provision of services to an alternative location to continue to meet operational needs and may also necessitate the rationalisation of surplus facilities and/or disposals, by reinvesting the proceeds of sale to support the deliverability of such re-provision (if required during the Plan period).</p> <p>However, the stock level for these libraries will not meet the minimum level recommended by the National Library. The National Library standard upper threshold cites a recommended stock level of 1,532 items per 1000 population. The population of Fareham borough was reported in 2017 at 116,219. Current stock levels in the four branches stand at c.106,000, below the recommended level above. Hampshire Library Service will seek Section 106 contributions to meet this shortfall in stock levels.</p> |
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| Extra Care | |
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| Lead Organisation | <p>Hampshire County Council Adults Health and Care</p> <ul style="list-style-type: none"> • <i>The County Council's Adult Health and Care Strategy aims to double the quantity of Extra Care housing provided for older persons in response to the demands created by an ageing population.</i> • <i>The Strategy also aims to expand Extra Care specialist provision for younger adults (18 yrs+), for instance those who have learning disabilities and autism spectrum conditions.</i> |
| Main Sources of Information | <ul style="list-style-type: none"> • Hampshire Strategic Infrastructure Statement • Response from HCC Extra Care Commissioning Manager |
| Existing Provision – current situation | <p>Extra Care housing is defined as purpose-built accommodation in which varying amounts of care and support are provided by an on-site care team 24 hour a day, 7 days a week and where some other wellbeing services are shared. The type of care and housing offered will vary from scheme to scheme and consists of self-contained adapted (for older and disabled people) flats or bungalows which may be for rent or purchase.</p> <p>Supported housing in the form of Extra Care Housing schemes are a fundamental and growing component of the County Council's service, enabling people with support needs to live in the community with care on site.</p> <p>There are many different providers of extra care housing. Schemes may be run or owned by Councils, housing associations, charities or private companies. They are generally available for those aged 55 or over and privately-run schemes are likely to have fewer eligibility criteria than Council-run schemes that are provided for people on the local Council's housing register.</p> <p>The County Council is implementing this strategy by development of its own land, working in partnership with Districts, Registered Providers, developers and landowners and securing provision through S106 Agreements on large market led sites.</p> |
| Planned Provision | <p>Although it is not possible to forecast exactly how many people will need Extra Care Housing in Fareham in the future, a ratio of an estimated 20 Extra Care Housing flats per 1,000 people aged 75 and over is being used as the demand ratio by Hampshire County Council to inform Local Plans. Based on that ratio, Fareham Borough Council has a target of 414 units by 2030.</p> <p>Extra Care Housing makes a valuable contribution to the local housing market. It increases numbers (at a high density), increases choice and diversity and creates churn (e.g. through downsizers), freeing up other affordable housing for re-let/sale.</p> |
| Sources of Funding | <p>Funding for such a level of development will need to be assembled from a range of public and private sources.</p> |



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| | <p>Surplus County Council properties and land may be suitable for the development of Extra Care housing. There may be opportunities for the County Council to offer capital grants with repayment or to release land for schemes at less than full market value.</p> <p>Other funding and delivery options include private finance (such as mortgage funding raised by a housing provider); Local Authority Grant funding; and capital raised through sale of units. Capital funding might also be secured from sources such as Department of Health, and the Homes and Communities Agency to enable the development of these new build schemes and some existing sheltered housing schemes. A significant issue in financial terms is the additional costs of developing communal space. For this reason, Extra-Care housing is usually exempt from CIL charges or has reduced charges compared to general needs housing.</p> |
| <p>Additional Information of note</p> | <p>Extra Care Housing is often used as a generic term to describe housing with care support for older people. It is also known as ‘very sheltered housing’, ‘assisted living’ or ‘close care’, and the government describes it as, ‘Purpose-built housing in which 24-hour personal care and support can be offered and where various other services are shared’.</p> <p>The level of care and support that Extra Care Housing residents receive varies enormously. What makes Extra Care Housing schemes appealing to individuals is that they can adapt to changing care and support needs.</p> <p>Extra Care Housing is also defined by these factors:</p> <ul style="list-style-type: none"> • Purpose built ‘lifetime’ homes for rent, shared ownership or sale; • An on-site team of carers who provide flexible levels of support and personal care on a 24-hour basis. Provision of a daily hot meal (usually from an on-site kitchen) served in a communal dining room; • Communal rooms or areas that offer a range of therapeutic, health, leisure and activity functions for residents living within and outside the scheme; • An ethos of Extra Care that promotes independence. Wherever possible, people are encouraged to perform tasks themselves, rather than having them done for them; • It is specifically for people aged 55 and over. |
| <p>Role of Planning Policy</p> | <p>One of the major challenges facing all local authorities is how to deliver services to an ageing population. Whilst some of the housing needs of older people will in future continue to be met through the provision of general needs accommodation, for an increasing number specialist provision will be required.</p> <p>Paragraph 61 of the NPPF states that: <i>‘the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including ... older people, ... people with disabilities.’</i></p> |



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| <p>Conclusion</p> | <p>To meet evolving Extra Care needs, the County Council wishes to see Affordable Extra Care Housing provided on large developments across the County. This it sees as a way of meeting local housing and care needs, creating mixed, inclusive, sustainable communities and meeting the changing needs of new communities over time. The Borough Council should consider opportunities within large sites to deliver such schemes in partnership with the County Council.</p> <p>The County Council is also looking to invest over the next decade to stimulate development in Extra Care housing. It has plans to spend up to £42m on such housing for older people and £35m for similar housing for adults with learning disabilities across the county. This investment will generate significant joint capital investment from partners such as developers, health, registered providers and district Councils, to stimulate the market to provide county wide coverage of Extra Care housing.</p> |
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HIGHWAYS AND TRANSPORT

| Strategic Road Network | |
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| Lead Organisation | <p>Highways England</p> <ul style="list-style-type: none"> Highways England (HE) is the government company charged with operating, maintaining and improving England's motorways and major A roads. It is responsible for motorways and major (trunk) roads in England. |
| Main Sources of Information | <ul style="list-style-type: none"> Hampshire Strategic Infrastructure Statement |
| Existing Provision – current situation | <p>Within Fareham Borough the Strategic Road Network consists of the M27 and the A27. The reliability of the network is a driving force behind the need for investment and upgrades.</p> <p>A high proportion of commuting traffic uses the motorway network for short local journeys. The M27 motorway between Junctions 9 and 11 is often at capacity especially during peak periods. Motorway traffic growth continues to grow at a steady rate and on key stretches of the motorway traffic levels are predicted to reach over 150% of design capacity by 2026. The high proportion of local journeys on the Motorway network are resulting in congestion on the local road network around the motorway junctions 9 and 11 and on the parallel A27.</p> <p>Increased demand is likely to mean increased congestion on many of the most important routes, particularly those that carry people and goods into and around the major cities and serve international gateways. The economic impacts of road congestion are far reaching: to individuals, businesses, the environment and the wider economy.</p> <p>Included in the top three challenges for the SRN in Hampshire which is of relevance to Fareham Borough, is the increase in use of the M27/A27 corridor as a 'by-pass' leading to increased levels of congestion.</p> |
| Planned Provision | <p>RIS 1 outlines a long-term programme for motorways and major roads with the stable funding needed to plan ahead. The RIS 1 Investment Plan contains several significant schemes that seek to address these challenges.</p> <p>Current strategic highway schemes include the Highways England Smart motorway programme for M27 junctions 4 to 11 and the HCC scheme for M27 junction 9 and Parkway South roundabout. The Welborne strategic development also includes commitments to improvements to the M27 junction 10 and to provide bus links into Fareham town centre.</p> |
| Sources of Funding | <p>Highways England has a £15 billion investment strategy for the strategic road network. This is determined through the government's Road Investment Strategy (RIS) cycle and includes £11 billion of capital funding committed between 2015 and 2020.</p> |



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| | <p>In November 2015, the government outlined plans to develop the next RIS, known as 'RIS 2', covering the second road period post 2020. The RIS effectively provides long-term funding certainty to facilitate delivery, increase efficiencies and enhance capacity for the SRN, while supporting wider Government objectives including growth and productivity.</p> |
| <p>Additional Information of note</p> | <p>When considering proposals for growth, any impacts on the SRN needs to be identified and mitigated as far as reasonably possible. Highways England will support proposals that consider sustainable measures which manage down demand and reduce the need to travel. Proposed new growth will need to be considered in the context of the cumulative impact from already proposed development on the SRN and infrastructure improvements on the SRN should only be considered as a last resort.</p> |
| <p>Role of Planning Policy</p> | <p>The NPPF includes a section on promoting sustainable transport in paragraphs 102 to 104. Paragraph 102 refers to the need at the early stages of plan-making for assessing the potential impacts of development on transport networks and for the environmental impacts of traffic to be assessed so that adverse impacts can be avoided or mitigated. Paragraph 103 mentions the need to “actively manage patterns of growth” to support the NPPF’s transport objectives.</p> |
| <p>Conclusion</p> | <p>The Council will need to work with its partners at Hampshire County Council, Highways England, neighbouring authorities, the Solent LEP, transport providers, developers and other stakeholders to develop strategies and facilitate the transport infrastructure that the Borough needs. Decision making on transport investment will be guided by Hampshire County Council’s ‘reduce, manage, invest’ strategy.</p> <p>The local plan will need to maintain the function of the M27 and A27 for strategic connectivity in the Solent area and to maintain operational effectiveness of the key corridor.</p> |



| Local Road Network | |
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| Lead Organisation | <p>Hampshire County Council as Local Highway Authority</p> <ul style="list-style-type: none"> • <i>Hampshire County Council is the Local Highway Authority responsible for all local roads within the county. It is also responsible for supporting public transport and community transport services that are not commercially viable.</i> |
| Main Sources of Information | <ul style="list-style-type: none"> • Fareham Borough Transport Statement²³; • Hampshire Strategic Infrastructure Statement; • Engagement with Highway Authority Officers. |
| Existing Provision – current situation | <p>Fareham’s road network exhibits all the transport problems associated with a sub-urban area. In addition, the coastal geography has created waterside town centres linked by road, rail and ferry. The M27 motorway, acting as a spine road through South Hampshire, has provided opportunities for car-based development at out-of-town centres such as Whiteley and Hedge End. The distribution of housing and employment has tended to encourage further movement along the Solent corridor. Substantial new housing and employment development within Gosport has added to unbalanced tidal traffic flows through Fareham at peak times and air quality problems.</p> <p>Of additional concern are the increasing levels of traffic using less suitable local and residential routes to avoid traffic congestion on the principal routes.</p> <p>There has been considerable and continued traffic growth across the wider area. The natural growth in road traffic has consumed the capacity of new road layouts and junctions, contributing to congestion problems and reinforcing a predominantly car dependent population. Longer and more diverse travel patterns have been encouraged, with an expectation that the motorway will accommodate these movements. Over dependence on private motor transport is not considered viable, affordable or sustainable in the longer term as there is neither the space nor the resources to perpetuate unrestrained use across the area.</p> <p>The principal areas of concern in terms of congestion on the Fareham road network are:</p> <ul style="list-style-type: none"> • On the M27 at morning and evening peaks. • On the approaches to and exits from the M27 at peak times. • On the A27 during morning and evening peaks. • On the A32 during morning and evening peaks. • Within and access points to the Gosport and Locks Heath/Warsash peninsulas at both peak periods • Within the Gosport Peninsula during inter-peak periods. • Whiteley Way access onto/from the M27/A27 corridors during morning and evening peak periods. |

²³ <http://documents.hants.gov.uk/transport/FBCTransportStatementDecember2013.pdf>



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| | <ul style="list-style-type: none"> Local congestion within Fareham town centre during morning and evening peaks resulting from through traffic avoiding the congested A27. |
| <p>Planned Provision</p> | <p>The Highway Authority has developed Transport Statements for each district or borough that provide a statement of strategy together with packages of transport measures to improve accessibility and modal choice in line with the Local Transport Plan objectives and local priority. The Transport Statements identify projects required to deliver transport improvements and support economic growth.</p> <p>They consider how new development proposed by local planning authorities in the area will impact on the local and strategic road network and relevant mitigation measures associated with these plans. The delivery of schemes identified by the Transport Statements will depend on available funding opportunities.</p> <p>The Highway Authority currently has the following Transport Statement schemes identified in its Capital Programme for delivery to help alleviate some of the existing problems on the network:</p> <ul style="list-style-type: none"> A27 Delme Roundabout – signage and lining strategy to increase user awareness of road layout; BRT Additional Bus Stops – new bus stops on the BRT Eclipse route; Stubbington Bypass – Reduce congestion and improved access to the peninsular; A27 and Portchester Precinct – highway safety improvements around access to Portchester precinct; A27 Barnes Lane Junction – capacity issues related to expected local development; |



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| | <ul style="list-style-type: none"> • Portsmouth TCF Fareham to Portchester A27 Corridor – Priority on road bus lanes through junctions to expediate BRT and local buses; • Portsmouth TCF Fareham A27 Delme Roundabout – Bus priority on the approaches to Delme roundabout on East Street and Cams Hill to enable BRT and improve journey times. <p>To support the Local Plan, Fareham Borough Council has commissioned a Transport Assessment (TA) to test the impact of the proposed development on the highway network. The Transport Assessment has tested the preferred development strategy and identified points of the highway network that will require future mitigation. The TA is available as part of the Draft Plan Regulation 18 consultation, and the specific schemes will be identified in Section 7 for the Publican Plan.</p> |
| <p>Sources of Funding</p> | <p>Delivery of major schemes for highway improvements is dependent on funding decisions by Government and other contributors including developer funding. Local Highway Authorities are responsible for funding securing the funding for transport infrastructure, as well as for the continual cycle of maintenance and improvement. This is usually secured through a number of routes:</p> <ul style="list-style-type: none"> • Bidding competitively for funds to funding agencies normally Local Enterprise Partnerships or Government Agencies; • Capital spending; • Developer Contributions and the Community Infrastructure Levy. |
| <p>Additional Information of note</p> | <p>For roads that are the responsibility of Hampshire County Council the philosophy of ‘Reduce-Manage-Invest’ is central to the transport policies for South Hampshire.</p> <p>Those policies include developing transport improvements that support sustainable economic growth and development. Also optimising the capacity of the highway network and improving journey time reliability for all modes. The policy also aims to achieve and sustain a high-quality, resilient and well-maintained highway network for all, and to improve road safety.</p> |
| <p>Role of Planning Policy</p> | <p>The NPPF includes a section on promoting sustainable transport in paragraphs 102 to 104. Paragraph 102 refers to the need at the early stages of plan-making for assessing the potential impacts of development on transport networks and for the environmental impacts of traffic to be assessed so that adverse impacts can be avoided or mitigated. Paragraph 103 mentions the need to “<i>actively manage patterns of growth</i>” to support the NPPF’s transport objectives.</p> <p>It is important that the Local Plan provides the planning policy framework to ensure development cannot progress without the appropriate mitigating infrastructure in place. The impacts on the SRN from all proposals will need to be considered and an identification of an appropriate package of mitigation measures in delivered. It is recognised that the proposed Local Plan and supporting Infrastructure Delivery Plan will play an important role in delivering planned growth; however, it is</p> |



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| | <p>important that any identified mitigation has a reasonable prospect of delivery within the timescales of when the growth is planned.</p> |
| <p>Conclusion</p> | <p>The analysis from the transport modelling demonstrate that the proposed development strategy will have an impact on the highway network. A combination of the proposed mitigation options will be required to improve the operation of the network and provide facilities for pedestrians and cyclists, in addition to road safety remaining uncompromised for all users. The TA remains a strategic assessment and therefore the local transport impacts of each of the Local Plan allocation sites will need to be further assessed and addressed in Transport Assessments accompanying individual planning applications.</p> <p>Any local plan proposed site needs to maintain and improve the safety and capacity of the local highway networks linking town centres to the strategic network. These main transport corridors also provide the opportunity to further develop and integrate with the South East Hampshire Rapid Transit (SEHRT) proposals within the borough and linking to adjoining boroughs. This will help reduce reliance on the already heavily congested M27 and A27 corridors.</p> |



| Rail Services | |
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| Lead Organisation | <p>Network Rail</p> <ul style="list-style-type: none"> • Network Rail owns and maintains most of Britain’s rail infrastructure: track, bridges and tunnels, signals and level crossings, and stations – most of which are leased to train operators. The network is divided into routes which are run as separate businesses. The Borough is within the Wessex route area. |
| Main Sources of Information | <ul style="list-style-type: none"> • Engagement with Network Rail officers • London & SE RUS, July 2011²⁴; • Wessex Route Study, August 2015 ²⁵. |
| Existing Provision – current situation | <p>Rail plays a vital role in providing for longer distance commuting. Local rail capacity constraints make frequency increases to London via Eastleigh difficult to achieve without significant investment in infrastructure. Although desirable, the cost benefit would be low.</p> <p>There are 3 stations within the Borough:</p> <ul style="list-style-type: none"> • Swanwick • Fareham • Portchester <p>Fareham Station is the key station in the area, serving as an interchange between the Southampton, Portsmouth, Brighton and London lines, allowing onward connections to a wide range of destinations.</p> <p>There is passenger growth expected in the area should Welborne Garden Village be taken forward; with the potential for a new station on the Botley Line.</p> <p>There are two lines that run through the borough, converging at Fareham Station:</p> <ul style="list-style-type: none"> • West Coastway Line • Botley Line <p>The West Coastway runs through the Fareham area from Brighton to Southampton and is a two-track railway. A combination of signalling capability and the mix of fast and slow services operating on the line through the Fareham area mean that capacity may be constrained and journey times long.</p> <p>The Botley Line is single track between Fareham and Botley itself. This is a known constraint to future growth in service levels in the future should demand dictate that an increase is required.</p> <p>Current Services (not exhaustive)</p> <ul style="list-style-type: none"> • Cardiff to Portsmouth (GWR) • Southampton to Portsmouth (SWR) |

²⁴ <http://www.sydenhamsociety.com/wp-content/uploads/2011/07/london-and-south-east-route-utilisation-strategy1.pdf>

²⁵ <https://cdn.networkrail.co.uk/wp-content/uploads/2016/11/Wessex-Route-Study-Final-210815-1.pdf>



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| | <ul style="list-style-type: none"> • Portsmouth to London Waterloo (SWR) • Brighton to Southampton (GTR) • London Victoria to Southampton (GTR) <p>Journey times between Southampton and Portsmouth can be long, particularly on the services that call at stations in the Fareham area. However, the mix of services does provide good connectivity across the region and beyond.</p> <p>It is recognised that journey times and the number of services may adversely impact rail use in the Fareham area.</p> <p>Fareham is also an important aggregates terminal in the Solent area.</p> |
| <p>Planned Provision</p> | <p>Some improvements to passenger facilities, including rail interchange facilities with other transport modes may be delivered using transport contributions negotiated in association with new residential developments.</p> <p>It is considered unlikely that there would be any requirement for enhanced services in relation to the development proposed in the Local Plan as none of the train companies have provided any information and their plans for the stations are unknown at the present time. The emerging site allocations are not therefore considered by themselves to require rail infrastructure enhancements as part of their delivery.</p> <p>There are however, several workstreams being undertaken by Network Rail:</p> <ul style="list-style-type: none"> • Solent Continuous Modular Strategic Planning (CMSP) module – this is a Solent area focussed long-term study led by Network Rail. The main aim of this study is to work with local stakeholders, including Fareham Borough Council, to understand how journey times, connectivity and frequency can be improved across the Solent area. It is the intention that this work will identify potential infrastructure schemes, as appropriate • Solent Land Strategy – a proposed Network Rail led study, to run in parallel to the CMSP module, that will clarify land use and availability in the Solent area and inform discussions with stakeholders • Digital Railway – future digital signalling technology may provide the opportunity to improve the capability of the signalling in the Fareham area to enable positive changes to service provision |
| <p>Sources of Funding</p> | <p>Service improvements from enhancement projects will be funded and delivered separately on a rolling basis with the Department for Transport and third-party investors. This can include anything from a new lift at a station to improve access, through to a major capacity enhancement to make room for more trains on the tracks.</p> |



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| <p>Additional Information of note</p> | <p>Proposed Woking Area Capacity Enhancement, subject to DfT funding, is the key to unlocking future Main Line capacity across the Wessex network. This will impact the ability to operate additional London-bound services as and when they are required.</p> <p>Digital signalling technology, outside of the Fareham area, may provide the opportunity to operate additional services in the future to London Waterloo.</p> <p>Crossrail 2 will unlock Main Line capacity into London Waterloo to operate additional London-bound services. Assumed increases in services across the network may impact platform capacity at Southampton Central which in turn may impact the ability to operate more local services.</p> |
| <p>Role of Planning Policy</p> | <p>Paragraph 102 of the NPPF states that: <i>‘Transport issues should be considered from the earliest stages of plan-making so that ... opportunities to promote ... public transport use is identified and pursued.’</i></p> <p>Paragraph 110 states that: <i>‘Application for development should a) give priority to ... facilitating access to high quality public transport facilities, and appropriate facilities that encourage public transport use.’</i></p> |
| <p>Conclusion</p> | <p>While the railway lines through the borough and the stations provide good alternative sustainable travel to other locations they also give rise to issues of severance of communities and pinch points for other modes of transport.</p> <p>Planning has a role in locating new development where it can make most effective use of the transport infrastructure in a manner that supports and complements the urban form.</p> |



| Public Transport | |
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| Lead Organisation | <p>Hampshire County Council as Local Highway Authority</p> <ul style="list-style-type: none"> As Local Highway Authority, Hampshire County Council is also responsible for supporting public transport and community transport services that are not commercially viable. |
| Main Sources of Information | <ul style="list-style-type: none"> Fareham Borough Transport Statement Hampshire Strategic Infrastructure Statement |
| Existing Provision – current situation | <p>Passenger Transport Passenger Transport provision in Fareham plays a key part in helping to promote economic growth, maximise social inclusion, and ensure accessibility to employment, education, food shopping and local health services.</p> <p>Bus The bus services within Fareham can suffer from issues with journey time reliability due to the often-congested nature of the bus routes, lack of bus priority, and the perception of providing an unattractive alternative to the private car. The County Council works with the bus companies to establish commercially viable, quality bus partnerships and identify opportunities to improve passenger facilities and the quality, reliability and punctuality of local services.</p> <p>Bus Rapid Transit The new BRT services (branded as "Eclipse") will provide a step change in bus quality with a modern attractive fleet in combination with dedicated and priority features on the highway network. BRT is being developed to: open new opportunities for travel; remove the transport constraints to economic growth; improve journey time reliability on the Gosport Peninsula; and to improve the overall public transport travel experience. The scheme aims to provide improved accessibility to both key existing retail and employment destinations including Portsmouth and the QA Hospital and proposed new strategic sites including Welborne.</p> <ul style="list-style-type: none"> Since the launch of the service, in April 2012, First Bus has seen patronage growth year after year. In the first two years of operation the overall passenger growth on the Fareham to Gosport corridor (including other non-direct services) has increased by 12%. The service has been increased in frequency (now a combined frequency of every 6 minutes) to cater for the increased demand. At the same time journey times were reduced by virtue of using a dedicated bus way. Customer research has shown that 20% of Eclipse customers previously used a car for their journey. <p>Community Transport Other community-based services such as a Dial-a-Ride service provide access to essential services for those who are unable to use conventional services.</p> |



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| | <p>Transport Interchanges Partnership working between Hampshire County Council, Network Rail, South West Trains and local bus companies will seek to provide improvements in:</p> <ul style="list-style-type: none"> • station facilities and ticketing within the district, • the provision of improved access to railway stations, • better interchange facilities between rail and other modes of transport, particularly bus services, cycling and walking. <p>The main bus interchange is at the purpose-built bus station in Fareham town centre, adjacent to the taxi rank and shopping centre. The town's railway station is at the edge of the centre, approximately fifteen minutes' walk from the town's main shops, services and facilities. At Fareham's main railway station, the interchange is poorly served due to the unattractive links between the various modes, restricted bus waiting facilities, lack of travel information, congested station entrance and constrained parking provision.</p> <p>The railway station at Swanwick provides access to the residential areas at Whiteley, Park Gate, the Warsash peninsular, and the major employment areas at Segensworth and Whiteley and connecting bus and cycleway facilities. The railway station at Portchester provides access to the residential areas around Portchester and Paulsgrove and opportunities for interchange with bus services and many of the east west rail services that also stop at Fareham.</p> |
| <p>Planned Provision</p> | <p>At the strategic level the further development of the Bus Rapid Transit (BRT) is identified as the key transport intervention which would help provide much a needed alternative to the car across the South East Hampshire sub-region. In September 2018, the Government announced the 10 successful cities (later increased to 12) and these included Portsmouth. Portsmouth TCF, Tranche 1 bid focuses on:</p> <ul style="list-style-type: none"> • SEHRT: Fareham–Gosport 'Eclipse': Retention of Rowner Road bridge; • SEHRT: Real-Time Information (RTI) and Key Junction Signal Upgrade (MOVA) scheme. <p>The vision for the network includes links between Fareham Bus Station and Town Centre; Delme roundabout; and the Portchester corridor.</p> |
| <p>Sources of Funding</p> | <p>Local Highway Authorities are responsible for funding a range of transport infrastructure, as well as for the continual cycle of maintenance and improvement. This is usually secured through several routes:</p> <ul style="list-style-type: none"> • Bidding competitively for funds to funding agencies normally Local Enterprise Partnerships or Government Agencies; • Capital spending; • Developer Contributions and the Community Infrastructure Levy. <p>In the main, bus services need to be self-financing, that is individual routes need to be commercially viable with patron's fares covering the cost of running the services. Where the County Council considers that it</p> |



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| | <p>is desirable for a service that is not provided by the commercial market, which may be to pump-prime a new service from a new development area or to assist social inclusion, HCC may issue a tender and provide funding subsidy through developer S106 contributions and/or Council budgets. However, such funding would be for a limited period only.</p> |
| <p>Additional Information of note</p> | <p>Population density and bus priority measures are the keys to enabling bus services that provide a real alternative to the private car, particularly for travel to work.</p> <p>Reliable timetables are also crucial to encouraging and retaining patronage; traffic congestion presents a challenge where bus lanes and other priority measures do not exist. With frequent services, every 15 minutes or better, potential passengers do not tend to consult timetables but will wait at a bus stop.</p> <p>BRT is designed to improve connectivity between where people live and work in the sub-region. However, there is a need to build on this with high quality and high frequency buses for commuting. The aim is to make the bus the best transport choice for those living in areas such as Portchester and Fareham which are not served by rail, reducing car-based trips on the highway network.</p> |
| <p>Role of Planning Policy</p> | <p>Paragraph 102 of the NPPF states that: <i>‘Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:</i></p> <ul style="list-style-type: none"> <i>c) opportunities to promote walking, cycling and public transport use are identified and pursued.</i> <p>Paragraph 110 states: <i>‘applications for development should:</i></p> <ul style="list-style-type: none"> <i>a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.’</i> |
| <p>Conclusion</p> | <p>The Council will continue to work with its partners at Hampshire County Council to promote South Hampshire rapid transit.</p> <p>Master planning of strategic sites needs to ensure that the new local centres can easily be served by buses with the arrangement of house types such that residents least likely to have access to a car can live closest to the bus route.</p> |



| Walking and Cycling | |
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| Lead Organisation | Hampshire County Council as Local Highway Authority |
| Main Sources of Information | <ul style="list-style-type: none"> • Hampshire Strategic Infrastructure Statement • LCWIP? |
| Existing Provision – current situation | <p>It is the Boroughs ambition to facilitate the introduction of additional links to complete a comprehensive network which will contribute to the ambition to reduce reliance and use of motor vehicles within the borough.</p> <p>The Fareham Town Access Plan (TAP) is a strategy document which sets out a shared vision for how access to facilities and services within Fareham will be improved. It also highlights the barriers or obstacles to improved town centre accessibility and any specific schemes or solutions that have been identified which will improve and facilitate access for all.</p> <p>Walking and cycling offer opportunities in the borough especially in association with the key trip attractors of schools, colleges, town centres and rail stations. Within the Town Access Plan missing links and potential improvements in these networks have been identified.</p> <p>When reviewing travel methods and patterns within Fareham, commuting data from the 2011 Census gives us indications on the number of residents commuting to work by a variety of transport methods, including cycling and walking. The use of a bicycle as the main method of travel to work accounts for 2.6% of all commuted journeys within Fareham, slightly above the Hampshire figure of 2.2% and well above the national level of 1.9%. walking however is the most popular means of travel after the car.</p> <p>Fareham town, and its districts are fairly compact, and most residents are within easy cycling distance of the centre. Most of the area is relatively flat and easy for cycling. However, the railway line and the volumes of traffic using the A27 and A32 can act as a deterrent to cycling to access the town centre for certain residential areas adjoining the town centre.</p> <p>The existing network consists of both utility and leisure routes within settlements and linking them along major roads. Some of the routes are purpose-built schemes for cyclists, others are shared paths with pedestrians, and some are on road advisory schemes.</p> |
| Planned Provision | <p>There is a pressing need for all new developments within the borough to be linked into the strategic cycling network, as well as improve local connectivity through walking and cycling routes. The Highway Authority has commissioned a Local Cycling and Walking Infrastructure Plan (LCWIP) to identify potential routes through a prioritised framework. This IDP will be updated to incorporate those outcomes on publication of the LCWIP.</p> |
| Sources of Funding | <p>Local Highway Authorities are responsible for funding a range of transport infrastructure, as well as for the continual cycle of maintenance and improvement. This is usually secured through a number of routes:</p> <ul style="list-style-type: none"> • Bidding competitively for funds to funding agencies normally Local |



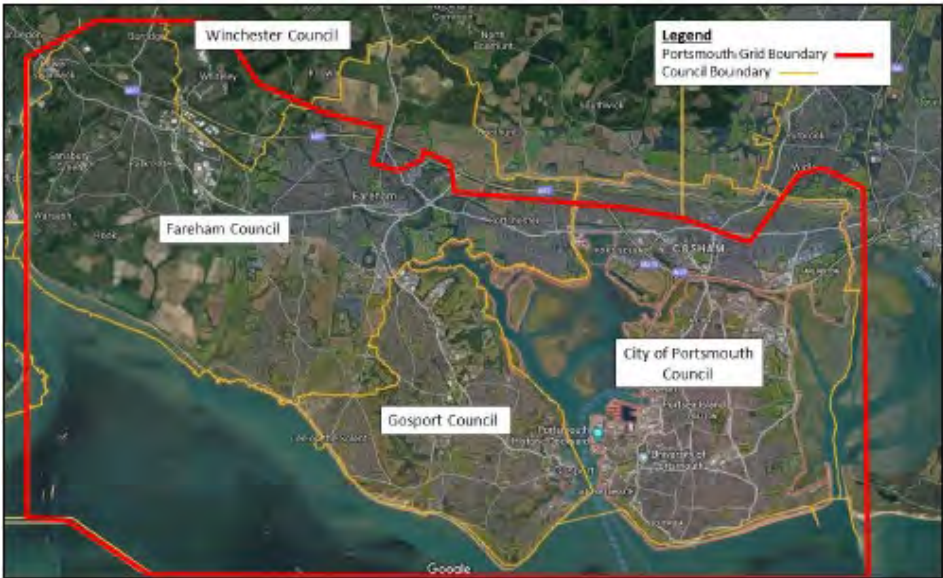
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| | <p>Enterprise Partnerships or Government Agencies;</p> <ul style="list-style-type: none"> • Capital spending; • Developer Contributions and the Community Infrastructure Levy. |
| <p>Additional Information of note</p> | <p>The County Council Walking and Cycling strategy focus on the following themes:</p> <ul style="list-style-type: none"> • Walking routes - Definition of a Hampshire walking network and prioritisation of routes for investment. • Planning for pedestrians (including as part of a multimodal trip) – These will include measures to manage traffic speed/volume near school entrances to ensure that young people are aware of the risks of traffic and are protected through safe walking routes to school. • Promoting walking – Engaging with Hampshire schools to promote ‘safer routes to schools.’ • Cycle infrastructure – Expansion/maintenance of cycle routes/parking and cyclist facilities. • Cyclist skills and cycle safety – Including cycle training/road safety measures. Continuing Bikeability training for as large a number of school-aged children as funds allow. • Promotion of cycling – Engaging with Hampshire schools to promote ‘safer routes to schools’, monitoring and updating school travel plans and encouraging participation in the STARS (School Travel Accreditation and Recognition Scheme). • Recreational cycling – Promoting cycling for exercise/cycle tourism. • Sports cycling and events – Including cycle sport facilities/management and promotion to children across Hampshire of cycle events. |
| <p>Role of Planning Policy</p> | <p>Paragraph 91 of the NPPF states: <i>‘Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: ...</i> <i>c) ...encourage walking and cycling.’</i></p> <p>Paragraph 102 states: <i>‘Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:</i> <i>c) opportunities to promote walking, cycling and public transport use are identified and pursued.</i></p> <p>Paragraph 104 includes: <i>‘Planning policies should ...</i> <i>d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).’</i></p> <p>Paragraph 110 states that: <i>‘applications for development should:</i> <i>a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with</i></p> |




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| | <i>layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.'</i> |
| Conclusion | Maintaining and enhancing the walking and cycling network is key to achieving sustainable transport and reducing road traffic congestion as well as contributing towards the health and wellbeing of the borough's population. |



UTILITIES

| Energy - Gas | |
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| Lead Organisation | <p>Southern Gas Networks</p> <ul style="list-style-type: none"> • Provider of gas network infrastructure in Fareham |
| Main Sources of Information | <ul style="list-style-type: none"> • Engagement with SGN Network Support team |
| Existing Provision – current situation | <p>The Portsmouth Grid is supplied via the High Pressure (HP) grid mains, fed from the north and the west. This in turn supplies the Intermediate Pressure (IP) system via two other stations.</p> <p><i>Portsmouth Grid</i></p>  <p>The western local Medium Pressure (MP) system is a mixed material network supplied from Whiteley, Bursledon Bridge, Peel Common, Rowner and Cams Hall A. This has been historically set low to protect the remaining cast and ductile mains, although the majority has been replaced in recent years.</p> <p>The Peel Common system is an isolated mixed material network which is fed from two locations.</p> <p>The Portsmouth North West Grid is supplied via the Hampshire HP grid mains, fed from the north and west. These in turn supply the IP system via two other stations.</p> <p>The Portsmouth North West MP system comprises an integrated mixed material network energised from four locations, two of which are isolated PE systems. The critical point on the network is the balancing point between Boorley and Roche Court at Nightingale Crescent, Shedfield.</p> |



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| | <p><i>Portsmouth North West Grid</i></p>  <p>There are currently no capacity issues with the gas infrastructure network within the Borough of Fareham for the Intermediate Pressure or Medium Pressure Tiers. However, there are some weak areas throughout the network:</p> <ul style="list-style-type: none"> • the Warsash leg (Any sites situated on Brook Lane or at Hook Park Road). • the leg from Titchfield to Stubbington (Any sites situated West of Cuckoo Lane, Oakcroft Lane and South of Longfield Avenue) <p>Therefore, if any large/multiple developments connect to the network in these areas, it could result in the requirement for significant investment and reinforcement to the gas network.</p> <p>The full extent of localised reinforcement works will be dependent on the nature and location of the requested load(s) associated with the development(s) in question, potentially requiring Low Pressure (LP) reinforcement in addition to that required for the IP/MP networks and will only become clear once a developer’s request has been received.</p> |
| <p>Planned Provision</p> | <p>Intermediate Pressure/Medium Pressure Tiers – no planned reinforcements as of yet until confirmation that development sites are to go ahead. However, the impact of potential developments has been reviewed on the SGN Network Analysis models to identify where reinforcement may be required and to what extent.</p> <p>As mentioned previously there are weak areas that may require reinforcement on the Warsash leg and the leg from Titchfield to Stubbington.</p> |
| <p>Sources of Funding</p> | <p>The cost of reinforcement works is assessed using SGN’s Economic Test to evaluate infrastructure costs against transportation income, potentially this could result in a customer contribution towards the cost of reinforcing</p> |



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| | the network. If it is deemed through the test that there is no customer contribution, then the full reinforcement cost will be borne by SGN. |
| Additional Information of note | <p>Gas National Transmission System</p> <p>New gas transmission infrastructure developments (for example pipelines and associated installations) are periodically required to meet increases in regional demand and changes in patterns of supply. Developments to the network occur as a result of specific connection requests, for example power stations, and requests for additional capacity on the network from gas shippers. Generally, network developments to provide supplies to the local gas distribution network are as a result of overall regional demand growth rather than site specific developments.</p> |
| Role of Planning Policy | <p>Paragraph 20 of the NPPF states that: <i>‘Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:</i> <i>b) infrastructure for and energy (including heat);</i></p> |
| Conclusion | <p>Within the Portsmouth grids there are several councils that have significant future growth including Fareham. Housing and employment land figures are fed into the network model to determine the future investment strategy.</p> <p>Having identified reinforcement requirements in Sarisbury, reinforcement was modelled to ensure security of supply. The modelled reinforcement, at present, has been classified as speculative until there is a high degree of confidence that the sites that trigger reinforcement will likely go ahead. For the time being, based on the adopted local plan and associated documents, reinforcement is not expected until after 2026.</p> <p>It is recommended that any proposals for future development are reviewed and planned for with SGN. Due to sizeable development at several sites, it is essential that forecast growth is closely monitored, and reinforcement planned in good time to meet system requirements, particularly in the two areas identified at Warsash and Titchfield to Stubbington.</p> |



| Energy - Electricity | |
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| Lead Organisation | <p>National Grid</p> <ul style="list-style-type: none"> <i>The National Grid owns and manages the grids, running the systems that deliver electricity, connecting people and businesses to the energy they need via a system of high voltage (400,000 and 275,000 volts) overhead lines (on pylons), underground cables and substations.</i> <p>Scottish and Southern Electricity Networks</p> <ul style="list-style-type: none"> <i>Distributors own and operate the distribution network of towers and cables that bring electricity via the 132,000 volts overhead lines and underground cables from the national transmission network to homes and businesses. SSEN is the distributor covering the borough and the wider area of central southern England.</i> |
| Main Sources of Information | <ul style="list-style-type: none"> Engagement with National Grid; Engagement with Scottish and Southern Electricity Networks; Scottish and Southern Electricity – Network Capacity Map²⁶. |
| Existing Provision – current situation | <p>National Electricity Transmission Network</p> <p>National Grid Electricity System Operator (NGESO) operates the national electricity transmission system across Great Britain and National Grid Electricity Transmission plc (NGET) owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies via a system of high voltage (400,000 and 275,000 volts) overhead lines (on pylons), underground cables and substations.</p> <p>The company does not distribute electricity to individual premises directly. It is the role of local distribution companies to distribute electricity to homes and businesses via the 132,000 volts overhead lines and underground cables from the national transmission network to homes and businesses. SSEN provides a web-based GIS Viewer for access to detailed mapping of its electrical network infrastructure to registered users. Suppliers supply and sell electricity to consumers, using the transmission and distribution networks to pass electricity to homes and businesses.</p> <p>There is one Bulk supply point within the borough (Fareham T1B T2B – Peel Common area) and a further supply point at Botley Wood which supplies the western part of the borough. These are part of the Lovedean and Botley Wood Grid Supply Points respectively. These distribute electricity to 5 substations in Fareham:</p> <ul style="list-style-type: none"> Park Gate North Fareham West End (Fareham) Titchfield |

²⁶ <https://www.ssen.co.uk/ContractedDemand/>



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| | <ul style="list-style-type: none"> • Plessey Titchfield <p>All points of the network are currently considered unconstrained. Specific development proposals within the Fareham Borough Council area are unlikely to have a significant direct effect upon National Grid's electricity transmission infrastructure. Generally, network developments to provide supplies to the local distribution network are because of overall regional demand growth rather than site specific developments.</p> <p>Scottish and Southern Electricity Networks is responsible for operating the local electricity distribution network which supplies electricity from the national electricity transmission system direct to households and businesses. Very often, existing electricity distribution networks are sufficient to support new development. Each of the substations has an inherent 20% capacity built in to allow for local increases in requirement. Where existing infrastructure is inadequate to support the increased demands from the new development, maximum timescales in these instances would not normally exceed around 2 years and should not therefore impede delivery of any proposed housing development.</p> |
| <p>Planned Provision</p> | <p>If new infrastructure is required in response to an increase in demand across the local electricity distribution network Scottish and Southern Electricity Networks may request improvements to an existing National Grid substation or a new grid supply point.</p> <p>Connections for new development from existing infrastructure can be provided subject to cost and timescale. Guidelines for developers on designing connections and applying for new connections are available on SSEN's website and developers can obtain connections via other companies known as Independent Connection Providers (ICPs) or Independent Distribution Network Operators (IDNOs).</p> |
| <p>Sources of Funding</p> | <p>There is a cost to providing a new connection. Some of this must be paid by the connecting customer. Sometimes a new connection can require an upgrade of the network. This is so that the connection can be made without affecting other customers' quality of service. When this happens, the cost of this enhancement is shared between the connecting customer and all customers on that network.</p> <p>Where existing infrastructure is inadequate to support the increased demands from the new development, the costs of any necessary upstream reinforcement required would normally be apportioned between developer and DNO (Distribution Network Operator) in accordance with the current Statement of Charging Methodology agreed with the industry regulator (OFGEM). In general, due to the scale of reinforcement required, the developer of a major scheme of a couple of thousand dwellings will pay a greater proportion than the developer of a large site of two to three hundred dwellings.</p> <p>All on-site costs are the responsibility of the developer. This includes diverting or putting underground existing overhead power lines in to facilitate development.</p> |



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| | <p>The principle is that the existing customer base should not be burdened by costs arising from new development proposals.</p> |
| <p>Additional Information of note</p> | <p>In the future electricity will flow far more dynamically between transmission and distribution networks, including renewable sources, electric vehicles and battery storage. The successful integration of new energy technologies is essential to delivering the transition to a low carbon economy.</p> <p>SSE’s strategy is to transition to a low carbon energy system by reducing the carbon intensity of the electricity it generates. SSE claims that this will be achieved through a strategic shift away from electricity generation by carbon intensive fossil fuel generation towards more efficient heat generation together with low carbon and renewable electricity generation. SSE has therefore invested significantly in renewable energy since 2010 and has the largest renewable energy capacity in the UK and Ireland.</p> |
| <p>Role of Planning Policy</p> | <p>Paragraph 20 of the NPPF states that: <i>‘Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:</i> a) <i>infrastructure for..... and energy (including heat);</i></p> <p>Paragraph 148 of the NPPF states that the planning system should: <i>‘support renewable and low carbon energy and associated infrastructure.’</i></p> <p>Paragraph 151 adds that: <i>‘To help increase the use and supply of renewable and low carbon energy and heat, plans should ... b) consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development.’</i></p> |
| <p>Conclusion</p> | <p>Very often, existing electricity distribution networks are sufficient to support new development. Where existing infrastructure is inadequate to support the increased demands from the new development, maximum timescales in these instances would not normally exceed around 2 years and should not therefore impede delivery of any proposed housing development. Making future provision for new developments within the Borough is not a problem.</p> <p>The Planning Practice Guidance states that, <i>‘Planning has an important role in the delivery of new renewable and low carbon energy infrastructure in locations where the local environmental impact is acceptable.</i> Local Planning authorities should therefore aim to encourage the take up and development of renewables.</p> <p>In addition, sustainable developments should also consider facilities for electric car charging points. In paragraph 105 the NPPF states in relation to setting local parking standards for residential and non-residential development, <i>‘policies should take into account ... e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.’</i></p> |



| Water Supply | |
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| <p>Lead Organisation</p> | <p>Portsmouth Water (eastern part of Borough – Fareham and Stubbington)</p> <p>Southern Water (Western half of borough – Titchfield, Warsash, Locks Heath, Sarisbury, Park Gate, Burrridge)</p> <div style="text-align: center;"> </div> |
| <p>Main Sources of Information</p> | <ul style="list-style-type: none"> • Southern Water, Water Resource Management Plan 2015-40²⁷ • Portsmouth Water Draft Water Resources Management Plan 2019²⁸ |
| <p>Existing Provision – current situation</p> | <p>All water companies prepare Water Resources Management Plans (WRMPs) which show how they will secure resilient water supplies for their customers for the next 25 years. They consider how much water is available today, how much is needed to supply in the future and then develop options to make up any difference. These plans are updated every five years to make sure they always reflect the latest information, innovation and customer views.</p> <p>Southern Water The Hampshire South Water Resource Zone (WRZ), which covers the western half of the borough, is the largest in the company’s supply area with dry year demands typically around 150 MI/d. At the start of this planning period, there is a significant supply demand balance surplus in the region of 80 MI/d at Minimum Deployable Output (MDO) and 45 MI/d at Peak Deployable Output (PDO), although a significant volume of water is transferred through the cross-Solent main to support the Isle of Wight WRZ.</p> <p>Southern Water abstract from the Rivers Test and Itchen, both European Protected waterways. Abstraction is therefore closely monitored and</p> |

²⁷ <https://www.southernwater.co.uk/media/default/pdfs/WRMP-technical-report.pdf>

²⁸ <https://www.portsmouthwater.co.uk/wp-content/uploads/2018/02/Draft-Water-Resources-Management-Plan-2019-Redacted-Feb-2018.pdf>



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| | <p>limited. Full implementation of the sustainability reduction for the River Itchen will lead to immediate deployable output reductions of around 94 MI/d at MDO and 72 MI/d at PDO, so Hampshire South WRZ itself moves into large-scale deficit and can therefore no longer support the Isle of Wight WRZ. Without the implementation of new options, the security of supplies to customers would be at risk.</p> <p>Investigations of the Lower River Test abstraction, have significantly increased the knowledge and understanding of this part of the River Test SSSI. Any future sustainability reductions on the Lower River Test abstraction will further worsen the supply demand balance position for Hampshire South WRZ, with knock on effects for Isle of Wight WRZ and the Western Area as a whole.</p> <p>Southern Water’s strategy for securing public water supplies in the Hampshire and the Isle of Wight WRZs is driven by the timing and scale of the Sustainability Reductions on the River Itchen notified by the Environment Agency. Without the Sustainability Reductions, Southern Water would not have a supply demand deficit and would not need to promote new water resource developments. However, the scale of the Sustainability Reductions is so large that Southern Water has no choice but to promote large scale new water resource developments to meet its obligations under the Habitats Regulations, the Water Industry Act and the WRMP Regulations including bulk supply arrangements with neighbouring companies (Portsmouth Water).</p> <p>Portsmouth Water Portsmouth Water supplies water to the towns and cities of Gosport, Fareham, Portsmouth, Havant, Chichester, Bognor Regis and the rural communities beyond, stretching to West Meon in the north. The Draft Water Resources Management Plan 2019 (WRMP) sets out how the company will maintain the balance between the demand for water and the resources available over a twenty-five-year period, in accordance with the requirements of the Environment Agency and Ofwat.</p> <p>The ‘baseline’ water available for use is compared with the baseline demand forecast to assess Portsmouth Water’s security of supply. This is the position before any interventions take place. It shows that Portsmouth Water have positive headroom to meet both existing customers and existing bulk supply commitments to Southern Water for the whole planning period.</p> |
| <p>Planned Provision</p> | <p>Southern Water The Sustainability Reductions have been notified by the Environment Agency because it considers, following a Habitats Regulations Review of Consents, that there is a risk that Southern Water’s public water supply licences at their Lower Itchen sources could (under specific low flow conditions), in combination, have an adverse impact on the River Itchen under specific low flow conditions. The effect of the notified Sustainability Reduction is to reduce the amount of water that Southern Water can abstract from its Lower Itchen sources, to such a significant extent that Southern Water would not be able to meet its legal obligations to maintain supplies to customers.</p> |



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| | <p>As a result, Southern Water are required to undertake demand management measures and to promote, secure licences/consents, and build and operate new water resource schemes to bring the demand and supply back into balance. This is what Southern Water’s strategy for the Western Area must achieve. The company has undertaken various actions including its programme of metering of domestic customers, which was implemented between 2010 and 2015, and various studies and investigations of water resource options in Hampshire South. The impact of the River Itchen sustainability reduction means that large schemes, requiring long lead times for planning, design, construction and commissioning, need to be in place to deliver the full sustainability reductions. Southern Water can only agree the implementation of the phased components of the River Itchen sustainability reduction once there are sufficient alternative supplies in place to ensure that customers are not at risk of a supply failure. The company understands it must implement the Itchen sustainability reduction as soon as possible; however, it can only deliver the full reduction once sufficient alternative supplies become available.</p> <p>The requirement to deliver the scale of water to replace that which would be lost under the Sustainability Reductions, to the fastest possible timescale, drives the Southern Water strategy for the Western Area to include schemes that will enable it to do this. As a fundamental requirement of this Strategy, Southern Water must urgently promote, secure consent for, and build and operate three major schemes:</p> <ul style="list-style-type: none"> • Portsmouth Water Transfer Scheme: The proposal in the Water Management Plan had been to maintain the 10 Ml/d bulk transfer from Portsmouth Water to Hampshire South until 2024 however, recent negotiations will see this increase to a bulk transfer of 15 Ml/d from August 2017. <p>There are two schemes which are currently proposed for when abstraction from the Lower Itchen is curtailed. These include:</p> <ul style="list-style-type: none"> • Testwood Abstraction Scheme: A network link between the River Test at Testwood and the Lower Itchen at Otterbourne. This raw water transfer will be permitted when the Itchen Sustainability Cessation is in place and will allow abstraction, treatment and pumping to the Lower Itchen WSW. • The Candover Valley Scheme: The WRMP had planned on adopting or acquiring the groundwater river support scheme in the Candover Valley and using the additional upstream discharges to reduce the likelihood of the River Itchen Sustainability Cessation being enforced. <p>If either options 2 or 3 are not granted Southern Water will continue to investigate additional potential measures. These had been outlined in the WRMP14 and so it is likely that for the Hampshire South Water Resource Zone Southern Water will most likely look at an effluent reuse scheme located within the zone, or an investigation into the construction of a desalination plant on the Isle of Wight to reduce or eliminate the need for the current bulk transfer scheme.</p> |
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| | <p>Another option currently being investigated is the increased use of bulk transfers into the area – Southern Water are currently investigating the feasibility and viability of transfers from Bournemouth Water, Portsmouth Water, Thames Water and/ or Wessex Water as part of the development of the WRMP19.</p> <p>Smaller schemes include:</p> <ul style="list-style-type: none"> • Continued investigation into leakage management and demand management, although given Southern Waters good current track record, the benefits from these schemes may be limited. • Continuing to investigate any potential catchment management schemes to offset deployable output reductions (particularly relating to nitrate pollution) or to identify whether there may need to be improvement in the treatment of these sources. • Further demand management schemes include a trial scheme – small intensive water scheme currently implement at Alresford near the Candover Valley. This is a reward scheme that will allow residents to earn up to £50,000 towards a community project for reducing water consumption across six selected parishes. The six parishes encompass 560 homes and this area has been specifically targeted to reduce the demand on the Totford abstraction located in the Candover Stream valley. <p>Southern Water will build and operate its 3 major schemes on a conjunctive basis – this means that it will not build and operate them in isolation, rather it will operate and balance the existing and new sources of water in combination, to provide a secure supply to customers under a planned range of environmental conditions.</p> <p>The WRMP Regulations require Southern Water to include an allowance for risk and uncertainty – so called ‘headroom’. This allows for the risk that a source of water may be unavailable due to pollution or unplanned maintenance, or for the demand for water increasing, or supply not increasing, as the WRMP forecasts it will. In practice, this ‘headroom’ means that Southern Water’s WRMP must plan to provide much more water than would be necessary under normal operating conditions.</p> <p>It would be very unlikely that there would be a situation when all of the existing and proposed sources of water would need to be used to their full extent to meet demand for water. This means that some of the WRMP schemes would only be operated to their full extent on very rare occasions, or not at all. However, the WRMP Regulations require Southern Water to plan for that very eventuality, as ensuring there is a continuing supply of water to customers is a fundamental legislative requirement that Southern Water must meet.</p> <p>Portsmouth Water Given that that Portsmouth water area is in surplus, there are currently no actions to address in order to meet projected supply deficits. Despite this, Portsmouth Water have looked into various options for increasing supply. A key expectation of Government, is that companies will work together to improve resilience of water supply for all customers. This is not something new for Portsmouth Water as it already provides Southern</p> |
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Water with a bulk supply which was commissioned in 2004. In preparing for the current plan, the company has had considerable discussions with Southern Water about their requirements.

Analysis undertaken by WaterUK and detailed work undertaken by Water Resources in the South East (WRSE) both indicate that greater bulk supplies from Portsmouth Water to Southern Water are both necessary and economic. These studies indicate that, to facilitate these greater supplies, resource development is required; Havant Thicket is a significant development and effectively becomes a regional source, meeting the needs of the region as opposed to meeting the needs of customers of Portsmouth Water.

The following table shows the proposal basket of measures and their earliest construction start and earliest commissioning dates.

| Option | Description | Earliest Construction Date | Earliest Commissioning Date |
|----------|--------------------------|----------------------------|-----------------------------|
| D005 | District Metering | 2020 | 2025 |
| C026-46 | Water Efficiency | 2018 | 2019 |
| R013 | Havant Thicket Reservoir | 2018 | 2029 |
| R021a-24 | DO Recovery Schemes | 2018 | 2019 |
| R068 | Source S Drought Permit | 2018 | 2018 |
| R022a | Source J Boreholes | 2020 | 2023 |

The company will provide Southern Water with two bulk supplies, both for 15 MI/d to their Sussex and Hampshire zones up to 30 MI/d (from Whiteways Lodge to their SRN Source D site and River Itchen into supply in Hampshire respectively). Southern Water have also asked for two additional supplies, of 9 MI/d and 21 MI/d into their Hampshire zone in 2022/23 and 2028/29 respectively; the water will come from Source A on the River Itchen and effectively take all available water from that source for Southern Water’s needs. The total bulk supply to Southern Water will therefore be up to a total of 60 MI/d by 2030.

There is, however, some uncertainty over the requirements for these additional supplies to Southern Water as it has challenged the Environment Agency proposals to reduce its abstraction licences on the Test and Itchen. Portsmouth Water will continue to work with Southern Water and other stakeholders to progress this issue. However, it is assumed that the requirements are confirmed and both supply and demand options will need to be undertaken to meet this requirement.

Finally, South East Water have asked for a 10 MI/d bulk supply to



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| | <p>Petersfield in 2057/58. This is beyond the planning horizon and Portsmouth Water will consider the availability of supplies in the next plan.</p> |
| <p>Sources of Funding</p> | <p>If a development requires a new water main or sewer, the developer may ask the water or sewerage company to install the pipework. When this is required for domestic purposes (cooking, cleaning or sanitary facilities), it is known as requisitioning. Alternatively, they may choose their own contractor to do the work, which is known as self-lay. The water company will take over responsibility for, i.e. 'adopt', self-laid pipes that meet the terms of its agreement with the developer or self-lay organisation that carries out the work.</p> <p>New rules were adopted by Ofwat in December 2016 on charging for "new connections", i.e. the water supply and wastewater infrastructure provided by water companies for new development, with effect from 1 April 2018. They require water companies to publish annually their charges, setting out how they are calculated and providing a choice of reasonable payment times and methods. They affect developer customers and other providers of infrastructure such as Self Lay Providers and are intended to maintain the balance of charges between developers and other customers (new occupiers of the development).</p> <p>Portsmouth Water will deliver Havant Thicket Reservoir and some of the associated network upgrades, and the relevant costs recovered from Southern Water through the pricing of the bulk supply arrangement. Despite this being an exceptionally large project for Portsmouth Water, the company will use the existing TOTEX and cost-sharing frameworks to manage the risk to customers.</p> <p>The cost of providing the Havant Thicket Winter Storage facility is estimated at £90m.</p> |
| <p>Additional Information of note</p> | <p>It is recognised that the number of households that will need to be supplied with water is likely to grow over the planning period. Growth in housing and the associated impact on demand are considered in the demand forecast. However, it is possible that the requirement for new houses will grow beyond current projections, which may have implications for plans to provide sufficient water supplies. This risk is managed through the process of undertaking a complete review of the WRMPs every 5 years.</p> <p>Portsmouth Water recommends that the siting and timing of development can assist with the economic provision of water resource infrastructure. Safeguarding existing infrastructure, such as water mains and aquifers, is important. Portsmouth Water would urge developers to check for existing infrastructure and for source protection zones that may limit development options as we need to protect the water environment from potential pollution that is caused by development and its ongoing use.</p> |
| <p>Role of Planning Policy</p> | <p>Paragraph 149 of the NPPF states that:</p> |



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| | <p><i>'Plans should take account of climate change over the longer term, including factors such as water supply'.</i></p> <p>In paragraph 170 the NPPF refers to the need to; <i>'enhance the natural and local environment by ... e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of ... water pollution'.</i></p> |
| <p>Conclusion</p> | <p>The Water Companies have a statutory duty to ensure the supply of drinking water. The objective of the water resources strategy's is to ensure the security of supplies for the next 25 years. This requires the development of a robust and resilient supply system that includes coping with increased housing development.</p> <p>Assessments by Portsmouth Water have indicated that they will be in surplus by 2040 even after accounting for growth of up to 68,000 homes. However, they are still proposing to implement 35 feasible options through their WRMP in order to ensure resilience. The Portsmouth Water Plan is sufficient to support the housing growth identified by PUSH.</p> <p>Assessments by Southern Water of the four main Water Resource Zones (WRZs) show that Hampshire South WRZ will be in deficit. To tackle the deficit Southern Water have put forward a range of 18 options for delivery in the next 25 years in order to increase their water supply by up to 212 MI/d. This increase is designed to increase resilience but also account for future growth. However, concerns have been raised about Southern Water's existing and emerging draft options with regards to impacts on the River Itchen Special Area of Conservation (SAC) and the River Test Site of Special Scientific Interest (SSSI). Until the outcome is known, the HRA for Southern Water's extant WRMP cannot be relied upon to ensure there will be no adverse effects on designated sites arising from future development within Southern Water's area. In addition, the risk of adverse effects remains until the gap in public water supply (deficit) resultant from the licence changes is fulfilled by alternative options and/or the compensatory habitat requirements are met.</p> |



| Waste Water Treatment | |
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| Lead Organisation | <p>Southern Water</p> <ul style="list-style-type: none"> • Southern Water provides wastewater services for the whole of the Fareham Borough Council area. |
| Main Sources of Information | <ul style="list-style-type: none"> • Southern Water Business Plan (2020-2025)²⁹; • Engagement with Southern Water Planning lead; • PUSH Integrated Water Management Strategy³⁰. |
| Existing Provision – current situation | <p>A core focus of the wastewater plan is to protect and further improve these natural assets, whilst continuing to build operational resilience in the face of high population growth and increasingly extreme weather.</p> <p>The plan for coming period is responding to growing pressures with new investment in the network and treatment assets, but with an increasing focus on environmentally-sustainable approaches and greater use of data analytics to target activity.</p> <p>Peel Common Wastewater Treatment Works (WTW) treats wastewater arising from Fareham and Gosport Districts, with sufficient capacity to adequately serve the current population. The growth areas in Fareham area are predicted to drain to the Peel Common WwTW. Although overall no significant impact or deterioration is predicted due to future housing growth, the Peel Common WwTW may require improvements by 2025 to increase capacity in the WwTW, which will be subject to review in 2022. Sewer capacity upgrades are also likely to be required at this WwTW. Additional capacity is identified for funding in Southern Water's next Business Plan (2020-2025).</p> |
| Planned Provision | <p>Southern Water's AMP 7 Business Plan (2020-2025) identifies funding for strategic infrastructure capacity increases in both the network and WTW at Peel Common.</p> <p>In terms of any local water or wastewater network reinforcement required to serve individual development sites, this will be provided through the new infrastructure charge to developers. Strategic infrastructure works will be scheduled for delivery within the timeframe of the next business plan, i.e. 2020-2025.</p> <p>Local network reinforcement work (if needed) will be scheduled to commence once a firm commitment is received from developers. On average, 24 months lead in time is required, although this may vary dependent on the scale and complexity of works required.</p> |
| Sources of Funding | <p>Southern Water will fund strategic infrastructure provision through its Business Plan.</p> |

²⁹ <https://beta.southernwater.co.uk/our-plans-2020-25/our-business-plan-2020-25>

³⁰ <https://www.push.gov.uk/wp-content/uploads/2018/07/IWMS-Appendix-1.pdf>



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| | <p>Developers in conjunction with Southern Water will fund network reinforcements required because of development through the new infrastructure charge and Southern Water's Capital Works programme. Developers may refer to Southern Water's Charging Arrangements (2019-20) document to calculate water and/or wastewater infrastructure costs³¹.</p> |
| <p>Additional Information of note</p> | <p>The impact of housing growth within the Peel Common WTW catchment is accounted for jointly between Gosport and Fareham, plus small parts of Winchester and Eastleigh.</p> <p>Water companies are subject to a statutory duty to 'effectually drain' their area. This requires them to invest in infrastructure suitable to meet the demands of projected population growth. There is also statutory provision for developers to fund additional sewerage infrastructure required to accommodate flows from a proposed development.</p> <p>Strategic infrastructure, such as extensions to wastewater treatment works, can therefore be planned and funded through the price review process, and coordinated with new development.</p> |
| <p>Role of Planning Policy</p> | <p>Paragraph 20 of the NPPF states that, <i>'Strategic policies should ..., and make sufficient provision for:</i> <i>b) infrastructure for.....water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy³ (including heat);</i></p> |
| <p>Conclusion</p> | <p>In terms of capacity at Peel Common WWTW, although overall no significant impact or deterioration is predicted due to future housing growth, the Peel Common WwTW may require improvements by 2025 to increase capacity in the WwTW. Southern Water will fund strategic infrastructure provision through its Business Plan.</p> <p>Local network reinforcement where required, will be delivered by developers in conjunction with Southern Water. Sewer network capacity upgrades may be required by 2030 and specific reference should be made in site allocations policies where indicated by Southern Water once proposed site allocations are known.</p> <p>.</p> |

³¹ <https://www.southernwater.co.uk/media/2282/ds-charging-arrangements-19-20.pdf>



| Waste and Recycling | |
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| Lead Organisation | <p>Hampshire County Council as Waste Authority</p> <ul style="list-style-type: none"> • <i>The County Council provides Waste Disposal Infrastructure and Household Waste Recycling Centres (HWRCs)</i> |
| Main Sources of Information | <ul style="list-style-type: none"> • Hampshire Strategic Infrastructure Statement • Engagement with Waste Authority Officers • Resources and Waste Strategy – 2018 • Tonnage information generated by delivery of waste into waste disposal infrastructure and from third parties. All data is submitted Government via Waste Dataflow. |
| Existing Provision – current situation | <p>Waste disposal infrastructure is delivered on a regional basis with a network of facilities across the County. There is currently bulking and transfer capacity provided through the Waste Disposal Service Contract within Fareham Borough at:</p> <ul style="list-style-type: none"> • Down End • Warren Farm <p>These sites serve as tipping points for Fareham Borough Council as well as other local authorities for materials collected at the kerbside and from bring bank sites (residual waste, dry mixed recyclables, garden waste, glass) to be bulked and taken on to processing facilities elsewhere in the County. Whilst there is some capacity and they can cope with the existing inputs, limits are placed on it both from planning and Environmental Permitting perspectives.</p> <p>There is one HWRC in the Borough of Fareham located at Barnes Wallis Road in Segensworth. The HWRC is a large split-level site that was expanded in 2006 to provide additional space for containers. The site received just under 12,500 tonnes last year and is the third busiest in Hampshire. At peak times the site is extremely busy and suffers from congestion, both within the site and on the immediate road network outside.</p> <p>Every new dwelling that is built and occupied will create an additional 1 tonne of waste each year, approximately $\frac{2}{3}$rd of this being kerbside residual waste. It should not be assumed that the existing infrastructure is sufficient to deal with the additional waste generated by proposed housing developments within the Borough.</p> <p>Whilst a programme of waste prevention is in place to try to mitigate the increase in waste that comes because of development and overall waste growth, it does not remove the issue entirely and there is constant pressure on the capacity available for processing household waste at the existing infrastructure. Increases in housing, no matter how limited, all contribute to increasing this pressure and lead to the need to consider additional capacity which comes at a considerable cost.</p> <p>Government published the Resources and Waste Strategy in December 2018 and have subsequently published consultations which will have</p> |



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| | <p>significant implications for waste collection and disposal going forward. This will require local authorities to both collect a specified list of materials at the kerbside and to do so in a prescribed manner. This would have a significant impact on the infrastructure required to manage these materials.</p> <p>It is proposed that any new services mandated by Government would be accompanied by new burdens funding however there is due to further consultations early in 2020 with legislation being introduced from 2021 and implementation from 2023.</p> |
| Planned Provision | <p>There are currently no improvements planned to the waste disposal infrastructure within Fareham Borough.</p> <p>It is anticipated that there will need to be changes to the waste infrastructure network to manage increased volumes of material from housing growth, improvements in recycling performance to meet targets set through the EU Circular Economy Package and to meet legislative changes introduced by government as a result of the Resources and Waste Strategy.</p> |
| Sources of Funding | <p>Financial contributions will be sought from development for new waste infrastructure, with the remaining funding likely to be secured from other sources including the County Councils HWRC capital programme.</p> |
| Additional Information of note | <p>Waste is managed on a regional basis with due to the cost of infrastructure provision with key strategic facilities supported by a network of transfer stations that enable the bulking of material for onward transport. As a result, kerbside waste collected in Fareham is processed at facilities in other parts of Hampshire.</p> <p>The provision of HWRCs is not done based on local authority areas with residents from different district/boroughs using HWRCs to suit where they live and work.</p> |
| Role of Planning Policy | <p>The NPPF includes under its ‘environmental objective’, “minimising waste”.</p> <p>Paragraph 20 of the NPPF states that; <i>‘Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:</i> <i>b) infrastructure for..... waste management.....)’</i></p> <p>A separate National Planning Policy for Waste document sets out the Government’s ambition to work towards a more sustainable approach and the approach that waste planning authorities should take in preparing their plans.</p> |
| Conclusion | <p>The provision of new or expanded waste facilities is primarily within the remit of the Hampshire Minerals and Waste Plan, which is the responsibility of HCC as the Waste Planning Authority within Fareham Borough. Waste disposal infrastructure is planned for at the regional/sub-regional level.</p> |



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| | <p>It is anticipated that improvements will be needed at the local level to increase capacity in the local disposal network, primarily the HWRC network. This will be identified once the disposition of local plan allocations is known, and developer contributions will be expected to make a contribute to any increases in this provision.</p> |
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| Telecommunications | |
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| Lead Organisation | <p>Virgin Media</p> <ul style="list-style-type: none"> • <i>Virgin Media is the UK's cable network operator, providing market-leading ultrafast broadband to 5.7 million cable customers.</i> |
| Main Sources of Information | <ul style="list-style-type: none"> • Engagement with Virgin Media Officer |
| Existing Provision – current situation | <p>Virgin Media provides service to many premises in the Borough. The network has been future proofed to allow for increased demand, and redundancy built into our network to allow for this.</p> <p>Whilst the company is unable to provide investment plans or capacity studies, the Planning Team do assess new opportunity areas on a regular basis and after costing and other considerations, new areas are added to the company's development plans on a regular basis.</p> <p>After they have assessed new opportunity areas and it becomes established in the 12 months build plan, 3-6 months before any build, Virgin Media begin engagement with the local authority and the community so that the Council and residents are fully informed.</p> <p>However, should the Council wish to have specific information, such as an Open Market Review (OMR) response, Virgin Media would be open to discussions with the necessary legal frameworks in place, such as an NDA. An OMR is used by a local authority to identify areas of poor broadband coverage within their area and helps in the LA's work to deploy further broadband provision through BDUK funding, in areas of market failure. Virgin Media regularly assists local authorities with this work and we would welcome a request from the Council.</p> |
| Planned Provision | <p>Although the area does not feature in the current 2019 build plan, or the provisional 2020 plan, this may change in due course.</p> <p>Virgin Media are currently carrying out Project Lightning, the biggest network expansion of broadband infrastructure in the UK. Currently this has connected 1.7 million properties to the network, which will be able to receive broadband speeds of up to 516Mbps.</p> <p>Whilst Project Lightning focuses network expansion on adding new premises to the network, there may be opportunities to deploy to the area in other ways – such as in new developments, small demand led infill (outlined below), through Virgin Media Business to commercial premises or to multiple dwelling units (blocks of flats).</p> <p>The Council may help incentivise such deployment by offering bulk wayleave agreements to the properties under their remit, as this removes risks to our deployment.</p> |
| Sources of Funding | <p>Virgin Media and projects undertaken on its behalf are privately funded, built on a commercial basis.</p> |



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| <p>Additional Information of note</p> | <p>There are no timescales for works in the Borough as none are currently planned. However, owing to the changing nature of industry, this may change in future.</p> <p>The Lightning expansion is planned in 12-month cycles and investment decisions are based on a commercial basis.</p> <p>Planning and New Developments</p> <p>Under current rules, ultrafast broadband provision is not considered when approving new developments and it not treated as a utility like water or electricity. Virgin Media continues to argue that local planners should acknowledge broadband as a vital utility.</p> <p>Virgin Media wants to promote competition and choice and would like to see further consideration of broadband within local planning departments and development plans.</p> <p>Deployment economics can be improved when operators form commercial partnerships with new developers e.g., developers lay duct on behalf of operators or developers pay a bulk fee for connectivity services to the entire development, recouping the costs via rent payments from the tenants. The former is established practice with national developers. However, in Virgin Media’s experience, smaller developers can be reluctant to deploy duct on behalf of multiple operators or for higher specification services. At a local level, Virgin Media would like to see planning departments taking this issue into consideration. The current regulations require new buildings to have the necessary physical infrastructure to enable “superfast broadband”, but do not stipulate provision of multiple networks where possible and do not stipulate that services should offer ultrafast speeds, such as the network provided by Virgin Media.</p> <p>Commercial agreements in which the developer agrees to a bulk fee have the advantage that penetration can approach 100%, far exceeding the threshold in our core business case. Social housing developers could be encouraged by local authorities to explore these models.</p> <p>Virgin Media believe that to enhance the rollout of ultrafast broadband, stimulate the deployment of fibre, provide real choice to business, residents and boost competition (with the recognised impact that has in terms of driving up take-up, innovation and investment), local authorities should consider the following measures:</p> <ul style="list-style-type: none"> • Requiring developers to consult with (or to install if possible) more than one broadband infrastructure provider as per NPPF guidelines unless there are very good reasons not to • Use of broadband-specific Supplementary Planning Documents and Guidance that encourages developers to consult the market, install more than one provider and prioritise Fibre to the Premise |
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| | <ul style="list-style-type: none"> • Issue guidance direct to developers and house-builders setting out the importance of: ultrafast broadband and having a choice of infrastructure providers available on new developments • Ensure developers produce connectivity plans setting out how they will serve sites and ensure adherence to the Council’s Local Plan • Ensure Virgin Media’s developer portal (www.virginmedia.com/developer) and contact details of VM New Build Team are made available to developers |
| <p>Role of Planning Policy</p> | <p>Section 10 of the NPPF is titled; <i>Supporting high quality communications</i>. Paragraph 112 states that; <i>‘Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being.....Policies should set out how high quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments (as these connections will, in almost all cases, provide the optimum solution).</i></p> |
| <p>Conclusion</p> | <p>Planning authorities are expected to support the expansion of electronic communications networks, including telecommunications and superfast broadband when preparing local plans.</p> <p>Developers should be encouraged to make provision for super-fast broadband in any new development from the outset, designing in networks to the layout of the development and ensuring installation during the construction phase.</p> |



GREEN INFRASTRUCTURE AND COUNTRYSIDE

| Habitat Creation and Mitigation | |
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| Lead Organisation | <p>Solent Recreation Mitigation Partnership (SRMP)</p> <ul style="list-style-type: none"> <i>The Solent Recreation Mitigation Strategy started as a research project commissioned by the Partnership for Urban South Hampshire authorities in partnership with Natural England, the Royal Society for the Protection of Birds, Hampshire & Isle of Wight Wildlife Trust and Chichester Harbour Conservancy to investigate the impact of recreational activities on protected birds within the Solent Special Protection Areas.</i> |
| Main Sources of Information | <ul style="list-style-type: none"> Interim Solent Recreation Mitigation Strategy - Solent Recreation Mitigation Partnership (December 2014) Bird Aware Solent website http://www.birdaware.org/home Solent Recreation Mitigation Strategy - Bird Aware Solent (December 2017) |
| Existing Provision – current situation | <p>Under the Strategy, all residential development within 5.6km of the SPAs resulting in a net increase in dwellings is expected to provide an avoidance and mitigation package, generally in the form of a contribution towards mitigation projects in the strategy. Through funding from developers in association with planning permissions for new housing, the Partnership has already established a team of rangers who will talk to visitors to the coast in the county about how to enjoy a walk without disturbing the birds who are spending winter along the Solent SPA shores.</p> |
| Planned Provision | <p>Over 60,000 new homes are planned around the Solent up to 2034. Research has shown that these will lead to more people visiting the coast for recreation, causing additional disturbance to the over-wintering birds. A final strategy has therefore been prepared to fulfil the need to fund mitigation measures in the area in perpetuity.</p> <p>The strategy set out in this document, aims to prevent harm to the SPAs. It seeks to do this through a series of management measures which actively encourage all coastal visitors to enjoy their visits in a responsible manner rather than restricting access to the coast or preventing activities that take place there. Prepared by the Solent Recreation Mitigation Partnership of local authorities and conservation bodies, the strategy proposes:</p> <ul style="list-style-type: none"> A team of 5-7 coastal rangers to advise people on how to avoid bird disturbance, liaise with landowners, host school visits, etc.; Communications, marketing and education initiatives and an officer to implement them; Initiatives to encourage responsible dog walking and an officer to implement them; Preparation of codes of conduct for a variety of coastal activities; Site-specific projects to better manage visitors and provide secure habitats for the birds; |



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| | <ul style="list-style-type: none"> • Providing new/enhanced greenspaces as an alternative to visiting the coast; • A partnership manager to coordinate and manage all the above. |
| <p>Sources of Funding</p> | <p>Since 30th June 2014, Fareham Borough Council has been seeking avoidance and mitigation packages, generally comprising a financial contribution towards the Solent Recreation Mitigation Partnership (SRMP) strategy.</p> <p>In line with the other local planning authority members of the SRMP Fareham Borough Council approved the Solent Recreation Mitigation Strategy for implementation from 1st April 2018. This strategy revised the financial contribution required to be paid by developers to an equivalent of £564 per dwelling, charged on a sliding scale calculated from the number of bedrooms, as follows:</p> <ul style="list-style-type: none"> • £337 for 1-bedroom dwelling • £487 for 2-bedroom dwelling • £637 for 3-bedroom dwelling • £749 for 4-bedroom dwelling • £880 for 5 bedrooms or more. <p>(Monitoring and administration fees, at 5% & £20, are added. Indexation will be applied on 1 April each year following.)</p> |
| <p>Additional Information of note</p> | <p>The protection afforded by the SPA designations has particular consequences for development. Under the Habitats Regulations any plan or project can only lawfully go ahead if it can be shown that the development, either on its own or in combination with other plans or projects, will have no adverse effect on the integrity of the SPAs.</p> <p>Some housing schemes, particularly very large ones, or those located close to the boundary of a SPA, may need to provide mitigation measures in addition to making the financial contribution in order to ensure effective avoidance/ mitigation of impacts on the SPA. Similarly, mitigation in addition to the developer contribution may be needed for new dwellings which are close to the SPA because the occupants are much more likely to visit the coast with the potential for a greater impact.</p> <p>The local planning authority, with advice from Natural England, will consider the mitigation requirements for such housing proposals on a case-by-case basis. Developers are encouraged to hold early discussions with the local planning authority on the mitigation which will be needed for such schemes.</p> |
| <p>Role of Planning Policy</p> | <p>Paragraph 170 of the NPPF states that: <i>Planning policies should: ‘contribute to and enhance the natural and local environment by:</i></p> <ul style="list-style-type: none"> <i>a) protecting and enhancing ... sites of biodiversity ...</i> <i>d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.’</i> |



Conclusion

While the reason for the Solent Recreation Mitigation Strategy is enshrined in the Habitats Regulations, the Local Plan policy needs to continue to provide the basis for the developer's contributions



| Green Routes and Rights of Way | |
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| Lead Organisation | <p>Hampshire County Council as Highway Authority (ROW) and Countryside Service (Countryside Sites)</p> <ul style="list-style-type: none"> <i>Hampshire County Council's Countryside Service is responsible for protecting and conserving the heritage of landscapes, wildlife and historic places; and maintaining countryside sites and country parks that are host to a wide range of activities including education. The service is also responsible for ensuring that public rights of way are safe and easy to use.</i> |
| Main Sources of Information | <ul style="list-style-type: none"> Hampshire Strategic Infrastructure Statement; Engagement with HCC Countryside and ROW officer. |
| Existing Provision – current situation | <p>Countryside access describes the largely off-road, free-to-use network of paths and open spaces which together provide the infrastructure that connects people with the natural environment. It is used both for utility journeys (travelling from place to place) and for leisure/recreation, and comprises a mixture of statutory, permissive and informal access. It provides a transport network as well as contributing to good physical and mental health.</p> <p>It includes footpaths, bridleways where there is also a right to ride a horse or bicycle and byways where rights to drive a horse, motor vehicle or motorcycle also exist. Of the issues concerning the rights of way network the two that are cited as most important are maintaining and improving the condition of the network and improving connectivity of the network particularly for cyclists and horse-riders whose available network is often disjointed and requires riding on sections of increasingly busy roads.</p> <p>A combination of evidence sources including the Hampshire Countryside Access Plan 2015 – 2025³², the Fareham Green Infrastructure Strategy 2014³³, and the South Hampshire Green Infrastructure Strategy 2017 – 2034³⁴ identify the following issues.</p> <p>Countryside Access</p> <p>The rights of way network are particularly fragmented in this part of Hampshire. Countryside users are forced to use or cross busy roads to link up off-road access. Many Solent area residents travel some distance to find accessible countryside, and there is a high reliance on cars and the availability of car parking to access the countryside both within and beyond the Solent area.</p> <p>The Solent area offers good potential for cycling, but improvements are needed to both the network and the associated infrastructure. There is strong demand for access to the coastal areas and river estuaries in this area, both by land and by water. Lack of local greenspace and rights of</p> |

³² <https://www.hants.gov.uk/landplanningandenvironment/countryside/accessplan>

³³ https://www.fareham.gov.uk/PDF/planning/DSPCoreDocuments/FarehamGI_Strategy_Sept2014.pdf

³⁴ <https://www.push.gov.uk/wp-content/uploads/2018/08/South-Hampshire-GI-Strategy-2017-2034-FINAL.pdf>



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| | <p>way puts pressure on existing publicly accessible sites which may also be of high conservation.</p> <p><u>Hampshire Countryside Access Plan</u> Sustainable Community Transport Walking and Cycling. Green Infrastructure, Green Routes. Plan for how rights of way and access will be managed 2015-2025. Key policy areas:</p> <ul style="list-style-type: none"> • Developing a strategic approach to network managements • Working with other organisations • Listening, informing, educating <p>Status: <i>Provide further capacity.</i></p> <p><u>Natural England Coastal Path</u> Sustainable Community Transport Walking and Cycling. Green Infrastructure, Green Routes. Flood walls, bunds, earth banks. National coast path delivery Existing RoW and creation of new access corridor. Status: <i>Ongoing maintenance and management – Access improvements required.</i></p> <p><u>Fareham-Gosport Coastal Link</u> Community Transport Walking and Cycling Green Infrastructure Habitat creation and mitigation Countryside Sites. Green Routes Upgrade development of existing right of way Footpath 97. Status: <i>Capacity deficit.</i></p> <p><u>Multi-user crossing of M27</u> Strategic and Local Road Network. Community Transport Walking and Cycling. Creation of cycle/equestrian links/pedestrian across the M27. Green Infrastructure. Status: <i>To be confirmed.</i></p> <p><u>Wicor path</u> Community Transport Walking and Cycling. Green Infrastructure, Green Routes Habitat mitigation access to Countryside Sites. Surface improvements to Footpath Wicor/ Seafview Farm to provide green infrastructure, countryside access & route to schools. Status: <i>Capacity deficit – Require surface improvements.</i></p> <p><u>Titchfield Canal Tow path</u> Community Transport Walking and Cycling Green Infrastructure Habitat mitigation. Green Routes access to Countryside Sites at Titchfield Haven. Surface improvements to Titchfield Canal footpaths and dog control infrastructure. Status: <i>Capacity deficit.</i></p> <p><u>Warsash to Swanwick causeway</u> Community Transport Walking and Cycling. Green Infrastructure, Green Routes Habitat mitigation access to Countryside Sites. Upgrade development of existing footpath to protect ongoing public access and review possibility of multi-user capacity. Status: <i>Capacity deficit – Require the repair an upgrade of revetments.</i></p> |
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| | <p>Countryside Sites</p> <p><u>Fort Nelson</u> Chalk grassland site with public access. Includes car park for Fort Nelson and picnic site. Status: <i>To be confirmed.</i></p> <p><u>Castle Shore</u> Grassland with public access. Status: <i>Capacity Deficit - Improved access infrastructure required.</i></p> <p><u>Wicor</u> Woodland with public access. Status: <i>Capacity Deficit - Improved access infrastructure required.</i></p> <p><u>Titchfield Haven NNR</u> National Nature Reserve with surrounding footpaths. Access to footpaths & hides via pay zone. Visitor Centre and café. Status: <i>Capacity Deficit - Increased car parking and improved access infrastructure.</i></p> <p><u>Kite's Croft</u> Linear woodland with public access. Status: <i>At capacity.</i></p> <p><u>Chilling & Brownwich</u> Farmland with public rights of way and extensive permissive routes. Status: <i>Capacity Deficit - Improved access infrastructure and car parking.</i></p> <p><u>Hook with Warsash</u> Coastal nature reserve, predominately wet grazing meadows. Access via Rights of Way around perimeter of site. Status: <i>At capacity - inappropriate for extended routes but could improve ROW.</i></p> <p><u>Wendleholme</u> Mixed grassland and copse with public access and path network. Status: <i>Capacity Deficit - Improved access infrastructure and car parking.</i></p> <p><u>Hook Valley</u> Wet woodland with footpath network. Status: <i>Capacity Deficit - Improved access infrastructure required.</i></p> <p><u>Strawberry Field</u> Open public space. Status: <i>Capacity Deficit - Improved access infrastructure required.</i></p> <p><u>Botley Woods</u> Ancient woodland. Status: <i>To be confirmed.</i></p> |
| <p>Planned Provision</p> | <p>To achieve both priorities and manage the network to meet the needs of all users, resources need to be focussed so that investment is targeted where it will have the greatest benefit to most people. The following</p> |



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| | <p>schemes (from the previously identified evidence sources) are identified by HCC as priority schemes:</p> <p>Countryside Access</p> <p><u>Multi-user utility/recreational links are focused between Welborne, Wickham and North Whiteley</u> Community Transport Walking and Cycling. Green Infrastructure, Green Routes.</p> <p><u>Multi-user crossing Pedestrian/cycle/equestrian links across the</u> Community Transport Walking and Cycling. Green Infrastructure, Green Routes access to Countryside Sites. Habitat mitigation.</p> <p><u>M27 Multi-user link from Hillhead to Titchfield Upgrade of existing footpaths and around watercourse</u> Community Transport Walking and Cycling. Green Infrastructure, Green Routes access to Countryside Sites improvements to the ROW network.</p> <p><u>Multi-user link from Titchfield to Fareham Town Upgrade development of existing footpaths and bridleways</u> Community Transport Walking and Cycling. Green Infrastructure, Green Routes Habitat mitigation access to Countryside Sites. Existing RoW network</p> <p><u>Warsash headland coastal path aging/failing coastal defences require repair to protect ongoing public access</u> Community Transport Walking and Cycling. Green Infrastructure, Green Routes Habitat mitigation access to Countryside Sites. Multiple locations on Warsash coastline.</p> <p><u>Pedestrian/cycle/equestrian links across the M27 bridge</u> Community Transport Walking and Cycling. Green Infrastructure, Green Routes Habitat mitigation access to Countryside Sites.</p> <p><u>Whiteley multi-user links to Swanwick / Botley / Fareham development creation of multi-user utility and recreational links between population and employment centres</u> Community Transport Walking and Cycling Network. Green Infrastructure, Green Routes access to Countryside Sites. Habitat mitigation.</p> <p>Countryside Sites</p> <p><u>Portchester</u> Habitat creation and mitigation Countryside Sites Green Infrastructure Green Routes Walking.</p> <p><u>Joint Vision for Titchfield Haven</u> Working with partners to develop a future vision for the NNR, both for nature conservation and visitors.</p> |
| <p>Sources of Funding</p> | <p>County Capital Programme, existing S106 contributions, Community Infrastructure Levy.</p> |



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| <p>Additional Information of note</p> | <p>For recreational purposes circular routes from settlements are often the most important to local people and for many people long distance routes perhaps have greater significance as a series of short sections which form part of circular routes. For commuting and other sustainable travel purposes direct routes that minimise the need to travel along busy roads are desirable.</p> <p>The Hampshire Countryside Access Plan (HCAP) sets out an intention to seek new opportunities to make improvements to the network to meet changing needs, in a way that provides most widespread benefit (including use by people with mobility difficulties), and which ensures that the maintenance costs of adding to the network are accounted for.</p> <p>HCC has requested that all existing rights of way are retained within a suitable green corridor to conserve their amenity and biodiversity value; and that where necessary, works are carried out to the routes to Countryside Service design standards. Opportunities should be taken to connect development sites to the nearest public right of way, to create new recreational routes with large development sites and to upgrade existing footpaths to multi-user routes where possible.</p> |
| <p>Role of Planning Policy</p> | <p>Paragraph 91 of the NPPF states that; <i>'Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:</i></p> <p style="padding-left: 40px;"><i>c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.</i></p> <p>Paragraph 98 states: <i>'Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.'</i></p> |
| <p>Conclusion</p> | <p>In addition to their role in providing habitat and wildlife corridors, green routes enable active and sustainable travel helping both physical and mental wellbeing and reducing congestion.</p> <p>Other site-specific policies should address opportunities to provide links and improve connections to the existing rights of way and green routes network.</p> |



5. Baseline Conclusions and Influencing Factors

- 5.1 Providing the necessary infrastructure to support growth in Fareham will be critical to ensure the successful delivery of the Local Plan. Planning for, and securing funding to deliver the necessary infrastructure, in a timely manner will be expected of the council by the residents and businesses of Fareham. Section 4 of this study has assessed the existing 'infrastructure' situation along with the current plans of infrastructure providers within the borough to see if there are any show stoppers to future development, and if not, are there any issues or pressures that may impact on the Local Plan development strategy.
- 5.2 Notwithstanding the sub-regional wide, ongoing nitrate issue (assumed to have been dealt with outside of this IDP), the evidence from infrastructure and service providers indicates that there are no strategic show stoppers to future development within the borough; providing that all new sites allocated in the Local Plan mitigate the impact on local infrastructure that the development creates. It will be an ongoing element of the Local Plan process for the council to continue to work with its partners, infrastructure providers, landowners and developers to ensure that sufficient funding is secured and allocated in the future to deliver the key infrastructure identified in this Infrastructure Delivery Plan.
- 5.3 In terms of the infrastructure types, the following summary can be taken as the starting point for future development.
- Education provision across the borough is enough to meet the existing needs as well as several of the existing 'planned' developments (those with Permission or Resolution to Grant), but any additional long-term housing requirements set out in the Local Plan will require additional places across all sectors, particularly early years. Any development around Portchester/Downend especially will need to consider cross boundary implications as schools in that area currently also serve Paulsgrove in Portsmouth.
 - The emergency services plan in a way that is relatively reactionary to Local Plan development. With that said, it remains important that the Council continues to liaise with the three emergency services to enable them to assess and understand the impacts of the local plan growth and how that impacts upon service levels across the borough. The emergency services (Police and Fire) are likely to look to identify two new sites at some stage, and the council will have a role to play in facilitating that search. It will also be imperative that good design considerations are embedded within the emerging Plan to ensure suitable access for emergency vehicles within all new developments.
 - The Council will also need to continue to work with all NHS partners in a co-ordinated way to ensure continued investment across the local health system. This means both the allocation of land for primary care uses within development sites, seeking of suitable developer contributions for health purposes, but also to understand the wider impact on acute, ambulance, community and mental health provision. The CCG will be seeking to work with the council to develop a funding request that can be submitted for new developments for primary care and this is something that the Council will continue to engage with through the process.
 - A comprehensive package of Coastal Flood and Erosion mitigation measures has been developed through the Shoreline Management Plan process and Coastal Flooding and Erosion Management Strategies. The Local Plan will need to ensure



that suitable, identified land is safeguarded where necessary to enable these projects to progress. Investment in flood risk management infrastructure is likely to be required to address current flood risk within the borough and support new development. New developments will also be expected to deliver localised solutions where required to ensure that new development does not exacerbate flood risk locally or indeed downstream.

- For social and community infrastructure, the ongoing emphasis will be upon the future protection, maintenance and enhancement of existing community facilities to ensure that the Council can continue to meet the needs of residents. These facilities are a valued element of local communities which contribute towards improving health within the Borough and increased community cohesion. There are several community facilities across the borough that currently are operating under capacity and several other facilities that are considering the potential extension of facilities to accommodate further demand. It is recommended that existing sporting facilities are targeted for improvements where possible, and that future options for greater community use and access to private facilities are explored. Where demand is identified, new large-scale developments should provide outdoor sports pitches.
- Library infrastructure within the Borough is forecast to be able to meet the extra demand anticipated through the local plan strategy. However, the Library transformation strategy prioritises the sharing of library buildings with partner organisations, for several services to be accessed in one location. This strategy could involve the relocation and/or re-provision of services to an alternative location to continue to meet operational needs and may necessitate the rationalisation of surplus facilities, creating potential opportunities to combine with other community facilities. The council will need to continue to identify and facilitate opportunities along those lines, especially where land may need to be sought.
- In allocating land for new development, the Local Plan will need to maintain the function of the M27 and A27 for strategic connectivity in the Solent area and to maintain operational effectiveness of the key corridor. The Council will need to continue to work closely with its partners and stakeholders to develop strategies and facilitate the transport infrastructure that will be identified through the Transport Assessment and other relevant strategies. A combination of the proposed mitigation options will be required to improve the operation of the network and provide facilities for pedestrians and cyclists, in addition to road safety remaining uncompromised for all users. Section 7 of this IDP will include mitigation schemes identified through the Borough Wide Transport Assessment. However, it will continue to be important to ensure that the full impacts of each allocation site are further assessed through site based transport assessments. Local Plan sites will need to maintain and improve the safety and capacity of the local highway networks linking town centres to the strategic network. This should also provide the opportunity to further develop and integrate with the South East Hampshire Rapid Transit proposals.
- At the strategic scale, utility provision across the borough is currently considered adequate to meet existing needs. The gas network is not anticipated to require any reinforcement until after 2026 and the electricity distribution network are sufficient to meet new development. With that said, all proposals for future development proposed through the Local Plan should continue to be reviewed and planned for in consultation with utility companies.



- The water supply situation varies between the two companies that cover the Borough area. Portsmouth Water forecast a surplus in supplies through their plan (including resilience measures), whilst Southern Water have identified that the Hampshire South Zone, which covers the west of the borough, will be in deficit. However, the Resource Plan for this zone includes a range of measures to increase resilience and account for future growth including cross-boundary transfers to ensure sufficiency of supply. However, there remain concerns regarding the options and the impacts they might have on the River Itchen Special Area of Conservation (SAC). In terms of locally specific upgrades, these are contained within this IDP. It remains vital that the Council works together with the water companies throughout the duration of the Plan development.
- In terms of wastewater treatment, there is no significant impact or deterioration predicted due to future housing growth in the short term, but Peel Common WwTW may require improvements by 2025 to increase capacity. Strategic infrastructure provision of this nature will be funded through the company's business plan, once the development strategy in the Local Plan has been adopted. There may be need for local network reinforcement and capacity upgrades by 2030, which will need to be funded by developers.
- In addition to their role in providing habitat and wildlife corridors, green routes enable active and sustainable travel helping both physical and mental wellbeing and reducing congestion. The Local Plan should seek new opportunities to make improvements to the green infrastructure network to meet changing needs, in a way that provides most widespread benefit (including use by people with mobility difficulties), and which ensures that the maintenance costs of adding to the network are accounted for. All existing rights of way should be retained and where necessary other routes upgraded to Countryside Service design standards. Opportunities should be taken to connect development sites to the nearest public right of way, to create new recreational routes with large development sites and to upgrade existing footpaths to multi-user routes where possible.

5.4 Table 3 provides a summary of all the schemes identified as being required across the borough to meet existing deficiencies.

Table 3: Borough-wide Infrastructure Requirements and Planned Projects

| Infrastructure Type | Location/Project | Lead Organisation | Cost | Funding Source | Timing | Prioritisation | Comments |
|---------------------------------|---|---|---|---|---|----------------|--|
| Education | Early Years Childcare – Borough wide | HCC – Service for Young Children | unknown | unknown | unknown | Important | Provision of 2,3 and 4-year-old childcare places – capacity is tight in view of initial 30-hour modelling with no capacity for additional housing growth. |
| Education | Northern Junior School – expansion to 2fe | HCC | £400,000 | Capital Programme | 2019 | Critical | |
| Education | Cornerstone CE Primary – relocation and expansion to 3fe | HCC | | Capital/s106 | 2020 | Critical | |
| Education | New 3 form entry Primary Academy linked to Welborne development | HCC | £11 million | Capital/s106 | 2022 | Critical | |
| Education | Fareham Primary Places – Sarisbury Infant and Junior or Hook with Warsash Primary | HCC | | Capital/s106 | 2022 | Critical | |
| Emergency Services | Relocation and re-provision of Fareham Fire Station | HFRS | Estimated at £4 - 5 million | Capital Station Investment Programme | 2020-2025 | Critical | Seeking a freehold arrangement in a new location to serve the Fareham area. Approximately 1-2 acres with good access to major road networks. |
| Flood Defences | Fareham Quay Coastal Flood and Erosion Risk Management Scheme | Fareham Borough Council Eastern Solent Coastal Partnership Hampshire County Council Environment Agency Quadrant Estates/Trafalgar Wharf | £3.6 million cash cost £4.6 million present value including risk | Defra Partnership Funding Environment Agency Flood defence grant in aid. Only unlocked if other sources of funds are available i.e CIL. National grant opportunities being investigated by ESCP Issue of former landfill being raised at national level | Scheme design 2024 – 2027 Construction 2028-2029 | Important | To protect former landfill and 56 properties at risk from flooding and erosion until 2060 (168 properties by 2115 dependant on design life) |
| Flood Defences | Harbour View to Cadour Drive Coastal Flood and Erosion Risk Management Scheme | | £2.1 million Cash cost. £2.5 million present value including risk | | Scheme design 2024 – 2027 Construction 2028-2029 | Important | To protect former landfill and 78 properties at risk from flooding and erosion until 2060 (238 properties by 2115 dependant on design life) |
| Flood Defences | Portchester Castle to Paulsgrove Coastal Flood and Erosion Risk Scheme | | £6.1 million Cash cost. £7.9 million present value including risk. | | Outline design complete 2018. Detailed design 2019-2020. Construction 2021 - 2023 | Important | To protect former approx. 600 properties at risk from flooding and erosion over the next 100yrs. 371 present day. |
| Flood Defences | Fareham Property Level Protection Schemes | | £114,000 Cash cost. £134,000 present value including risk | | 2022-2023 | Important | |
| Flood Defences | Managed Realignment / Regulated Tidal Exchange at Hook Lake | | £8.2 million cash cost £10.9 million present value including risk | | Outline design 2019 – 2023 Detailed design and construction 2024 - 2027 | Important | To create intertidal habitat to offset losses elsewhere and allow Hold the Line policy of SMP to be implemented across the Solent region. Being investigated as part of Regional Habitat Creation Programme. |
| Health | Four additional consulting rooms (with associated support facilities) are required for primary care Services - Borough-wide provision | Fareham and Gosport Clinical Commissioning Group | Unknown | No sources of funding for NHS infrastructure have been Identified, other than Section 106. | 2024 - 2028 | Critical | |
| Health | Three rooms for the delivery of community services are required. - Borough-wide provision | Fareham and Gosport Clinical Commissioning Group | Unknown | | 2024 - 2028 | Critical | |
| Social Infrastructure - Leisure | Wicor Rec Outdoor Gym | | £15,000 | | 2019 | Desirable | Provision of recreation |

| | | | | | | | |
|-----------------------------------|--|---|-----------------------|---|-----------------------|-----------|--|
| Social Infrastructure - Leisure | Wicor Rec Drainage | Fareham Borough Council – Leisure Services | £500,000 | Developer funding / Borough Capital Programme / or likely to come from bid | 2019 | Desirable | Drainage improvement for the football pitches at Wicor Recreation Ground |
| Social Infrastructure - Leisure | Daedalus Play Area | | £100,000 | | 2019 | Important | Recreation |
| Social Infrastructure - Leisure | Stubbington Rec | | £400,000 | | 2018/19 | Desirable | Drainage improvements for the sports pitches at Stubbington Recreation Ground |
| Social Infrastructure - Leisure | Mill Lane Rec | | £100,000 | | Unknown at this stage | Desirable | Drainage improvements for the football pitches at Mill Lane Recreation Ground |
| Social Infrastructure - Leisure | Coldeast Site | | £600,000 | | Unknown at this stage | Important | Sports pavilion with integral community meeting room and sports pitches |
| Social Infrastructure - Leisure | Sarisbury Green | | £50,000 | | 2018/19 | Desirable | Replacing technolite surface at Sarisbury Green |
| Social Infrastructure - Leisure | Cams Alders | | £4.2 million | | 2018/19 | Desirable | Full size all weather pitch, changing rooms and community space / upgrading of sports infrastructure at Cams Alders for Fareham Heathens RFC and Fareham Town FC |
| Social Infrastructure - Leisure | Park Lane Rec | | £300,000 | | 2018/19 | Desirable | Environmental improvements |
| Social Infrastructure - Leisure | Park Lane Rec | | £600,000 | | Unknown at this stage | Desirable | Provision of floodlit multi use sports area at Park Lane Recreation Ground |
| Social Infrastructure - Leisure | Park Lane Rec | | £40,000 | | 2018/19 | Desirable | Resurface Park Lane tennis courts |
| Social Infrastructure - Leisure | Fareham Park Rec | | £500,000 | | 2018/19 | Desirable | Drainage improvements for the football pitches at Fareham Park Recreation Ground |
| Social Infrastructure - Libraries | Public Health Services co-location (Hampshire Libraries) | Hampshire County Council Library Services | TBC | County Capital Programme | TBC | Desirable | Hampshire Library Service are looking to develop their offer to support the local community with early identification and intervention through training, signposting and sharing information / help alleviate pressure on Public Health Services |
| Social Infrastructure – Libraries | Soft learning initiative (Hampshire Libraries) | | TBC | County Capital Programme | Unknown at this stage | Desirable | Support people with becoming 'work ready' by recruiting a volunteer coordinator who will manage volunteers working out of all four libraries in a variety of roles. |
| Social Infrastructure – Libraries | Portchester Library - Multi-purpose space | | Unknown at this stage | County Capital Programme | Unknown at this stage | Desirable | Multi-purpose space, improve IT facilities, training venue or delivery point for health services. |
| Social Infrastructure – Libraries | Stubbington Library Extended Opening Hours | | Unknown at this stage | County Capital Programme | Unknown at this stage | Desirable | Support additional customers as currently delivering at full capacity due to the popularity of this library as a venue for local groups |
| Social Infrastructure – Libraries | Stubbington Library Training Room | | Unknown at this stage | County Capital Programme | Unknown at this stage | Desirable | Extend space for services to use for health and well-being and learning |
| Social Infrastructure – Libraries | Fareham Library Outreach Service | | Unknown at this stage | County Capital Programme | Unknown at this stage | Desirable | Innovative digital skills and equipment in the new digi-lab |
| Social Infrastructure – Libraries | Fareham Library | | Unknown at this stage | County Capital Programme | Unknown at this stage | Desirable | Develop an extensive volunteer offer to support those wishing to return to employment and learning. |
| Social Infrastructure – Libraries | Fareham Library Extended Opening Hours | | Unknown at this stage | County Capital Programme | Unknown at this stage | Desirable | Use of modern technologies such as Open+ to enable hard to reach customers with accessing the library service |
| Social Infrastructure - Libraries | Fareham Library re-design | | Unknown at this stage | County Capital Programme | Unknown at this stage | Desirable | Provide space for health clinics for school nurses, health visiting teams and parenting practitioners to use as delivery point. |

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|---|--|--|-----------------------------|--|--------------------------|-----------|--|
| Transport – Strategic Roads | Smart Motorway (Hampshire Highways) | Highways England | £244 million | Department for Transport Capital Spend | Completion by March 2021 | Critical | Upgrading the M27 between Junction 4 (M3 interchange) and Junction 11 (Fareham) by turning the hard shoulder into a permanent running lane making a dual four lane, smart motorway |
| Green Infrastructure – Countryside Sites | Portchester Habitat creation and mitigation. | Hampshire County Council Countryside Service | Unknown | Unknown | Unknown | Desirable | Green Infrastructure Green Routes Walking |
| Green Infrastructure – Countryside Sites | Joint Vision for Titchfield Haven | Hampshire County Council Countryside Service | Unknown | Unknown | Unknown | Desirable | Working with partners to develop a future vision for the NNR, both for nature conservation and visitors. |
| Green Infrastructure – Countryside Access | Fareham Town Multi-user utility/recreational links | Hampshire County Council Countryside Service | Further discussion required | Unknown | Unknown | Desirable | Focused between Welborne, Wickham and North Whiteley |
| Green Infrastructure – Countryside Access | Multi-user crossing of M27 | Hampshire County Council Countryside Service | Further discussion required | County Capital Programme | Unknown | Desirable | Pedestrian / cycle / equestrian links across the M27 |
| Green Infrastructure – Countryside Access | Multi-user link from Hillhead to Titchfield | Hampshire County Council Countryside Service | £50,000 to £100,000 | Developer funding / County Capital Programme | Unknown | Desirable | Upgrade of existing footpaths and around watercourse |
| Green Infrastructure – Countryside Access | Multi-user link from Titchfield to Fareham Town | Hampshire County Council Countryside Service | Unknown at this stage | Developer funding / County Capital Programme | Unknown | Desirable | Upgrade development of existing footpaths and bridleways |
| Green Infrastructure – Countryside Access | Warsash headland coastal path | Hampshire County Council Countryside Service | Unknown at this stage | Developer funding / County Capital Programme | Unknown | Critical | Degrading coastal defences require repair to protect ongoing public access |
| Green Infrastructure – Countryside Access | Whiteley multi-user links to Swanwick / Bishops Waltham / Fair Oak | Hampshire County Council Countryside Service | Unknown at this stage | S106 / CIL / County Capital Programme | Unknown | Desirable | Upgrade / development / creation of multi-user utility and recreational links between population and employment centres |



6. Proposed Local Plan Strategy

Identified Housing Need for Fareham

- 6.1 Addressing housing need through the provision of new homes is a fundamental part of any Local Plan. The NPPF is clear that planning authorities should prepare Local Plans to boost the supply of housing to meet the needs of the area as well as keeping a rolling supply of housing land available for development.
- 6.2 Local housing need should be determined by using the standard methodology set out in National Planning Practice Guidance (PPG). The housing requirement for Fareham currently stands at a minimum of 520 dwellings per annum. However, this will be subject to change as the plan progresses. This is because the standard methodology uses the most recent affordability ratios, published by the Office for National Statistics. These are published annually and will have a bearing on local housing need as preparation of Fareham’s Local Plan moves forward. The PPG allows Councils to fix the housing requirement at the point of submitting the Local Plan to Government for examination. Therefore, the Publication Local Plan, due to go to consultation in spring 2020, will include the final housing need figure proposed for the plan.
- 6.3 A buffer of around 10-15% is proposed for the new Local Plan. A buffer is deemed necessary due to the heavy reliance on Welborne Garden Village and other large greenfield sites across the borough. Providing additional contingency offers additional flexibility if there are unforeseen delays in delivery.

Table 4: Local Plan Housing Requirement

| Local Plan Housing Requirement | |
|---|-----------------|
| Annual Housing Need (based on current data) | 520 |
| Plan Period 2020-2036 | 16 years |
| Total Need | 8,320 |
| Plus Buffer of 15% | 832-1,248 |
| Total Housing Need to be Accommodated in the new Local Plan | To be confirmed |

- 6.4 If a 10 to 15% buffer were applied, the annual housing requirement would be between 572 and 598 homes. When considering the potential housing supply required to meet this need, the Council can take into account existing commitments including outstanding planning permissions, resolutions to grant planning permission, adopted Local Plan allocations and estimates of future windfall permissions. The result is that there is already a broad match between the housing need and housing supply, however this is a position that the Council must keep under review as it moves forward in preparing its new Local Plan.
- 6.5 The Draft Local Plan consulted upon in 2017 proposed a number of new housing allocations which continue to be an important part of the supply of new homes, with many of them progressing through the planning process. It will be necessary to keep these sites under review as the Local Plan progresses, particularly if changes to housing numbers are being suggested through the process of applying for planning permission. However, the number of homes that need to be planned for has increased and as such, additional proposed allocations are being consulted on in the Regulation 18 consultation.



6.6 It is important to note that the existing (2017 draft Plan) and proposed housing allocations are proposed to meet the forecast need identified for Fareham over the Plan period. For the Council to take control of its development strategy in the longer term, two Strategic Growth Management Areas have also been identified. The identification of these areas provides an insight into the shape of development that the Council believes will be necessary in order to meet the future demands for housing beyond 2036. There is also potential for these sites to help deliver unmet need from neighbouring authorities should that be deemed necessary following the ongoing work with PfSH. The strategic growth areas referred to in table 5 are not allocations and therefore are not included in the numbers quoted above in terms of housing supply. They represent additional sites that could play a role in future development opportunities, or to address need that cannot be met in neighbouring authorities.

Proposed Site Allocations

6.7 The sites shown in table 5 and figure 2 represent the proposed development strategy that is being consulted on through the Local Plan process. These are the sites and locations that infrastructure and service providers were asked to consider the specific requirements and mitigation packages for. Table 5 below indicates how the housing requirement for the emerging Local Plan is made up.

Table 5: Proposed Local Plan Allocations tested through IDP³⁵

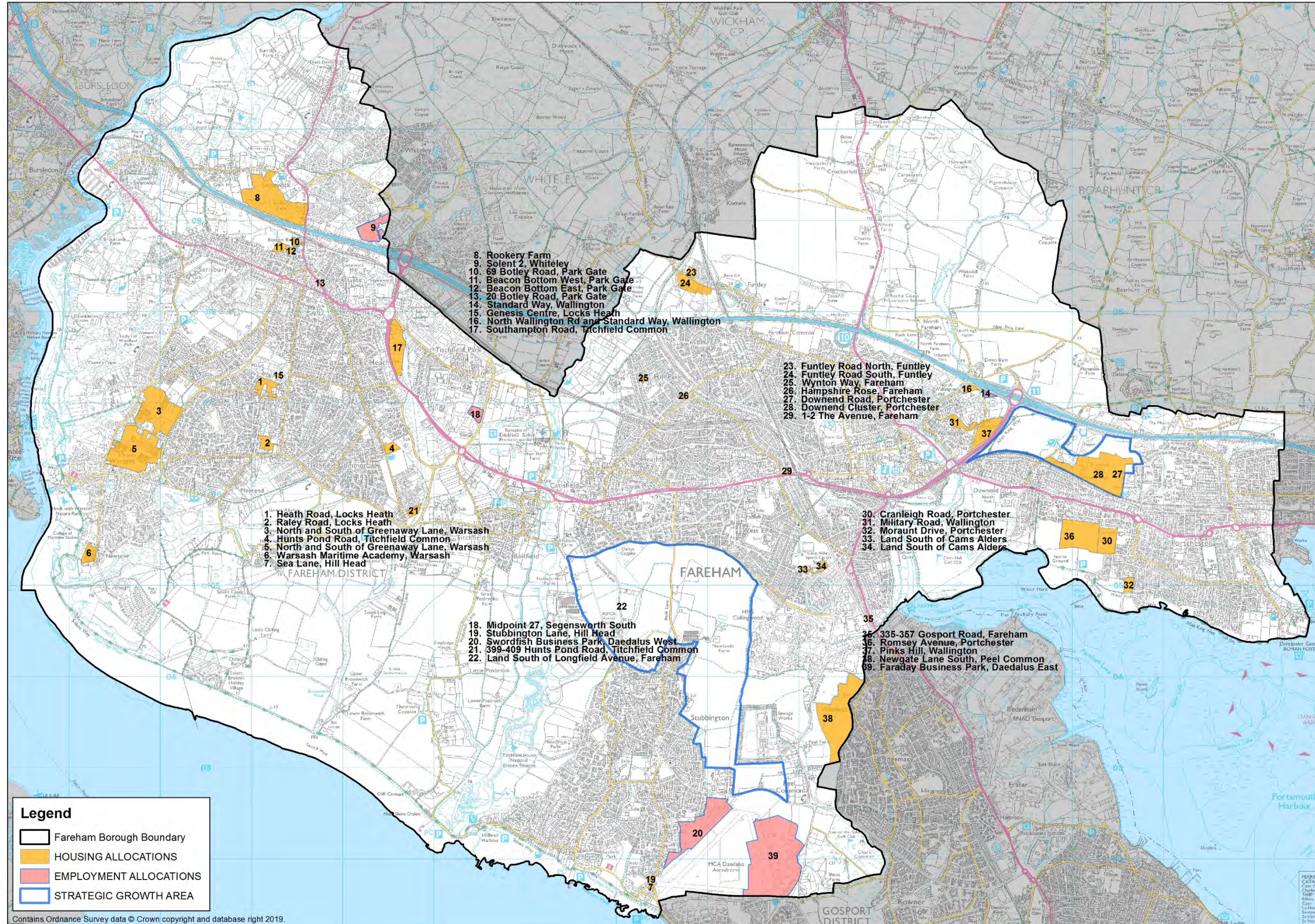
| Site | No of Dwellings/ m ² employment floorspace |
|---|--|
| Civic Area, Fareham Town Centre (FTC) | 100 |
| Market Quay, FTC | 100 |
| Fareham Station East, FTC | 120 |
| Fareham Station West, FTC | 94 |
| Crofton Conservatories, FTC | 49 |
| Magistrates Court, FTC | 45 |
| Former UTP Site, FTC | 34 |
| Lysses Car Park, FTC | 24 |
| Wykeham House School, FTC | 15 |
| Delme Court, FTC | 11 |
| North and South of Greenaway Lane, Warsash | 700 |
| Newgate Lane South, Peel Common | 475 |
| Southampton Road, Titchfield Common | 400 |
| Downend Road East, Portchester | 350 |
| Romsey Avenue, Portchester | 225 |
| Cranleigh Road, Portchester | 120 |
| Warsash Maritime Academy, Warsash | 100 |
| Pinks Hill, Wallington | 80 |
| Heath Road Locks Heath | 71 |
| Funtley Road South, Funtley | 55 |
| Raley Road, Locks Heath | 49 |
| Moraunt Drive, Portchester | 49 |
| Hunts Pond Road, Titchfield Common | 38 |

³⁵ Highlighted sites are those with outstanding permissions or resolutions to grant planning permission and so have been excluded from this exercise as infrastructure requirements have already been identified.



| | |
|---|-------------------------|
| Genesis Centre, Locks Heath | 35 |
| Beacon Bottom West, Park Gate | 30 |
| Military Road, Wallington | 26 |
| 69 Botley Road, Park Gate | 24 |
| Funtley Road North, Funtley | 23 |
| 399-409 Hunts Pond Road, Titchfield Common | 22 |
| North Wallington and Standard Way, Wallington | 21 |
| Hampshire Rose, Fareham | 18 |
| Wynton Way, Fareham | 13 |
| Stubbington Lane, Hill Head | 12 |
| 335-337 Gosport Road, Fareham | 8 |
| Sea Lane, Hill Head | 8 |
| Beacon Bottom East, Park Gate | 5 |
| Rookery Farm, Swanwick | 150 |
| 1-2 The Avenue, Fareham Town Centre | 20 |
| 20 Botley Road, Park Gate | 5 |
| Cams Alders (Sheltered Housing) | 60 |
| Faraday Business Park, Daedalus | 40,000 sqm ² |
| Swordfish Business Park, Daedalus | 8,000 sqm ² |
| Solent 2, Whiteley | 23,500 sqm ² |
| Midpoint 27, Segensworth South | 4,700 sqm ² |
| Standard Way, Wallington | 2,000 sqm ² |
| | |
| Strategic Growth Areas | |
| SGA 1 – Downend | Tbc |
| SGA 2 – Stubbington/Fareham | Tbc |

Figure 2: Context/Location of proposed allocation sites





7. Infrastructure Requirements of Allocated Sites

7.1 TO BE COMPLETED FOLLOWING REG 18 CONSULTATION

- 7.2 As set out in the introduction to this document, this IDP identifies the key infrastructure required to specifically support the development set out in the Local Plan. Such infrastructure is required to ensure that future development is accompanied by the services and facilities needed to deliver sustainable communities. To achieve that goal, it is also important that infrastructure is provided in advance of or at least alongside development, and so a key element will be to understand timescales and delivery requirements.
- 7.3 There will be some infrastructure elements that will lag due to the nature of the way that they are funded. These generally relate to services such as health and emergency services where funding is based on population increases. Large scale developments may result in some phasing of infrastructure provision as a developer may need to construct and sell several dwellings to generate finance for the next phase of development, including its associated infrastructure.
- 7.4 Table 6 shows the specific infrastructure required to mitigate the impacts of the sites allocated in the development strategy (figure 2). Service/infrastructure providers were consulted on the overall strategy and provided with site specific plans for each site and asked to provide detail on any requirements they foresee. An example of the pro-forma circulated to service providers can be seen in Appendix 1.
- 7.5 Table 6 identifies projects by site, including delivery organisation, cost, anticipated funding source, funding shortfall, timing and prioritisation. The requirements evidenced by providers will form the basis of the mitigation requirements identified in the Publication Local Plan site allocation policies.

Table 6: Solutions Table - Site Based Infrastructure Requirements

| Site | Project/Requirement | Delivery Organisation | Cost | Funding Source | Funding Shortfall | Timing | Prioritisation | Comments |
|------|---------------------|-----------------------|------|----------------|-------------------|--------|----------------|----------|
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