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Southampton City Council
Civic Centre
Southampton
SO14 7LY

Date: 20/06/2019

[REDACTED]
[REDACTED]
Our ref: Fareham Local Plan Review Issues and Options (Reg 18)

Dear Sir/Madam,

Southampton City Council (SCC) would like to submit the following comments with regards to the Fareham Borough Council Draft Local Plan (Reg 18) consultation.

Southampton City Council (SCC) would firstly like to confirm its continued support for the development of a new and up to date Local Plan for the Borough of Fareham and recognises the importance of working together to maintain and enhance the interconnectivity of the entire Solent region, as is reflected in our shared commitment to the PUSH partnership.

In terms of the current Local Plan Issues and Options Consultation, SCC's Planning Policy Team believes that the Draft Local Plan document responds appropriately to Fareham Borough's needs and highlights the Council's understanding of up to date, local issues in both Fareham and the wider Solent region. We consider that to 'future proof' the plan, any office proposals which would lead to an over provision set against assessed need or an agreed target for the Borough for a particular phase of the plan should be subject to a sequential assessment of whether there are any sites in Southampton city centre.

In addition to the above, SCC's Transport Policy Team would like to make the following detailed comments:

With regards to 'Ensuring Good Home Design', SCC is of the view that due to poor air quality and climate change, it is important that electric vehicle charging points (and ideally other alternative fuel provision as well) are fully designed into new developments and not an after-thought. This need should be explicitly recognised in the emerging Local Plan.

In terms of 'Large or Small Developments' SCC strongly supports FBC's preference for larger cluster sites rather than a higher level of 'piecemeal' or smaller scale development, on the grounds that:

- Larger sites can often cater for higher density development (especially those developments close to transport nodes and facilities)
- Public transport (buses) are more likely to be viable in conjunction with larger sites
- Bigger development sites would tend to be accompanied by larger developer contributions (s106 or CIL) which are more likely to deliver practical items of



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sustainable transport infrastructure e.g. a coherent and direct cycle corridor with segregated cycle facilities rather than a just small sections of cycle routes.

For 'Allocating Brownfield sites', SCC would strongly support FBC continuing to promote brownfield development on the grounds that:

1. Developments on brownfield sites will generally have better sustainable travel options (walk, cycle, bus) than those on the edge of a settlement/ on greenfield land
2. The more brownfield development that takes place the less development pressure there is on valuable areas of countryside

In response to the section on 'Building High Density Developments in Town Centres':

- SCC would strongly encourage high quality, high density developments immediately surrounding key transport nodes, especially stations/ key interchanges and stops on key public transport corridors where there should also be local facilities. This is in line with sustainable developments elsewhere in Europe, for example around a number of the biggest Dutch cities.
- SCC would encourage car-free housing to be a key feature of these higher density developments in sustainable locations. This is partly to reduce pressure on the road network, partly to reflect the environmental need to reduce emissions and partly to reflect technology trends. (In future years ideas like Mobility as a Service will become increasingly important and car ownership less so).

Regarding the 'Land Around Swanwick Station', SCC would strongly encourage large scale (high density) development close to Swanwick Station, the rationale being:

- Housing close to the station (ideally with exemplar active travel linkages to the station) would (relatively) place much less additional pressure on the M27 and the rest of the network.
- Developer funding from high density development near the station could be used to provide excellent quality walking and cycling infrastructure connecting the new dwellings with the station and local facilities.
- Development at the station could be accompanied by additional high quality car parking and the encouragement of Swanwick as a park and ride into Southampton (given the frequent rail services into Southampton from the station) and providing better access to Whiteley by foot and cycle.
- Depending on the proximity of development to the station, potentially new developments could be designed as car-free.

Finally, in regards to the section on ' Finding Land for New Homes' SCC would like to suggest the following:



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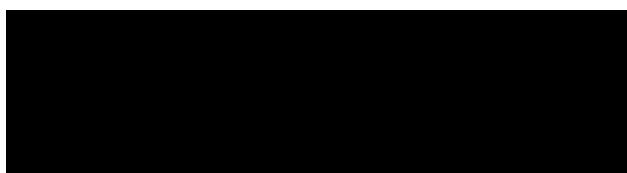
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- Given the congestion along the M27 corridor and surrounding network, and connected problems with car dependency and pollution, SCC would strongly encourage FBC to prioritise (where possible) major housing sites that:
 - I. are supported by high quality public transport alternatives to the private car - rail, bus and BRT. One factor in judging the merits of the various proposals should be their ability to integrate with, and contribute to, the future expansion of the Bus Rapid Transit (BRT) network in South Hampshire
 - II. minimise trips by co-locating services and ideally also ensuring there are local facilities (such as shops)
- Whilst the iteration of this plan is high level, SCC would still wish to flag up the pressing need for any new developments on the western side of Fareham (Borough) to be linked into a strategic cycling network for journeys towards Southampton. Purely in terms of distance, the western part of the FBC district, including the potential development sites at Western Wards, Locks Heath, Burridge and Swanwick, is within a relatively easy cycle ride of most of Southampton, but the infrastructure would need to be in place for many more people to consider the journey on two wheels. SCC is working with HCC and EBC to deliver a Southampton Cycle Network (SCN) cycle corridor that leaves the city and heads north-east from Southampton (SCN4), two more corridors that head due east from Southampton (SCN 2 and SCN 5) and a further two that head South-East from Southampton (SCN 3 and SCN 5). SCC is very keen to see connections from these corridors into Fareham, so the corridors are also of real benefit to FBC residents. They would also provide a very valuable alternative to the private car for Southampton and Eastleigh residents travelling the reverse direction into Fareham.

Notwithstanding the above, SCC supports all of the overarching themes included within the plan and would like to reaffirm SCC's willingness to engage with Fareham further over the course of the Plan's production.

With this thought in mind, if you have any queries or we can be of any more assistance please do not hesitate to contact us.

Kind Regards,



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