

## Matter 11 Transport and Infrastructure

### (Policies TIN1-TIN4) Transport -Evidence base

1. In light of the amended housing requirements in the Revised Publication Version of the Plan, the resultant change to the likely traffic growth in the borough and the impact on the operation of the strategic highway network, how has the Council:

- a. Identified the transport demands arising from the policies, allocations and growth aspirations of the Plan;
- b. Assessed the impacts of policies, allocations and growth aspirations on the performance of the transport network (including the Strategic Road Network);
- c. Identified any outcomes or mitigation as necessary;
- d. Assessed the adequacy of any identified outcomes or mitigation; and
- e. Identified any phasing and/or funding requirements necessary to ensure that the identified infrastructure measures are viable and deliverable?

2. Is it clear to decision-makers, developers and local communities what the necessary strategic highway improvements are as a result of the growth identified in the Plan, who will deliver the necessary improvements and when? Are they deliverable in the plan period?

### Transport Policies Policy TIN1 Sustainable Transport

3. Is the policy consistent with the Framework and is it effective?

Fareham is one of the most car dependent towns in the UK. With regard to Warsash, the housing provision does not adequately take into account sustainable transport.

There are no direct bus services to the nearest railway station at Swanwick from Warsash or nearby Locks Heath. It would mean a bus followed by a 15-minute walk. The last bus from Warsash is very early in the evening and it is a 53-minute walk to Swanwick train station. As a result, these developments will inevitably lead to high dependency on car usage. Locally in the HAI area, there are no pavements on Greenaway Lane or the unmade road that meets it and therefore the high density of homes planned will compromise the safety of residents.

Over the past 10-15 years there have been sweeping cuts to bus services in Warsash and Locks Heath. (There are a number of services that no longer exist at all or are so infrequent that they are not reliable). There is no direct bus to Fareham hospital or to Swanwick Station. While there are buses to Fareham, Portsmouth, Southampton during the day, there are no evening services beyond 7pm.

Lack of adequate public transport will only increase reliance on cars with related CO2, carbon monoxide & nitrogen dioxide pollution. In reality, and if we are brutally honest, all developments in HA1 will result in >95% of the people traveling outside of Warsash to work which is against Policy TIN1 unless significant additional transport methods are introduced linking Warsash with Portsmouth, Southampton and Southampton Airport Parkway. This policy needs amending to acknowledge the reality as any new developments will only increase the need to travel by motorised vehicle!

### Infrastructure Delivery

7. Does the Infrastructure Delivery Plan (IDP) provide a robust evidence base to support the infrastructure needs of the plan? The IDP is based on a housing need lower than that proposed in the submitted plan. What are the implications? Does the IDP need to be reviewed?

**8. Have the additional housing sites allocated in the Revised Publication Version of the Fareham Local Plan, ie. FTC7-9, HA46-56 and BL1, been assessed in terms of their individual infrastructure needs and their cumulative impact? If not, how does the plan ensure that their infrastructure needs are met and that impacts of development are appropriately mitigated?**

**Infrastructure: Clinical Commissioning Group**

Responding directly to a major planning application in HA1, the University Hospital Southampton (NHS Trust) stated that they are operating at full capacity in the provision of acute and planned healthcare and that without contributions, the development should be refused. The contribution was not listed as part of the conditions in the approval of the outline application (P/19/0402) dated the 22<sup>nd</sup> April 2021 and is therefore deemed unsustainable.

*The trust stated: 'As our evidence will demonstrate, University Hospital Southampton NHS Foundation Trust (the Trust) is currently operating at full capacity in the provision of acute and planned healthcare. It is further demonstrated that although the Trust has plans to cater for the known population growth, it cannot plan for unanticipated additional growth in the short to medium term. The Trust is paid for the activity it has delivered subject to satisfying the quality requirements set down in the NHS Standard Contract. Quality requirements are linked to the on-time delivery of care and intervention and are evidenced by best clinical practice to ensure optimal outcomes for patients. The contract is agreed annually based on previous year's activity plus any pre-agreed additional activity for clinical service development and predicted population growth (this does not include ad-hoc housing developments). The following year's contract does not pay previous year's increased activity. The contribution is being sought not to support a government body but rather to enable that body to provide services needed by the occupants of the new development, and the funding for which, as outlined below, cannot be sourced from elsewhere. The development directly affects the ability to provide the health service required to those who live in the development and the community at large. Without the contribution, the development is not sustainable and should be refused'.*

How will the additional load on the local Health services be catered for? Its is clear from the above that the NHS has serious concerns over the increase in population in the Borough.

**9. In broad terms would the plan be effective in ensuring the provision of infrastructure to meet future development needs. Are there any areas of constraint which could impact on the delivery of the growth proposed in the plan? If so, how will these be addressed?**

**Infrastructure Policy**

**Policy TIN4 Infrastructure Delivery**

**10. Are the requirements of the policy clear and effective? Is it clear what other mitigation includes?  
11. Should the Plan provide greater clarity in terms of the types of infrastructure the policy relates to?  
12. Is it clear how the policy will be implemented**