

Fareham Borough Council Local Plan Examination **Council's Response to Inspector's Matters and Issues**

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;

- 1.1 The Council has undertaken a full and thorough Local Plan Strategic Transport Assessment (TOI008) as part of the evidence base to support the Local Plan. This assessment uses the Sub-Regional Transport Model to assess the projected impact of traffic growth and additional travel demands associated with proposed development to the end of the Plan period. The model is a multi-modal transport model and is compliant with Department for Transport WebTAG guidance. The model was originally commissioned by Solent Transport to support work across the sub-region and is used by the majority of local planning authorities across south Hampshire.
- 1.2 The Strategic Transport Assessment forecast year (2036) does not align with the end of the Plan period (2037). The model includes a number of assumptions that include network infrastructure changes and location, plus scale, of land-use growth. The operators of the model, Systra, advise that it is challenging to accurately isolate what the traffic conditions will be in individual future years (for example the certainty that a housing scheme would be delivered in 2033 as opposed to 2034 is not particularly high, but the certainty is high that it would be delivered by 2036). For that reason, the model uses forecast years in intervals of five years, so 2026, 31, 36, and 41. Creating a new forecast year for 2037 would be unlikely to be significantly different from the already defined 2036 model forecast. As there is only one year difference between the model forecast year and the end of the Local Plan period, the impact of this one year misalignment is judged to be very minimal.
- 1.3 The Strategic Transport Assessment (TOI008) published alongside the first Regulation 19 consultation on the Publication Local Plan (August 2020), was informed by the modelling set out in the Strategic Transport Assessment SRTM Modelling Report (TOI009). The modelling set out the raw data and information for the modelled baseline scenario and a 'Do Minimum' scenario, being Local Plan growth. The Do Minimum scenario is based on a number of Land Use Assumptions as set out in table 7-4, page 61 of TOI008. This scenario included a higher number of sites, containing a higher total number of dwellings than that in the Revised Publication Version of the Plan. It can therefore be assumed to be a worst case scenario on the impacts of the submitted Plan.
- 1.4 With the amended housing requirements in the submitted Plan, the Council commissioned the Revised Publication Plan Technical Transport Note (TOI014). This note highlights the differences between the published Strategic Transport Assessment and the development scenario contained within the submitted Plan, to support its consultation in June-July 2021. The report identifies the differences between the submitted Plan development strategy and the model scenario contained with the STA at paragraph 3.2 and Table 1 (page 7). Figure 1 (page 9) then presents the data graphically, showing the differences between the STA

modelled scenario and the submitted Plan, by SRTM zone. The conclusion from the report is that whilst there are some localised differences, the modelled scenario in the published STA provided an adequate assessment of the Local Plan growth. This report (TOI014) was shared with both the Highway Authority and National Highways (Highways England as was), who agreed on that matter. This is recorded in the Statements of Common Ground with both organisations (SCG007 and SCG008 respectively).

- 1.5 Nevertheless, in the respective responses to the Revised Publication Plan consultation, both organisations recommended that a further model run should be undertaken to model the exact Local Plan development scenario, especially with the addition of sites BL1 and changing floorspace numbers around employment sites E2 and E3. The Council commissioned this further modelling in the autumn of 2021. The Updated STA SRTM Do minimum report (FBC016) and Updated STA SRTM Junction modelling report (FBC017) have informed the publication of the Transport Assessment Addendum (TAA) (FBC059).
- 1.6 The TAA sets out the analysis from the updated model runs. Three new scenarios were modelled, a new baseline (updated to 2019), a new Do Minimum and a new Do Something runs. The updated baseline scenario includes an updated committed sites position (including permissions, completions and windfalls) alongside committed highway schemes. The updated 'Do Minimum' includes the total levels of Local Plan growth in the submitted Plan for both residential and employment without mitigation. The updated 'Do Something' scenario includes the modelled mitigation options in a re-run of the Do Minimum scenario (and shown in the separate updated Do Something modelling report FBC017). This process has enabled the Council to gauge the transport demands of the amended housing requirements in the Revised Publication Version of the Plan, now the submission Plan.

b. Assessed the impacts of policies, allocations and growth aspirations on the performance of the transport network (including the Strategic Road Network);

- 1.7 The TAA (FBC059) summarises the impacted junctions as a result of Local Plan growth in the borough. This is informed by the Strategic Transport Assessment SRTM Do Minimum Report (FBC016). The impacted junctions are identified in table 6-3 of that report. A total of 19 junctions were forecast with either 'significant' or 'severe' impact (paragraph 6.1.12 of FBC016) were recommended to form the starting point for more detailed review and development of potential mitigation measures. They are;
 1. A32 Gosport Road / Newgate Lane
 2. A32 / High Street / Wallington Way
 3. Station Roundabout
 4. A27 The Avenue / Redlands Lane / Gudge Heath Lane
 5. Longfield Avenue / Newgate Lane
 6. B3334 Titchfield Road / Bridge Street
 7. Titchfield Gyratory
 8. A27 The Avenue / Highlands Road
 9. A27 Southampton Road / Mill Lane
 10. Coach Hill/South Street/Bridge Street
 11. Segensworth Roundabout
 12. Barnes Wallis Road / Whiteley Lane / Cartwright Drive
 13. Segensworth Road East/Cartwright Drive
 14. Southampton Road / Telford Way Roundabout
 15. A27 Bridge Road / Coldeast Way
 16. Sweethills Crescent / Yew Tree Drive
 17. Bridge Road/Swanwick Lane
 18. A27 Bridge Road/Barnes Lane
 19. Highlands Road / Fareham Park Road

- 1.8 Therefore, through the TAA and in particular the Do Minimum run, the Council has assessed the impact of policies, allocations and growth on the transport network.

c. Identified any outcomes or mitigation as necessary;

- 1.9 The TAA (FBC059) summarises the junctions where mitigation is required as a result of Local Plan growth in the borough. This is informed by the Updated Strategic Transport Assessment SRTM Junction Modelling Report (FBC017). The list of junctions identified in the Do Minimum report was reviewed using the methodology previously agreed with the Highway Authority (paragraph 2.2, FBC017) and refined in response to the requirements of the Highway Authority in terms of the sequential approach to mitigation (paragraphs 2.4-2.18, FBC017).
- 1.9 Those junctions where mitigation is not considered a requirement are set out in table 1 (page 8) of FBC017. These junctions are identified as locations where providing increased capacity for motor vehicles would either not be possible or would not be desirable for the Highway Authority. The junctions where mitigation is required are set out in table 2 (page 10) of the same report. A total of nine junctions have been identified as requiring mitigation, and it is these junctions where a possible solution has been designed and tested through the Junction Modelling report. Of those nine junctions, five have a significant impact and four a severe impact with the Do Minimum 2036 flows applied. The 'tested mitigation schemes' represent a possible mitigation solution for that location, not necessarily 'the' mitigation solution that the Highways Authority will advise on when consulted on any planning application(s). Table 1 below replicates table 23 in the report (page 42) and summarises the mitigation solutions to be tested through the Do Something scenario.

Table 1 – Mitigation solutions

Junction number in SRTM	Junction	Mitigation Measure
18	A27 The Avenue/Redlands Lane/Gudge Heath Lane	Optimised signal timings
30	A27 Southampton Road/Mill Lane, Titchfield	Retain existing signal junction layout and operation
29	A27 The Avenue/Highlands Road	Retain existing signal junction layout and operation
50	A27 Bridge Road/Coldeast Way/Ironbridge Crescent, Park Gate	A27 westbound right turn lane and Ironbridge Crescent widening. with expectation that pedestrian phase called every third cycle
28	A27 Southampton Road/Titchfield Hill, Titchfield	2-lane give way entries
37	Cartwright Drive/Whiteley Lane/Barnes Wallis Road, Segensworth	Increase flared lane lengths on Cartwright Drive and Whiteley Way north arms
38	Cartwright Drive/Segensworth Road East	Signalised junction with Cartwright Drive southbound and Segensworth Road East widened to two lanes including left turn signal
35	A27 Segensworth roundabout/Little Park Farm Road, Segensworth	Little Park Farm Road entry closed; A27 Southampton Road (W) arm widened to 3 lanes
56/54	54: A3051 Botley Road/Yew Tree Drive, Whiteley	Yew Tree Drive widened

d. Assessed the adequacy of any identified outcomes or mitigation;

- 1.10 The TAA (FBC059) summarises the adequacy of the proposed mitigation set out in the Junction Modelling Report. This is informed by the Updated Strategic Transport Assessment SRTM Do Something Report (FBC022). Section 6.3 (page 35) of FBC022 compares the Do Something run with the Do Minimum run to assess changes in network performance. Paragraphs 6.3.6 to 6.3.38 focus on the nine locations where it is proposed that highway mitigation was tested. Section 7.4 of FBC022 concludes the impact of the mitigated junctions on the Do Something scenario. Four out of the nine junctions with mitigation proposed are forecast to drop below the significant or severe criteria. Three junctions remain in a similar state and two junctions are forecast to remain severe.
- 1.11 A number of knock-on impacts have been identified as a result of the Do Something mitigation. This is not uncommon. New junctions triggering one of the 'significant' or 'severe' criteria are not entirely unexpected due to the mitigation measures incorporated potentially releasing bottlenecks that then impact downstream locations or changing the assignment of vehicles through the network. Many of these junctions were already at or over capacity in the Baseline 2036 and the Do Minimum 2036, and as such, any minor changes in traffic flows are likely to result in large increases in delay. These junctions were reviewed in liaison with the Highway Authority to determine if any additional mitigation is necessary.
- 1.12 The Highway Authority supports the methodology towards the mitigation of knock on impacts that requires highway capacity mitigation to only be considered at junctions on routes to the Strategic Road Network. This affects four junctions where the severe threshold is met:
- Titchfield Gyratory
 - A27 Southampton Road/Mill Lane
 - St Margaret's Roundabout
 - Southampton Road/Telford Way roundabout
- 1.13 The Highway Authority have advised that the other nine junctions identified for mitigation through the Do Something knock-on impacts should take the approach of considering non-highway capacity solutions including pedestrian and cycle schemes, bus priority and place making measures such as 20 minute neighbourhoods. The Fareham Local Cycling and Walking Infrastructure Plan (LCWIP) forms the basis for sustainable travel mitigation at these locations.
- 1.14 The mitigation schemes identified though the TAA are in addition to any localised site access measures such as pedestrian and cycle routes that may be identified through the planning application process in consultation with the Highway Authority. The nine junctions are:
- A27 The Avenue/Redlands Lane/Gudge Heath Lane
 - Longfield Avenue/Newgate Lane
 - A27 The Avenue/Highlands Road
 - Segensworth East/Cartwright Drive
 - Botley Road/A27/Hunts Pond Road/Southampton Road
 - A27 Bridge Road/Station Road/Brook Lane roundabout
 - Sweethills Crescent/Yew Tree Drive roundabout
 - A27 Bridge Road/Barnes Lane
 - Segensworth Road East/Funtley Road/Mill Lane
- 1.15 The Highway Authority and National Highways are in agreement that the Do Something modelling demonstrates that mitigation schemes at the junctions identified are adequate and capable of mitigating any significant and severe impacts resulting from cumulative local plan growth (appendices 2 and 3).

e. Identified any phasing and/or funding requirements necessary to ensure that the identified infrastructure measures are viable and deliverable?

- 1.16 The mitigation requirements identified through the TAA (FBC059) can be specified in an update to Table 7 of the Infrastructure Delivery Plan (appendix 4). This will replace the existing table 7 in TOI007 as set out in question 7 of this matter. The strategic nature of the modelling does not allow the identification of a link between the potential mitigation and specific Local Plan allocations, as only the total cumulative impacts of Local Plan growth and the mitigation proposed have been assessed over the Plan period. The Highway Authority will seek developer contributions towards the implementation of these schemes based on the proportionate impact of individual development sites, demonstrated through Transport Assessments.

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?

- 2.1 Yes, it is clear. The STA mitigation requirements are set out in Policy TIN2 of the Plan. The STA that was published alongside the publication of the Plan set out the mitigation requirements in Table 11-4 (page 87).
- 2.2 In line with the updated TAA described in the answers to matter 11 question 1, the Transport Assessment Addendum (FBC059) includes at chapters 7 and 8, the mitigation requirements as a result of Local Plan growth, as well as funding requirements and phasing requirements for the identified junctions. These are the requirements that can be included in a update to the Infrastructure Delivery Plan as prescribed in the answer to matter 11 question 7.
- 2.3 Paragraphs 10.17 to 10.19 of the submitted Plan set out the approach to site specific transport assessments and how financial contributions will be sought towards these junctions. Transport Assessments are undertaken in support of planning applications. Where necessary¹, Local Plan developments without permission will be expected to demonstrate through a transport assessment how they contribute to reducing the need to travel and providing for sustainable travel alternatives to the car.

Transport Policies

Policy TIN1 Sustainable Transport

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

- 3.1 Yes, the policy is consistent with paragraphs 104, 105, 106 b) & d), 110 and 113 of the Framework. The theme running through chapter 9 of the Framework is promoting sustainable transport and opportunities to promote walking and cycling. Policy TIN1 is a Strategic Policy on Sustainable Transport that directly relates to that theme. The policy wording has been agreed with the Highway Authority and is consistent with the aims of the upcoming Local Transport Plan 4.
- 3.2 The Policy references the Local Cycle and Walking Infrastructure Plan being prepared by the Highway Authority and due for publication in summer 2022. This will set out a network of key routes across the borough that link key areas of interest and travel and identifies key

¹ <https://www.hants.gov.uk/transport/developers/transportassessments>

interventions along their routes including links to public transport services. This will act as a key reference document for the Highway Authority, the Council, and applicants alike.

Policy TIN2 Highway Safety and Road Network

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

- 4.1 Yes, the policy is consistent with paragraphs 104, 105, 111 and 112 of the Framework in that it assesses the impact of development on the highway network. In agreement with the Highway Authority as evidenced in the Statement of Common Ground SCG007 (paragraph 4.1, page 6), the policy sets out a sequential approach to mitigating impact on the highway network, based on a wider approach to transport mitigation with a focus on sustainable travel and the need to reduce carbon emissions to be applied at a strategic and site-specific level. Capacity improvements should be included as a last resort with reducing the need to travel, enabling active travel and promoting public transport all priorities. This led to the additional wording in paragraph 10.13 and Policy TIN2 in the submitted Plan.
- 4.2 The supporting text provides further explanation on the process, with the junctions identified through the Strategic Transport Assessment (TOI008) where the cumulative impact of development is likely to cause a severe impact, and in paragraph 10.18 of the submitted Plan where the requirement to undertake site specific Transport Assessments is set out. Site specific transport assessments are the process by which impacts on the highway network as a result of development are identified for individual sites and through which the method by which they will be mitigated is proposed.
- 4.3 Following the preparation of the Transport Assessment Addendum and following agreement on the methodology and approach from the Highway Authority and National Highways, the Council recognises that there is a need to update Policy TIN2 and the supporting text to reflect the updated TAA. The proposed new policy and supporting text is attached at Appendix 1. The Council would like to make this change as a modification as it is an update to the text based on an updated evidence base
- 4.4 The TAA approach and findings has been shared with both the Highway Authority and National Highways. The approval of the approach is appended to this statement as appendices 2 and 3.

5. Is it clear what is meant by ‘active travel’?

- 5.1 Whilst it is apparent from the text in Strategic Policy TIN1: Sustainable Transport what is meant by ‘active travel’, it is not explicitly stated within the plan. The Council would like to add an entry for Active Travel into the glossary as a minor modification to the Plan.

Policy TIN3 Safeguarded Routes

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

- 6.1 Yes, the policy is consistent with paragraph 106 c) of the Framework. Planning policies should identify and protect sites and routes which could be critical in developing infrastructure to widen transport choice. Policy TIN3 identifies and safeguards the routes required for future development of the South East Hampshire Rapid Transit (SEHRT) scheme as set out in paragraph 10.23 of the supporting text and identified on the Policies Map CD002.

- 6.2 The SEHRT scheme is being delivered by the Highway Authority in partnership with Portsmouth City Council and constituent local councils. In September 2020, the Portsmouth city region received just under £56 million from the government's Transforming Cities Fund (TCF) to improve connectivity and increase productivity via better walking, cycling and public transport links. Part of this investment will be used to deliver the next phase of SEHRT including the stretch of the A27 from Delme Roundabout to Downend Road in Fareham as shown in Figure 1.

Figure 1 – TCF Fareham A27 Delme Roundabout to Downend Road Junction Improvements



Key: Red Area = Scheme

- 6.3 As a committed (funded) scheme, the TCF scheme from Downend Road to Delme Roundabout is included in the updated baseline within the TAA (FBC 059 Appendix A). The remaining elements of the wider scheme, as listed in paragraph 10.23 have not.
- 6.4 The full extent of the proposed SEHRT scheme within Fareham has been safeguarded within the Plan (paragraph 10.23) as it will play a vital role in providing a fast and efficient public transport link from the centre of Gosport, up to Fareham and on to Portsmouth. This is a fundamental part of delivering genuine alternatives to the private car, that when combined with the proposed LCWIP network will enable greater sustainable travel modes.

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?

- 7.1 The Infrastructure Delivery Plan (TOI007) is divided into two sections; the first section considers the overall infrastructure position across the borough for all infrastructure types. This is in line with paragraph 16 c) of the Framework regarding the need to engage with infrastructure providers and operators, and paragraphs 20, 25 and 26. The IDP follows the approach set out in Paragraph: 059 of the Planning Policy Guidance (Reference ID: 61-059-

20190315) in assessing the quality and capacity of infrastructure and proposing that which is needed to mitigate new development. The need to engage with infrastructure providers is set out in paragraph: 060 (Reference ID: 61-060-20190315), the information contained within the IDP reflects the success of that engagement.

- 7.2 The IDP was originally produced on the back of the 2017 Draft Plan with the addition of the 2020 Local Plan Supplement consultation. This included the sites proposed as Strategic Growth Areas in that consultation document. Following the subsequent consultation on the Publication Local Plan in November 2020 and removal of the concept of the Strategic Growth Areas, those sites that were not included in the Publication Local Plan were subsequently removed from the IDP. When additional specific allocations were added into the Revised Publication Local Plan (CD001), some of which are in those areas previously identified as Strategic Growth Areas, information on infrastructure requirements previously consulted upon, fed into the site allocation policies but the IDP itself was not updated.
- 7.3 Consultation on sites within the Revised Publication Local Plan has been undertaken either through the IDP process or through the five separate Local Plan consultation stages. Consultation on sites now known as HA55 (including HA54 at that time) and HA56 were consulted upon as part of the Supplement consultation informed the requirements in the site allocation policies included within the Revised Publication Plan even though these sites were not contained within the IDP. This process is evidenced in the Statements of Common Ground for sites HA55² and HA56 as well as the Position Statement on BL1 (FBC035, FBC041 and FBC042 respectively).
- 7.4 Given the Council has the information regarding site requirements from previous consultations and those which have been included in the policy requirements for the individual sites (sites added as part of the submitted Plan), the Council would like to submit an updated IDP Solutions Tables 6 and 7 (attached as Appendix 4) to the Infrastructure Delivery Plan (TOI007) to provide an IDP which documents all the infrastructure requirements of all sites (and in readiness for future CIL review). The updated IDP will also benefit from the addition of requirements identified through the TAA and environmental mitigation strategies identified in FBC018 and FBC019.
- 7.5 It is not considered that any changes to the IDP would affect viability or deliverability of the plan, as the updated tables do not add any projects that are not already in the Plan and its evidence base, the proposed updated tables merely put them all in the same document. The requirements have been identified through other means although not included in the published IDP. The Viability Assessment (VIA001) includes typical cost allowances for a range of likely requirements for a wide variety of infrastructure requirements (Table 5.10). Whilst more detailed site specific information will come forward as sites progress, no infrastructure requirements out of the ordinary have been identified for any site. It is therefore considered that there is sufficient cost assumptions within the viability testing.

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?

- 8.1 Yes, all the additional housing sites allocated in the Revised Publication Version of the Local Plan have been assessed for their infrastructure needs and their cumulative impact. As stated in the answer to question 7 sites that are not included in the published IDP (TOI007) were previously consulted upon as part of the, Fareham Draft Local Plan 2036 Supplement

² There is no SoCG for site HA54 as it has a permission.

consultation in January 2020, namely the specific allocations that were consulted upon as areas of search known as 'Strategic Growth Areas' at land east of Crofton Cemetery (HA54), Land South of Longfield Avenue (HA55) and Land at Downend Road West (HA56). The IDP also included a number of other large sites not included in the Submitted Plan. It was that version of the IDP which informed the site specific requirements for sites the strategic sites that are not included in the published IDP.

- 8.2 The process for liaison and consultation on the IDP was undertaken in two ways, direct liaison and engagement with infrastructure service providers to inform the IDP as well as through the various consultations on the Local Plan and supporting evidence. The Council has engaged with the local education authority, the Clinical Commissioning Group, utilities companies and other external infrastructure providers as evidenced in the Statement of compliance with the Duty to Co-operate (GEN003) and set out in chapters 3 and 4 of the IDP itself. In circumstances where particular sites have not been assessed specifically, the Council is confident that the general policy requirements set out by providers for other sites will also apply to new sites (such as the County Council's policy on contributions for education). This is evident in terms of levels of contributions required such as that for education, where a contribution per dwelling is being requested for the use as the education authority sees fit. Likewise, with regards to primary health provision, the Council is aware from previous engagement and responses what areas are under pressure in the borough, and where new development would be expected to pay developer contributions.
- 8.3 The Council has also undertaken internal consultation with regards to environmental mitigation projects, the need for which has been identified through regular and ongoing liaison with Natural England (as evidenced in FBC043). Projects to mitigate environmental impacts have been identified in consultation with the Council's Leisure and Streetscene teams and are included within the current and revised IDP. Consultation with those teams was also undertaken in relation to leisure and open space requirements to find suitable options to deliver the recommendations specified in both the Playing Pitch Strategy (TOI001) and Indoor Facilities Study (TOI002).
- 8.5 In terms of highways requirements and cumulative impact, all of the sites have been included in the Transport Assessment Addendum (FBC059).
- 8.6 Policy TIN4 is the basis for ensuring infrastructure delivery across the plan to mitigate the impacts of development. The policy provides the hook for site specific requests for infrastructure arising from the IDP, Planning Obligations Supplementary Planning Document (TOI006) and the planning application responses. The policy not only forms the basis for requirements, but also includes criteria to ensure that delivery is achieved as and when the mitigation is needed. It is expected that delivery will be achieved through either on site provision, or off site developer contributions.
- 8.7 The updated IDP tables (Appendix 4) include the infrastructure requirements arising from these assessments, including at table 7, the mitigation required as a result of the cumulative impact of Local Plan growth, including all additional sites within the Revised Publication Local Plan.

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?

- 9.1 Yes, the Council believes that the Plan would be effective in ensuring the provision of infrastructure. Policy TIN4, together with the amended IDP, identified requirements in site allocation policies and other evidence documents (such as the TAA, Playing Pitch Strategy)

is sufficient to ensure that the required infrastructure to meet future development needs has been identified and will be mitigated.

- 9.2 Following adoption of the Local Plan, the Council will look to undertake a full review of the Community Infrastructure Levy charging schedule. This will be based on the viability information contained within VIA001 and the updated IDP TOI007.
- 9.3 The borough has been subject to a number of environmental constraints in recent years which have had an impact on the delivery of housing. In February 2019, Natural England highlighted that increased levels of nitrates entering the Solent (because of increased amounts of wastewater from new dwellings) was likely to have a significant effect upon protected sites. Where developers were not able to demonstrate that their proposals maintain or reduce the levels of nitrates leaving their site, mitigation measures need to be identified. Residential planning applications, and those for other overnight accommodation, will need to mitigate for increased levels of nitrates entering the Solent; in most instances developers are unable to provide this mitigation on their development site. The mitigation approach to this issue is set out in FBC005, FBC006 and FBC007, and in the answers to IIQ question 5 (FBC001) and MIQ Matter 10, questions 6-9. More recently, the impacts of increased recreational pressure on the New Forest designated sites have been raised by Natural England. An interim mitigation solution for the issue is set out in FBC018 and IIQ question 5 (FBC001).
- 9.4 Both of these approaches are included and agreed with Natural England in the SoCG (SCG006).

Infrastructure Policy

Policy TIN4 Infrastructure Delivery

10.Are the requirements of the policy clear and effective? Is it clear what other mitigation includes?

- 10.1 Yes, the requirements of the Policy are clear. The Policy states that developments will be expected to mitigate the impacts of development, through either provision or contributions to new or improved infrastructure. Every allocation policy makes reference to Policy TIN4 which provides the policy hook for seeking mitigation through the planning application process. The supporting text to Policy TIN4 clearly sets the justification for the policy and paragraph 10.25 provides a definition of 'infrastructure' as taken from the Framework. The supporting text is thorough and refers to the Infrastructure Delivery Plan in paragraphs 10.26, 10.27, 10.28 and 10.30. The text explains how developments will be expected to mitigate the impact of development through either on or off site provision of infrastructure, or financial contributions towards infrastructure identified in that document. The supporting text also explains the approach to developer contributions in paragraph 10.32 to 10.40.
- 10.2 Mitigation is broader than just physical infrastructure, therefore the phrase 'other mitigation' is included in the policy to cover those requirements such as financial contributions to offset Solent Waders and Brent Geese support areas, or biodiversity net gain or recreational pressures on SPAs. This is explained in the supporting text at paragraph 10.29.

11.Should the Plan provide greater clarity in terms of the types of infrastructure the policy relates to?

- 11.1 The supporting text refers to the types of infrastructure that the policy relates to, in two different places; at paragraph 10.25 and paragraph 10.30. In addition, the text states that the

IDP details the infrastructure requirements to mitigate the planned growth. These definitions are in line with paragraph 20 of the Framework.

12.Is it clear how the policy will be implemented?

- 12.1 Paragraphs 10.32 of the supporting text explain how the policy will be delivered with mitigation provided on-site or through the various developer contributions routes such as CIL, Section 278 and Section 106. It also clearly sets out the Regulation 122 tests for planning obligations to be legal. Paragraph 10.39 states that developers will be expected to undertake early engagement with the Council and infrastructure providers in advance of proposals (planning applications) being submitted. The Council considers that this is a clear indication of how TIN4 will be implemented.

Appendix 1 – Policy TIN2 updated text

Nb. Blue text represents changes as a result of TAA. Red text represents changes contained within submitted Plan.

Highway Safety and Road Network

Why this policy is needed

10.12 Fareham Borough Council (Local Planning Authority) and Hampshire County Council (Highway Authority) jointly have a responsibility to consider the impact of development proposed through the Local Plan on the highway network. As Highway Authority, the County Council is responsible for the upkeep, improvements and expansion of the highway network within Hampshire borders. The primary focus of the highway authority within Fareham is to:

- Maintain the function of the ~~M27 and~~ A27 for strategic connectivity;
- Maintain and where appropriate improve the safety and capacity of the networks linking local communities to the A27 and beyond;
- Further develop the concept and provision of public transport including South East Hampshire Rapid Transit (SEHRT) ~~Bus Rapid Transit~~ within the Borough and with links to adjoining areas; and,
- ~~Promote~~ Enable access to local services and facilities by sustainable transport modes (public transport, walking and cycling).

10.13 The Local Plan has a responsibility to consider the impact of development on the highway network. Paragraph 109 of the NPPF states that new development should not undermine highway safety or have a severe adverse effect on the highway network. In line with the Highway Authority advice, proposals for n~~New~~ development should consider alternative mitigation options which would follow a sequential approach to assess their impact on the local road network. They should consider the role ~~and the role they can play in traffic reduction and reducing car use and~~ transport emissions starting with measures to avoid the need to travel, ~~active~~ promote sustainable travel measures, public transport and finally ~~where the above measures cannot avert the need, implement~~ localised junction improvements to include highway capacity for motor vehicles.

10.14 The Local Plan is supported by a Strategic Transport Assessment (STA). The STA models the transport impacts of the development proposed through the Local Plan. It models ~~test~~ measures to mitigate significant and severe negative impacts and considers whether the level of proposed development is appropriate. The TA is based on a sub-regional model assessing the impact of the Local Plan development in combination. It is imperative that all proposals planning applications are supported by suitable evidence to show that any significant

impacts from the development on the transport network, or on highway safety, can be cost effectively mitigated to an acceptable degree.

PolicyTIN2: Highway Safety and Road Network

Development will be permitted where:

- a) There is no unacceptable impact on highway safety, and the residual cumulative impact on the road networks is not severe; and
- b) The impacts on the local and strategic highway network arising from the development itself or the cumulative effects of development on the network are mitigated through a sequential approach consisting of measures that would avoid/reduce the need to travel, active travel, public transport, and provision of improvements and enhancements to the local network or contributions towards necessary or relevant off-site transport improvement schemes.

How this policy works

10.15 This Local Plan is accompanied by a Strategic Transport Assessment which has identified five key locations on the road network where mitigation measures are needed to address the cumulative impact on the highway network from the scale and location of development proposed in the Local Plan up to 2037. These junctions' locations are listed in Table 7 of the Infrastructure Delivery Plan 2022:

- Parkway/Leafy Lane (Winchester City Council area);
- A27 The Avenue/Redlands Lane/Gudge Heath Lane;
- Warsash Road/Abshot Road;
- Delme Roundabout; and,
- A27 The Avenue/Bishopsfield Road.

10.16 Where applications are shown to impact on one or more of these junctions identified in the Strategic Transport Assessment, contributions will be sought to deliver mitigation schemes in line with Policy TIN2. The Parkway/Leafy Lane junction does not warrant a mitigation scheme for increased junction capacity because the junction arm leads to a 20 mph zone, residential area with vertical speed reduction measures. This scheme will therefore require an environmental based traffic constraints solution to continue to reduce the likelihood of 'rat running' at this location. The nature of this scheme will require further discussions with the local highway authority and Winchester City Council to establish the form of any mitigation scheme required.

- 10.17 The Council is mindful that the Strategic Transport Assessment document represents a strategic level assessment and that it is only when development schemes come forward as a planning application that the detailed transport assessment work can be prepared to determine the specific impact of development. As a result, some of the transport infrastructure schemes may need amending or removing as more detailed assessment work is undertaken.
- 10.18 Developments which generate a significant amount of vehicular movement, or where there are potential cumulative negative effects on the highway network as a result of proposed developments in close vicinity of each other, will require an individual Transport Assessment to assess the likely impacts of the proposal³. The Highways Authority will require a Transport Assessment for sites larger than 50 residential units or 2,500 sqm of commercial floorspace, or where there are potential cumulative effects with sites lower than these thresholds.
- 10.19 The Transport Assessment should reflect the scale of the development being proposed, the impact on the strategic and local highway network and identify measures which can be put in place to reduce its impact to an acceptable degree. Local requirements should also be taken into consideration; information on these requirements can be viewed on the Fareham Borough Council website. The Council will seek mitigation by means of on-site delivery or financial contributions through legal agreements (section 278 agreements or section 106 agreements) towards improvements to local transport network improvements.

³ <https://www.hants.gov.uk/transport/developers/transportassessments>

Appendix 2 – Highway Authority

Drake, Pete

From: Richardson, Caroline [REDACTED]
Sent: 23 February 2022 09:15
To: Drake, Pete; Wright, Graham
Cc: [REDACTED]
Subject: RE: Do Something knock-on impacts

Hi Pete, Graham and I managed to speak to Nicola yesterday. Part of the complication was that the spreadsheet link didn't work properly but Nicola has subsequently sent us a new link.

Regarding and Do Something methodology and the approach to the 'knock on impact' junctions I can confirm that HCC support the methodology to consider highway capacity mitigation at junctions on routes to the SRN. This affects 4 junctions where the severe threshold is met:

J28 Titchfield gyratory
J30 A27 Southampton Road/Mill Lane
J32 St Margarets Roundabout
J39 Southampton Road/Telford Way roundabout

The other junctions 9 junctions identified for mitigation should take the approach of considering non-highway capacity solutions including pedestrian and cycle schemes, bus priority and place making measures such as 20 minute neighbourhoods. Reference should be made to the Fareham LCWIP and Hampshire BSIP. The mitigation schemes identified at a strategic level will be in addition to more local measures such as pedestrian and cycle routes which will be identified during the planning application process and will provide links from the individual development sites to local services eg shops, schools, station etc. The 9 junctions are:

J18 A27 The Avenue/Redlands Lane/Gudge Heath Lane
J20 Longfield Avenue/Newgate Lane
J29 A27 The Avenue/Highlands Road
J38 Segensworth East/Cartwright Drive
J41 Botley Road/A27/Hunts Pond Road/Southampton Road
J51 A27 Bridge Road/Station Road/Brook Lane roundabout
J55 Sweethills Crescent/Yew Tree Drive roundabout
J58 A27 Bridge Road/Barnes Lane
J67 Segensworth Road East/Fontley Road/Mill Lane

Also please let us know what is needed to amend the joint Statement of Common Ground and Policy TIN2 and supporting text.

Thanks
Caroline

Caroline Richardson
Principal Transport Planner
Strategic Transport
Mon-Thursday
[REDACTED]

From: Drake, Pete [REDACTED]
Sent: 16 February 2022 10:11
To: Richardson, Caroline [REDACTED] Wright, Graham [REDACTED]

Cc: Waight, Nicola [REDACTED]
Subject: RE: Do Something knock-on impacts
Importance: High

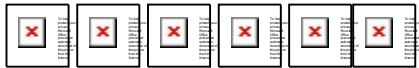
Good morning Caroline,

I wanted to follow up on the previous email we sent regarding the Do Something methodology and your thoughts on the proposed approach?

We are keen to get your sign-off so that we can finalise the work ahead of the examination and make progress on the revised policy wording and approach for the Local Plan.

Pete

Pete Drake
Principal Planner (Strategy)
Fareham Borough Council
[REDACTED]



From: Drake, Pete
Sent: 09 February 2022 16:00
To: Richardson, Caroline [REDACTED] Wright, Graham [REDACTED]
Cc: [REDACTED]
Subject: Do Something knock-on impacts
Importance: High

Dear Caroline and Graham,

Following the completion of the SRTM Do Something model run and report issued to you on Monday 7th February, we have now completed analysis of the outputs against our previously agreed thresholds. Please see the excel sheet attached. The tabs of interest will be "Comparison with DM" and "Read Me for CwDM." The latter explains how to use the former and provides a summary table.

Our analysis has reduced the number of junctions where we would suggest reviewing knock-on impacts from 22 to 4 definite junctions, and 9 to discuss with yourselves. These 9 meet or exceed our previously agreed thresholds but are not on the route to the Strategic Road Network. Based on discussions with yourselves around the methodology, we are conscious that the priority is to consider highway mitigation only on routes to the SRN as (and as we've observed through the SRTM Do Something model run) providing mitigation at multiple locations in a very congested network is only serving to push the issue around when we all agree that the focus should be on public transport and active travel. Therefore, we would propose reviewing potential further mitigation on 3 junctions where the threshold is met and the junction is on the route to the SRN, plus 1 where the impact is obviously impacted by the DS mitigation (Telford Way as a result of closing Little Park Farm Road entry). We would like to agree this approach with you before moving to finalise the Transport Assessment Addendum.

Please could you let us know your view on this as soon as practical?

We feel that this will be something that would need to be covered by amendments to the SoCG where the methodology differs from that previously agreed. Therefore, when proposing the new text for the policy, which we agreed would be the way forward for the SoCG, we will look to tie in acknowledgement of this issue.

Kind regards

Pete

Pete Drake
Principal Planner (Strategy)
Fareham Borough Council
[REDACTED]



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Appendix 3 - National Highways

Drake, Pete

From: Blake, Patrick [REDACTED]
Sent: 01 March 2022 10:36
To: Drake, Pete
Cc: [REDACTED]
Subject: RE: Updated FBC Do Something Modelling
Follow Up Flag: Follow up
Flag Status: Flagged

Hi Pete

Sorry for the late response. But I can confirm that as a result of our review of additional information on the TA update, we do not see a need for an updated SoCG.

Kind Regards

Patrick Blake, Area 3 Spatial Planning Manager

National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ
[REDACTED]
[REDACTED]
[REDACTED]

From: Drake, Pete [REDACTED]
Sent: 16 February 2022 10:59
To: Blake, Patrick [REDACTED]
Cc: [REDACTED]
Subject: RE: Updated FBC Do Something Modelling

Thank you Patrick,

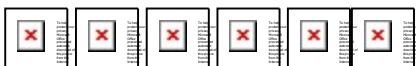
We need to submit all responses to the Inspector by 11th March, but we need to have finalised in advance of that.

If you could let us know your thoughts on the proposed approach asap that would be greatly appreciated. We are just awaiting HCC comments on that too before we can finalise the TA update.

If you could confirm that you don't see a need for an updated SoCG by 25th Feb, that would be useful.

Pete

Pete Drake
Principal Planner (Strategy)
Fareham Borough Council
[REDACTED]





From: Blake, Patrick [REDACTED]
Sent: 16 February 2022 10:22
To: Drake, Pete <[REDACTED]>
Cc: Waight, Nicola [REDACTED]
Subject: RE: Updated FBC Do Something Modelling

Hi Pete

I have a new team now at Jacobs supporting me. They are currently reviewing the modelling but in principle subject to their confirmation of what you describe below, I do not see a need for an updated SoCG. What is your deadline?

Kind Regards

Patrick

Patrick Blake, Area 3 Spatial Planning Manager

National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

[REDACTED]
[REDACTED]
[REDACTED]

From: Drake, Pete [REDACTED]
Sent: 16 February 2022 10:16
To: Blake, Patrick [REDACTED]
Cc: Waight, Nicola <[REDACTED]>
Subject: RE: Updated FBC Do Something Modelling

Good morning Patrick,

I hope you (or Aecom) have had time to consider the information below. We are keen to get your thoughts on the modelling and the proposed approach.

The Inspector has asked us if we intend to make any revisions to the SoCG with yourselves. We do not feel we need to with National Highways. The impacts do not affect your network and you have previously stated that you are happy to take the lead from the Highway Authority in the matters of the wider network. We have been liaising with HCC on the revised modelling and are proposing to provide an updated Policy TIN2 with their agreement which will form an updated to the SoCG with them. I trust you are happy with this approach and are therefor content to confirm that you do not see a need for any changes to the FBC/NH statement of common ground.

Regards

Pete

Pete Drake
Principal Planner (Strategy)

Fareham Borough Council




From: Drake, Pete
Sent: 09 February 2022 09:28
To: Blake, Patrick <[REDACTED]>
Subject: Updated FBC Do Something Modelling
Importance: High

Patrick

Hope you are well?

As we previously discussed we have now completed the updated Do Something modelling for the STA for the Fareham Local Plan. The documents can be found at the following link:

[FBC022 Updated Strategic Transport Assessment SRTM Do Something Report](#)  (9 MB)

[FBC023 Updated Strategic Transport Assessment SRTM Do Something Report Appendices](#)  (24 MB)

Following the completion of the SRTM Do Something model run and report issued, we have now also completed analysis of the outputs against our previously agreed thresholds. Please see attached. The tabs of interest will be "Comparison with DM" and "Read Me for CwDM." The latter explains how to use the former and provides a summary table.

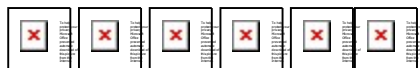
Our analysis has reduced the number of junctions where we would suggest reviewing knock-on impacts from 22 to 4 definite junctions, and 9 to discuss with yourselves. These 9 meet or exceed our previously agreed thresholds but are not on the route to the Strategic Road Network. Based on discussions with yourselves around the methodology, we are conscious that the priority is to consider highway mitigation only on routes to the SRN as (and as we've observed through the SRTM Do Something model run) providing mitigation at multiple locations in a very congested network is only serving to push the issue around when we all agree that the focus should be on public transport and active travel. Therefore, we would propose reviewing potential further mitigation on 3 junctions where the threshold is met and the junction is on the route to the SRN, plus 1 where the impact is obviously impacted by the DS mitigation (Telford Way as a result of closing Little Park Farm Road entry). We would like to agree this approach with you before moving to finalise the Transport Assessment Addendum.

Please could you let us know your view on this as soon as practical?

Regards

Pete

Pete Drake
Principal Planner (Strategy)
Fareham Borough Council



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Appendix 4 - Updated Infrastructure Delivery Plan

Local Plan Strategy

Development Strategy

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.

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 ~~403~~ 541 dwellings per annum. The Local Plan makes provision to meet this need through the following supply:

Table 3: Local Plan Housing Requirement

Local Plan Housing Requirement	
Annual Housing Need (based on current data)	<u>541</u> 403
Plan Period 2021-2037	<u>16</u> years <u>16</u> years
Total Housing Need	<u>8,656</u> 6,448
Contribution to unmet need in neighbouring authorities	<u>900</u> 847
Total Housing Requirement	<u>9,556</u> 7,295

The supply shown in table 4 represents the proposed development strategy that is being consulted on through the Local Plan process. Fareham Borough Council is proactively planning for this oversupply to be a contribution to unmet need for the South Hampshire sub-region.

Table 4: Local Plan Identified Housing Supply

Figures projected to 1 st April 2021	Supply Identified in the Local Plan
Outstanding planning permissions (small)	<u>67</u> 94
Outstanding full planning permissions (large)	<u>401</u> 373
Outstanding outline planning permissions (large)	<u>43</u> 685
Resolution to grant planning permission (including 4,020 <u>3,610</u> at Welborne up to 2037)	<u>4,184</u> 4,858
Allocations made in the 2020 Publication Plan in Fareham Town Centre	<u>263</u> 428
Allocations made in the 2020 Publication Plan in other existing settlements	<u>257</u> 282
Allocations made in the 2020 Publication Plan on edge of settlement sites	<u>984</u> 1,045
Windfall Development	<u>1,224</u> 1,224
<u>Additional town centre sites in this Revised Publication Plan</u>	<u>653</u> 8,389
<u>Additional sites in other existing settlements in this Revised Publication Plan</u>	<u>139</u>

<u>Additional edge of settlement sites in this Revised Publication</u>	<u>1,986</u>
<u>Plan</u>	
<u>Total</u>	<u>10,594</u>

The sites and locations that infrastructure and service providers were asked to consider and identify likely requirements and mitigation packages for are shown in table 5. These sites contribute to a number of the categories in table 4 including adopted allocations and new allocations, as well as outstanding permissions and resolutions to grant. Due to the ongoing process of refining the evidence base in support of the emerging Local Plan, these requirements should be considered as a minimum, with exact requirements to be identified through detailed site discussions and the planning application process.

Table 5: Local Plan Allocations ~~tested through IDP~~

<u>Allocation Number</u>	<u>Allocation Name</u>	<u>Dwelling Capacity</u>
<u>FTC3*</u>	<u>Fareham Station East</u>	<u>120</u>
<u>FTC4*</u>	<u>Fareham Station West</u>	<u>94</u>
<u>FTC5*</u>	<u>Crofton Conservatories</u>	<u>49</u>
<u>FTC6</u>	<u>Magistrates Court</u>	<u>45</u>
<u>HA1</u>	<u>North and South of Greenaway Lane</u>	<u>824</u>
<u>HA3</u>	<u>Southampton Road</u>	<u>348</u>
<u>HA4</u>	<u>Downend Road East</u>	<u>350</u>
<u>HA7*</u>	<u>Warsash Maritime Academy</u>	<u>100</u>
<u>HA9</u>	<u>Heath Road</u>	<u>70</u>
<u>HA10</u>	<u>Funtley Road South</u>	<u>55</u>
<u>HA12</u>	<u>Moraunt Drive</u>	<u>48</u>
<u>HA13*</u>	<u>Hunts Pond Road</u>	<u>38</u>
<u>HA15</u>	<u>Beacon Bottom West</u>	<u>29</u>
<u>HA17</u>	<u>69 Botley Road</u>	<u>24</u>
<u>HA19</u>	<u>399-403 Hunts Pond Road</u>	<u>16</u>
<u>HA22*</u>	<u>Wynton Way</u>	<u>13</u>
<u>HA23</u>	<u>Stubbington Lane</u>	<u>11</u>
<u>HA24*</u>	<u>335-357 Gosport Road</u>	<u>8</u>
<u>HA26</u>	<u>Beacon Bottom East</u>	<u>9</u>
<u>HA27</u>	<u>Rookery Avenue</u>	<u>32</u>
<u>HA28</u>	<u>3-33 West Street, Portchester</u>	<u>16</u>
<u>HA29</u>	<u>Land East of Church Road</u>	<u>20</u>
<u>HA30</u>	<u>33 Lodge Road</u>	<u>9</u>
<u>HA31</u>	<u>Hammond Industrial Estate</u>	<u>36 (C2 class 68 bed care home)</u>
<u>HA32</u>	<u>Egmont Nursery</u>	<u>8</u>
<u>HA33</u>	<u>Land East of Bye Road</u>	<u>7</u>
<u>HA34</u>	<u>Land South West of Sovereign Crescent</u>	<u>38</u>
<u>HA35</u>	<u>Former Scout Hut, Coldeast Way</u>	<u>7</u>
<u>HA36*</u>	<u>Locks Heath District Centre</u>	<u>35</u>
<u>HA37*</u>	<u>Former Locks Heath Filing Station</u>	<u>30</u>
<u>HA38*</u>	<u>68 Titchfield Park Road</u>	<u>9</u>
<u>HA39*</u>	<u>Land at 51 Greenaway Lane</u>	<u>5</u>
<u>HA40</u>	<u>Land west of Northfield Park</u>	<u>22</u>
<u>HA41</u>	<u>22-27a Stubbington Green</u>	<u>9</u>
<u>HA42*</u>	<u>Land South of Cams Alders</u>	<u>60</u>
<u>HA43</u>	<u>Corner of Station Rd, Portchester</u>	<u>16</u>
<u>HA44*</u>	<u>Assheton Court</u>	<u>60 (net yield 27)</u>
<u>HA45</u>	<u>Rear of 77 Burrridge Road (See chapter 5)</u>	<u>3</u>

<u>FTC7</u>	<u>Land adjacent to Red Lion Hotel, Fareham</u>	<u>18</u>
<u>FTC8</u>	<u>97-99 West Street, Fareham</u>	<u>9</u>
<u>FTC9</u>	<u>Portland Chambers, West Street, Fareham</u>	<u>6</u>
<u>HA46</u>	<u>12 West Street, Portchester</u>	<u>8</u>
<u>HA47</u>	<u>195-205 Segensworth Road, Titchfield</u>	<u>8</u>
<u>HA48</u>	<u>76-80 Botley Road, Park Gate</u>	<u>18</u>
<u>HA49</u>	<u>Menin House, Privett Road, Fareham</u>	<u>50 (net yield 26)</u>
<u>HA50</u>	<u>Land north of Henry Cort Drive, Fareham</u>	<u>55</u>
<u>HA51</u>	<u>Redoubt Court, Fort Fareham Road</u>	<u>20 (net yield 12)</u>
<u>HA52</u>	<u>Land west of Dore Avenue, Portchester</u>	<u>12</u>
<u>HA53</u>	<u>Land at Rookery Avenue, Swanwick</u>	<u>6</u>
<u>HA54</u>	<u>Land east of Crofton Cemetery and west of Peak Lane</u>	<u>180</u>
<u>HA55</u>	<u>Land south of Longfield Avenue</u>	<u>1,250</u>
<u>HA56</u>	<u>Land west of Downend Road</u>	<u>550</u>
<u>BL1</u>	<u>Broad Location for Housing Growth</u>	<u>620</u>

* Sites with no relevant planning status as of 1 April 2021

Allocation Number	Allocation Name	Dwelling Capacity
FTC1	Palmerston Car Park	20
FTC2	Market Quay	100
FTC3	Fareham Station East	120
FTC4	Fareham Station West	94
FTC5	Crofton Conservatories	49
FTC6	Magistrates Court	45
HA1	North and South of Greenaway Lane	824
HA3	Southampton Road	348
HA4	Downend Road East	350
HA7	Warsash Maritime Academy	100
HA9	Heath Road	70
HA10	Funtley Road South	55
HA12	Moraunt Drive	48
HA13	Hunts Pond Road	38
HA15	Beacon Bottom West	29
HA17	69 Botley Road	24
HA19	399-403 Hunts Pond Road	16
HA22	Wynton Way	13
HA23	Stubbington Lane	11
HA24	335-357 Gosport Road	8
HA26	Beacon Bottom East	9
HA27	Rookery Avenue	32
HA28	3-33 West Street, Portchester	16
HA29	Land East of Church Road	20
HA30	33 Lodge Road	9
HA31	Hammond Industrial Estate	36 (C2 class 64 bed care home)
HA32	Egmont Nursery	8
HA33	Land East of Bye Road	7
HA34	Land South West of Sovereign Crescent	38
HA35	Former Scout Hut, Coldeast Way	7
HA36	Locks Heath District Centre	35
HA37	Former Locks Heath Filing Station	30
HA38	68 Titchfield Park Road	9

HA39	Land at 51 Greenaway Lane	5
HA40	Land west of Northfield Park	22
HA41	22-27a Stubbington Green	9
HA42	Land South of Gams Alders	60
HA43	Corner of Station Rd, Portchester	16
HA44	Assheton Court	60 (net yield 27)
HA45	Rear of 77 BurrIDGE Road (See chapter 5)	3

Infrastructure Requirements of Allocated Sites

~~As set out in the introduction to this document, this~~The 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.

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.

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~~distribution of allocated sites. Table 6 identifies projects that are specific to particular sites. An example of the pro-forma circulated to service providers can be seen in Appendix 1. The table identifies projectsThis is set out by type/site, including delivery organisation, cost, anticipated funding source, funding shortfall, timing and prioritisation. ~~These~~se requirements ~~evidenced by providers will~~form the basis of ~~the specific~~ mitigation requirements identified in the Revised Publication Local Plan site allocation policies.

Table 7 sets out the general requirements and projects that have been identified through ~~consultation with evidence studies and from responses from~~ service providers that apply to all sites across the borough. These form the basis for requests made through Policy TIN4 of the Local Plan 2037 and will be refined through the planning application process. Contributions will be sought towards these projects through a combination of developer contributions and other funding where identified. Section 106 contributions will be appropriate for some projects such as ~~highways and active travel schemes~~transport, education, health and green infrastructure. In other cases, it would be anticipated that CIL would provide a future revenue source such as Green Infrastructure schemes and some ~~S~~social ~~I~~nfrastructure projects.

The Infrastructure Delivery Plan is considered a 'live' document. The list of infrastructure projects will be monitored on a regular basis, with costs and additional detail added to the document when this becomes clear.

Table 6: Solutions Table - Site Based-Specific Infrastructure Requirements

<u>Allocations</u>	<u>Infrastructure Type</u>	<u>Project/Requirement</u>	<u>Delivery Organisation</u>	<u>Cost</u>	<u>Funding Source</u>	<u>Funding Shortfall</u>	<u>Timing</u>	<u>Prioritisation</u>	<u>Comments</u>	<u>Data Source</u>
<u>FTC3 Fareham Station East</u>	<u>Local sewerage upgrades</u>	<u>There is limited capacity to accommodate additional foul flow therefore, reinforcement work will be necessary.</u>	<u>Southern Water</u>	<u>To be determined</u> <u>No contributions being sought.</u>	<u>Southern Water Business Plan</u>	<u>To be determined</u>	<u>Upon planning consent</u>	<u>Critical – can take up to 24 months to complete any necessary works</u>	<u>Notification to Southern Water needed and consideration for phasing.</u>	<u>Southern Water Consultation response and SoCG</u>
<u>FTC4 Fareham Station West</u>	<u>Local sewerage upgrades</u>	<u>There is limited capacity to accommodate additional foul flow therefore, reinforcement work will be necessary.</u>	<u>Southern Water</u>	<u>To be determined</u> <u>No contributions being sought.</u>	<u>Southern Water Business Plan</u>	<u>To be determined</u>	<u>Upon planning consent</u>	<u>Critical – can take up to 24 months to complete any necessary works</u>	<u>Notification to Southern Water needed and consideration for phasing.</u>	<u>Southern Water Consultation response and SoCG</u>
<u>HA1 North and South of Greenaway Lane</u>	<u>Local sewerage upgrades</u>	<u>There is limited capacity to accommodate additional foul flow therefore, reinforcement work will be necessary.</u>	<u>Southern Water</u>	<u>To be determined</u> <u>No contributions being sought.</u>	<u>Southern Water Business Plan</u>	<u>To be determined</u>	<u>Upon planning consent</u>	<u>Critical – can take up to 24 months to complete any necessary works</u>	<u>Notification to Southern Water needed and consideration for phasing.</u>	<u>Southern Water Consultation response and SoCG</u>
<u>HA3 Southampton Road</u>	<u>Social and Leisure including Playing Pitches, Open Space and Play Areas</u>	<u>Two junior sports pitches</u>	<u>Fareham Borough Council</u>	<u>To be determined</u>	<u>S106</u>	<u>To be determined</u>	<u>In line with development</u>	<u>Important</u>		<u>Planning Obligations SPD</u>
	<u>Social and Leisure including Playing Pitches, Open Space and Play Areas</u>	<u>Provision of LEAP and MUGA</u>	<u>Fareham Borough Council</u>	<u>To be determined</u>	<u>S106</u>	<u>To be determined</u>	<u>In line with development</u>	<u>Important</u>		<u>Planning Obligations SPD</u>
<u>HA4 Downend Road East</u>	<u>Local sewerage upgrades</u>	<u>There is limited capacity to accommodate additional foul flow therefore, reinforcement work will be necessary.</u>	<u>Southern Water</u>	<u>To be determined</u> <u>No contributions being sought.</u>	<u>Southern Water Business Plan</u>	<u>To be determined</u>	<u>Upon planning consent</u>	<u>Critical – can take up to 24 months to complete any necessary works</u>	<u>Notification to Southern Water needed and consideration for phasing.</u>	<u>Southern Water Consultation response and SoCG</u>
	<u>Social and Leisure including Playing Pitches, Open Space and Play Areas</u>	<u>Neighbourhood Equipped Area of Play (NEAP)</u>	<u>Developer</u>	<u>To be determined</u>	<u>S106</u>	<u>To be determined</u>	<u>In line with development</u>	<u>Important</u>		<u>Planning Obligations SPD</u>
<u>HA7 Warsash Maritime Academy</u>	<u>Local sewerage upgrades</u>	<u>There is limited capacity to accommodate additional foul flow therefore, reinforcement work will be necessary.</u>	<u>Southern Water</u>	<u>To be determined</u> <u>No contributions being sought.</u>	<u>Southern Water Business Plan</u>	<u>To be determined</u>	<u>Upon planning consent</u>	<u>Critical – can take up to 24 months to complete any necessary works</u>	<u>Notification to Southern Water needed and consideration for phasing.</u>	<u>Southern Water Consultation response and SoCG</u>
<u>HA10 Funtley Road South</u>	<u>Community</u>	<u>Provision of community building/buildings for community uses</u>	<u>Fareham Borough Council</u>	<u>To be determined</u>	<u>S106</u>	<u>To be determined</u>	<u>In line with development</u>	<u>Important</u>		<u>Consultation response</u>
<u>HA12 Moraunt Drive</u>	<u>Community</u>	<u>Enhancements to Orchard Grove/Commodore Park public open space.</u>	<u>Fareham Borough Council</u>	<u>To be determined</u>	<u>S106</u>	<u>To be determined</u>	<u>In line with development</u>	<u>Important</u>		<u>Planning Obligations SPD</u>
<u>HA13 Hunts Pond Road</u>	<u>Local sewerage upgrades</u>	<u>There is limited capacity to accommodate additional foul flow therefore, reinforcement work will be necessary.</u>	<u>Southern Water</u>	<u>To be determined</u> <u>No contributions being sought.</u>	<u>Southern Water Business Plan</u>	<u>To be determined</u>	<u>Upon planning consent</u>	<u>Critical – can take up to 24 months to complete any necessary works</u>	<u>Notification to Southern Water needed and consideration for phasing.</u>	<u>Southern Water Consultation response and SoCG</u>

<u>Allocations</u>	<u>Infrastructure Type</u>	<u>Project/Requirement</u>	<u>Delivery Organisation</u>	<u>Cost</u>	<u>Funding Source</u>	<u>Funding Shortfall</u>	<u>Timing</u>	<u>Prioritisation</u>	<u>Comments</u>	<u>Data Source</u>
	<u>Community</u>	<u>Enhancements to Hunts Pond Road Recreation Ground</u>	<u>Fareham Borough Council</u>	<u>To be determined</u>	<u>S106</u>	<u>To be determined</u>	<u>In line with development</u>	<u>Important</u>		<u>Planning Obligations SPD</u>
<u>HA15 Beacon Bottom West</u>	<u>Local sewerage upgrades</u>	<u>There is limited capacity to accommodate additional foul flow therefore, reinforcement work will be necessary.</u>	<u>Southern Water</u>	<u>To be determined</u> <u>No contributions being sought.</u>	<u>Southern Water Business Plan</u>	<u>To be determined</u>	<u>Upon planning consent</u>	<u>Critical – can take up to 24 months to complete any necessary works</u>	<u>Notification to Southern Water needed and consideration for phasing.</u>	<u>Southern Water Consultation response and SoCG</u>
<u>HA17 69 Botley Road</u>	<u>Local sewerage upgrades</u>	<u>There is limited capacity to accommodate additional foul flow therefore, reinforcement work will be necessary.</u>	<u>Southern Water</u>	<u>To be determined</u> <u>No contributions being sought.</u>	<u>Southern Water Business Plan</u>	<u>To be determined</u>	<u>Upon planning consent</u>	<u>Critical – can take up to 24 months to complete any necessary works</u>	<u>Notification to Southern Water needed and consideration for phasing.</u>	<u>Southern Water Consultation response and SoCG</u>
<u>HA44 Assheton Court</u>	<u>Local sewerage upgrades</u>	<u>There is limited capacity to accommodate additional foul flow therefore, reinforcement work will be necessary.</u>	<u>Southern Water</u>	<u>To be determined</u> <u>No contributions being sought.</u>	<u>Southern Water Business Plan</u>	<u>To be determined</u>	<u>Upon planning consent</u>	<u>Critical – can take up to 24 months to complete any necessary works</u>	<u>Notification to Southern Water needed and consideration for phasing.</u>	<u>Southern Water Consultation response and SoCG</u>
<u>HA49 Menin House</u>	<u>Local sewerage upgrades</u>	<u>There is limited capacity to accommodate additional foul flow therefore, reinforcement work will be necessary.</u>	<u>Southern Water</u>	<u>To be determined</u> <u>No contributions being sought.</u>	<u>Southern Water Business Plan</u>	<u>To be determined</u>	<u>Upon planning consent</u>	<u>Critical – can take up to 24 months to complete any necessary works</u>	<u>Notification to Southern Water needed and consideration for phasing.</u>	<u>Southern Water Consultation response and SoCG</u>
<u>HA50 Land North of Henry Cort Drive</u>	<u>Local sewerage upgrades</u>	<u>There is limited capacity to accommodate additional foul flow therefore, reinforcement work will be necessary.</u>	<u>Southern Water</u>	<u>To be determined</u> <u>No contributions being sought.</u>	<u>Southern Water Business Plan</u>	<u>To be determined</u>	<u>Upon planning consent</u>	<u>Critical – can take up to 24 months to complete any necessary works</u>	<u>Notification to Southern Water needed and consideration for phasing.</u>	<u>Southern Water Consultation response and SoCG</u>
<u>BL1 Broad Location for Housing Growth</u>	<u>Local sewerage upgrades</u>	<u>There is limited capacity to accommodate additional foul flow therefore, reinforcement work will be necessary.</u>	<u>Southern Water</u>	<u>To be determined</u> <u>No contributions being sought.</u>	<u>Southern Water Business Plan</u>	<u>To be determined</u>	<u>Upon planning consent</u>	<u>Critical – can take up to 24 months to complete any necessary works</u>	<u>Notification to Southern Water needed and consideration for phasing.</u>	<u>Southern Water Consultation response and SoCG</u>
<u>HA55 Land South of Longfield Avenue</u>	<u>Early Years</u>	<u>100 places will be required for early years provision.</u> <u>D1 use building with suitable parking to operate a nursery.</u>	<u>Hampshire County Council</u>	<u>To be determined</u> <u>Building with suitable parking to operate a nursery.</u>	<u>S106</u>	<u>To be determined</u>	<u>Provision at the same time as that for primary schools</u>	<u>Critical</u>	<u>As per ‘Developers’ Contributions towards Children’s Services Facilities’ document. HCC.</u>	<u>Consultation response and Developers’ Contributions towards Children’s Services Facilities’ document.</u>
	<u>Primary Education</u>	<u>2 Form Entry Primary school Circa 375 additional places</u>	<u>Hampshire County Council</u>	<u>To be determined (£21,935 per pupil place)</u> <u>Land provided for 2FE</u>	<u>S106</u>	<u>To be determined</u>	<u>In-line with occupations</u>	<u>Critical</u>		
	<u>Extra Care</u>	<u>Allocation of a 1 hectare site for development of an Affordable Older Adults Extra Care scheme of between 50 and 100 units.</u>	<u>Hampshire County Council</u>	<u>Land</u>	<u>S106</u>	<u>To be determined</u>	<u>Allocated on commencement</u>	<u>Important</u>		<u>Hampshire County Council Consultation Response</u>
	<u>Social and Leisure including Playing Pitches,</u>	<u>Land for Strategic Leisure Hub to include:</u>	<u>Developer/Fareham Borough Council Leisure Services</u>	<u>Land/contributions (3.3ha)</u>	<u>S106</u>	<u>To be determined</u>	<u>In-line with completions</u>	<u>Essential</u>	<u>Contributions sought in line with Sport England</u>	<u>Playing Pitch Strategy and</u>

<u>Allocations</u>	<u>Infrastructure Type</u>	<u>Project/Requirement</u>	<u>Delivery Organisation</u>	<u>Cost</u>	<u>Funding Source</u>	<u>Funding Shortfall</u>	<u>Timing</u>	<u>Prioritisation</u>	<u>Comments</u>	<u>Data Source</u>
	<u>Open Space and Play Areas</u>	<ul style="list-style-type: none"> Full size 3G suitable for football with floodlights Two full size rugby pitches (at least one to have floodlights) A modern sports facility that would include a clubroom/community room, 4 changing rooms and a separate toilet facility that can serve the 3G pitch and spectators Dual tennis and netball court, with floodlights Car parking 							<u>Playing Pitch Calculator.</u>	<u>Planning Obligations SPD</u>
	<u>Health</u>	<u>Appropriately size new health space within mixed use local centre</u>	<u>Hampshire, Southampton and Isle of Wight Clinical Commissioning Group</u>	<u>Land/contributions</u>	<u>S106</u>	<u>To be determined</u>	<u>To be determined</u>	<u>Critical</u>	<u>As per Health Building Note: Facilities for primary and community care services (HBN 11-01) guidance</u>	<u>CCG response</u>
<u>HA56 Land West of Downend Road</u>	<u>Early Years</u>	<u>44 places will be required for early years provision.</u>	<u>Hampshire County Council</u>	<u>To be determined</u>	<u>S106</u>	<u>To be determined</u>	<u>Provision at the same time as that for primary schools</u>	<u>Critical</u>		
	<u>Primary Education</u>	<u>Provision of additional primary spaces at 0.30 pupils per dwelling (c.165 additional pupils)</u>	<u>Hampshire County Council</u>	<u>To be determined (£21,935 per pupil place)</u>	<u>S106</u>	<u>To be determined</u>	<u>In-line with occupations</u>	<u>Critical</u>	<u>As per 'Developers' Contributions towards Children's Services Facilities' document.</u>	<u>Consultation response and Developers' Contributions towards Children's Services Facilities' document.</u>
	<u>Social and Leisure including Playing Pitches, Open Space and Play Areas</u>	<u>Site to be reserved for 2FE school. Approximately 1.44 ha outdoor sports and playing pitches</u>	<u>Fareham Borough Council</u>	<u>To be determined</u>	<u>S106</u>	<u>To be determined</u>	<u>In line with development</u>	<u>Important</u>		<u>Planning Obligations SPD</u>
	<u>Local sewerage upgrades</u>	<u>There is limited capacity to accommodate additional foul flow therefore, reinforcement work will be necessary.</u>	<u>Southern Water</u>	<u>To be determined</u> <u>No contributions being sought.</u>	<u>Southern Water Business Plan</u>	<u>To be determined</u>	<u>Upon planning consent</u>	<u>Critical – can take up to 24 months to complete any necessary works</u>	<u>Notification to Southern Water needed and consideration for phasing.</u>	<u>Southern Water Consultation response and SoCG</u>

<u>Settlement</u>	<u>Allocations</u>	<u>Infrastructure Type</u>	<u>Project/Requirement</u>	<u>Delivery Organisation</u>	<u>Cost</u>	<u>Funding Source</u>	<u>Funding Shortfall</u>	<u>Timing</u>	<u>Prioritisation</u>	<u>Comments</u>	<u>Data Source</u>
<u>Fareham Town</u>	<u>Fareham Town Centre sites</u> <u>HA 22 Wynton Way</u> <u>HA24 335-357 Gosport Road</u> <u>HA42 Cams Alders</u>	<u>Early Years</u>	<u>Provision of up to 41 Early Years Places (2,3 and 4 year olds)</u> <u>D1 use building with suitable parking to operate a nursery.</u>	<u>Hampshire County Council</u>	<u>To be determined</u>	<u>S106</u>	<u>To be determined</u>	<u>Provision at the same time as that for primary schools</u>	<u>Important</u>	<u>Current capacity is tight in view of initial 30 hour modelling with no capacity for additional housing growth.</u>	<u>Consultation response and Developers' Contributions towards Children's Services Facilities' document.</u>
		<u>Primary Education</u>	<u>Provision of additional primary spaces at 0.30 pupils</u>	<u>Hampshire County Council</u>	<u>Future expansion likely – school</u>	<u>S106</u>	<u>To be determined</u>	<u>In-line with occupations</u>	<u>Critical</u>	<u>As per 'Developers'</u>	

Portchester		Secondary Education	Provision of additional secondary spaces at 0.21 pupils per dwelling (c.107 additional pupils)	Hampshire County Council	Future expansion likely—school to be determined (£20,149 per pupil place)	S106	To be determined	In-line with occupations	Critical	Contributions towards Children's Services Facilities' document. HCC.		
		Sewerage	Local sewer network reinforcement to accommodate additional flows from new development. Provide future access to existing wastewater infrastructure for maintenance and upsizing purposes.	Southern Water	To be determined	Developer/Southern Water	To be determined	In-line with construction	Important		Consultation Response.	
		Strategic Borough-wide Highway Junctions	Junctions identified through the Local Plan Transport Assessment as needing mitigation as a result of borough-wide local plan growth (identified in Table 7)	Hampshire County Council	To be determined	S106	To be determined	To be determined	Critical		Local Plan Transport Assessment	
		Local network and access improvements Transport/ Highways/ Active Travel	Various—to be identified through Site Based Transport Assessment	Developer	To be determined	S278/S106	To be determined	In-line with construction	Critical	Local access and highway safety improvements.	Site-based transport.	
			Walking and Cycling routes identified in Local Cycling and Walking Infrastructure Plan (LCWIP)	Hampshire County Council	To be determined	S278/S106	To be determined	In-line with construction	Critical	Sites will be expected to contribute to localised schemes identified through the LCWIP.	Local Cycling and Walking Infrastructure Plan	
		Health Green Infrastructure including SW&BG Flood Defences Social and Leisure including Playing Pitches, Open Space and Play Areas	Contributions to 'borough-wide' projects identified in table 7 and in accordance with the Planning Obligations SPD									
		HA4 Downend Road East HA12 Moraunt Drive HA28 3-33 West Street HA40 Land West of Northfield Park HA43 Corner of Station Road HA44 Assheton Court	Early Years	Provision of up to 41 Early Years Places (2,3 and 4 year olds)	Hampshire County Council	To be determined	S106	To be determined	Provision at the same time as that for primary schools	Critical	As per 'Developers' Contributions towards Children's Services Facilities' document. HCC.	Consultation response and Developers' Contributions towards Children's Services Facilities' document.
	Primary Education		There is currently a circa 44 place deficit in childcare places in Portchester despite a new 24 place setting opening in Easter 2017. D1 use building with suitable parking to operate a nursery.	Hampshire County Council	Future expansion likely—school to be	S106	To be determined	In-line with occupations	Critical			
			Provision of additional primary spaces at 0.30 pupils per dwelling (c.154 additional pupils)									

Stubbington & Hill Head	HA23 Stubbington Lane HA31 Hammond Industrial Estate HA41 22-27a Stubbington Green	Secondary Education	Provision of additional secondary spaces at 0.21 pupils per dwelling (c.108 additional pupils)	Hampshire County Council	determined (£20,149 per pupil place) Future expansion likely—school to be determined (£25,162 per pupil place) To be determined	S106	To be determined	In-line with occupations	Critical		
		Sewerage	Local sewer network reinforcement to accommodate additional flows from new development	Southern Water	To be determined	Developer/Southern Water	To be determined		Important		Consultation Response
		Strategic Borough-wide Highway Junctions	Junctions identified through the Local Plan Transport Assessment as needing mitigation as a result of borough-wide local plan growth (identified in Table 7)	Hampshire County Council	To be determined	S106	To be determined	To be determined	Critical		Local Plan Transport Assessment
		Local network and access improvements	Various—to be identified through Site-Based Transport Assessment	Developer	To be determined	S278/S106	To be determined	In-line with construction	Critical	Local access and highway safety improvements. Sites will be expected to contribute to localised schemes identified through the LCWIP.	Site-based transport.
		Transport/ Highways/ Active Travel	Walking and Cycling routes identified in Local Cycling and Walking Infrastructure Plan (LCWIP)	Hampshire County Council	To be determined	S278/S106	To be determined	In-line with construction	Critical		Local Cycling and Walking Infrastructure Plan
		Health Green Infrastructure including SW&BG Flood Defences Social and Leisure including Playing Pitches, Open Space and Play Areas	Contributions to ‘borough-wide’ projects identified in table 7 and in accordance with the Planning Obligations SPD								
		Primary Education	Provision of additional primary spaces at 0.30 pupils per dwelling (c.17 additional pupils)	Hampshire County Council	No significant impact but some small level of contribution may be needed	S106	To be determined	In-line with occupations	Critical	As per ‘Developers’ Contributions towards Children’s Services Facilities’ document, HCC.	Consultation response and Developers’ Contributions towards Children’s Services Facilities’ document.
		Secondary Education	Provision of additional secondary spaces at 0.21 pupils per dwelling (c.12 additional pupils)	Hampshire County Council	No significant impact but some small level of contribution may be needed	S106	To be determined	In-line with occupations	Critical		
		Strategic Borough-wide Highway Junctions	Junctions identified through the Local Plan Transport Assessment as needing mitigation as a result of borough-wide local plan growth (identified in Table 7)	Hampshire County Council	To be determined	S106	To be determined	To be determined	Critical		Local Plan Transport Assessment
		Local network and access improvements	Various—to be identified through Site-Based Transport Assessment	Developer	To be determined	S278/S106	To be determined	In-line with construction	Critical	Local access and highway safety improvements.	Site-based transport.

Titchfield & Funtley		Transport/ Highways/ Active Travel	Walking and Cycling routes identified in Local Cycling and Walking Infrastructure Plan (LCWIP)	Hampshire County Council	To be determined	S278/S106	To be determined	In-line with construction	Critical	Sites will be expected to contribute to localised schemes identified through the LCWIP.	Local Cycling and Walking Infrastructure Plan
		Health Green Infrastructure including SW&BG Flood Defences Social and Leisure including Playing Pitches, Open Space and Play Areas	Contributions to 'borough-wide' projects identified in table 7 and in accordance with the Planning Obligations SPD								
	HA3 Southampton Rd HA10 Funtley Rd South HA13 Hunts Pond Rd HA19 399-409 Hunts Pond Rd HA38 68 Titchfield Park Road	Early Years	Provision of up to 37 Early Years Places (2,3 and 4-year olds)	Hampshire County Council	To be determined	S106	To be determined	Provision at the same time as that for primary schools	Critical	As per 'Developers' Contributions towards Children's Services Facilities' document. HCC.	Consultation response and Developers' Contributions towards Children's Services Facilities' document.
			New provisions opened in Titchfield Community Centre and Segensworth early in 2017 there is no spare capacity in these areas.		Building with suitable parking to operate a nursery.						
		Primary Education	D1 use building with suitable parking to operate a nursery. Provision of additional primary spaces at 0.30 pupils per dwelling (c.140 additional pupils)	Hampshire County Council	Future expansion likely—school to be determined (£20,140 per pupil place)	S106	To be determined	In-line with occupations	Critical		
		Secondary Education	Provision of additional secondary spaces at 0.24 pupils per dwelling (c.98 additional pupils)	Hampshire County Council	Future expansion likely—school to be determined (£25,162 per pupil place)	S106	To be determined	In-line with occupations	Critical		
		Strategic Borough-wide Highway Junctions	Junctions identified through the Local Plan Transport Assessment as needing mitigation as a result of borough-wide local plan growth (identified in Table 7)	Hampshire County Council	To be determined	S106	To be determined	To be determined	Critical		Local Plan Transport Assessment
		Local network and access improvements	Various—to be identified through Site-Based Transport Assessment	Developer	To be determined	S278/S106	To be determined	In-line with construction	Critical	Local access and highway safety improvements.	Site-based transport.
		Transport/ Highways/ Active Travel	Walking and Cycling routes identified in Local Cycling and Walking Infrastructure Plan (LCWIP)	Hampshire County Council	To be determined	S278/S106	To be determined	In-line with construction	Critical	Sites will be expected to contribute to localised schemes identified through the LCWIP.	Local Cycling and Walking Infrastructure Plan
		Health	Supporting infrastructure and building alterations at Jubilee Practice	Fareham and Gosport Clinical	To be determined	S106	To be determined	In-line with occupations	Critical	Jubilee practice does not have scope to expand	Consultation Response

Wards	Green Infrastructure including SW&BG Flood Defences Social and Leisure including Playing Pitches, Open Space and Play Areas	Commissioning Group							current estate and growth in list size without investment		
		Contributions to 'borough-wide' projects identified in table 7 and in accordance with the Planning Obligations SPD									
Western Wards	HA1 North and South Greenaway Lane HA7 Warsash Maritime Academy HA9 Heath Rd HA15 Beacon Bottom West HA17-69 Botley Rd HA26 Beacon Bottom East HA27 Rookery Avenue HA29 Land East of Church Road HA30-33 Lodge Road HA32 Egmont Nursery HA33 Land East of Bye Road HA34 Land South West of Sovereign Crescent HA35 Former Scout Hut, Coldeast Way HA36 Locks Heath District Centre HA37 Former Locks Heath Filling Station HA39 Land at 51 Greenaway Lane HA45 Rear of 77 Burridge Road	Early Years	Provision of up to 100 Early Years Places (2,3 and 4-year olds)	Hampshire County Council	To be determined	S106	To be determined	Provision at the same time as that for primary schools	Critical	As per 'Developers' Contributions towards Children's Services Facilities' document, HCC.	Consultation response and Developers' Contributions towards Children's Services Facilities' document.
			There is no capacity for additional housing growth with anecdotal feedback that there is a shortage of wrap around care. 30 hours demand is putting additional pressure on already stretched market capacity.		Building with suitable parking to operate a nursery.						
			D1 use building with suitable parking to operate a nursery.								
		Primary Education	Provision of additional primary spaces at 0.30 pupils per dwelling (c.375 additional pupils)	Hampshire County Council	Future expansions likely — schools to be determined (£20,149 per pupil place)	S106	To be determined	In-line with occupations	Critical		
		Secondary Education	Provision of additional secondary spaces at 0.21 pupils per dwelling (c.263 additional pupils)	Hampshire County Council	Future expansion likely — school to be determined (£25,162 per pupil place)	S106	To be determined	In-line with occupations	Critical		
		Sewerage	Local sewer network reinforcement to accommodate additional flows from new development	Southern Water	To be determined	Developer/Southern Water	To be determined		Important		
		Strategic Borough-wide Highway Junctions	Junctions identified through the Local Plan Transport Assessment as needing mitigation as a result of borough-wide local plan growth (identified in Table 7)	Hampshire County Council	To be determined	S106	To be determined	To be determined	Critical		Local Plan Transport Assessment
		Local network and access improvements	Various — to be identified through Site-Based Transport Assessment	Developer	To be determined	S278/S106	To be determined	In-line with construction	Critical	Local access and highway safety improvements.	Site-based transport.
		Transport/ Highways/ Active Travel	Walking and Cycling routes identified in Local Cycling and Walking Infrastructure Plan (LCWIP)	Hampshire County Council	To be determined	S278/S106	To be determined	In-line with construction	Critical	Sites will be expected to contribute to localised schemes	Local Cycling and Walking Infrastructure Plan

[illegible]

Table 7: Solutions Table: Borough-wide Infrastructure Requirements and Projects

Infrastructure Type	Location/Project	Delivery Organisation	Cost	Funding Source	Funding Shortfall	Timing	Prioritisation	Comments	Data Source
TA Junctions/ Off-site Highways	Parkway/Leafy Lane	Hampshire County Council	£390,000	S106	£390,000	Medium-long term	Critical	Junctions identified through Local Plan Transport	Transport Assessment
TA Junctions/ Off-site Highways	A27 The Avenue/Redlands Lane/Gudge Heath Lane	Hampshire County Council	To be determined	S106	To be determined	Short-medium term	Critical	Assessment as needing mitigation as a result of borough wide, local plan growth.	Transport Assessment
TA Junctions/ Off-site Highways	Warsash Road/Abshot Road	Hampshire County Council	£60,000	S106	£60,000	Medium-long term	Critical		Transport Assessment
TA Junctions/ Off-site Highways	Delme Roundabout	Hampshire County Council	£9,350,000	S106	£9,350,000	Short-medium term	Critical		Transport Assessment
TA Junctions/ Off-site Highways	A27 The Avenue/Bishopsfield Road	Hampshire County Council	To be determined	S106	To be determined	Short-medium term	Critical		Transport Assessment
Strategic Transport Highway Capacity Mitigation	A27 The Avenue/Redlands Lane/Gudge Heath Lane;	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Highway capacity mitigation as a result of cumulative local plan development.	Transport Assessment Addendum
Strategic Transport Highway Capacity Mitigation	A27 Southampton Road/Titchfield Hill, Titchfield;	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Highway capacity mitigation as a result of cumulative local plan development.	Transport Assessment Addendum
Strategic Transport Highway Capacity Mitigation	A27 The Avenue/Highlands Road;	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Highway capacity mitigation as a result of cumulative local plan development.	Transport Assessment Addendum
Strategic Transport Highway Capacity Mitigation	A27 Southampton Road/Mill Lane, Titchfield;	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Highway capacity mitigation as a result of cumulative local plan development.	Transport Assessment Addendum
Strategic Transport Highway Capacity Mitigation	A27 Segensworth roundabout/Little Park Farm Road, Segensworth;	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Highway capacity mitigation as a result of cumulative local plan development.	Transport Assessment Addendum
Strategic Transport Highway Capacity Mitigation	Cartwright Drive/Whiteley Lane/Barnes Wallis Road, Segensworth;	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Highway capacity mitigation as a result of cumulative local plan development.	Transport Assessment Addendum
Strategic Transport Highway Capacity Mitigation	Cartwright Drive/Segensworth Road East;	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Highway capacity mitigation as a result of cumulative local plan development.	Transport Assessment Addendum
Strategic Transport Highway Capacity Mitigation	A27 Bridge Road/Coldeast Way/Ironbridge Crescent, Park Gate; and	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Highway capacity mitigation as a result of cumulative local plan development.	Transport Assessment Addendum
Strategic Transport Highway Capacity Mitigation	A3051 Botley Road/Yew Tree Drive, Whiteley.	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Highway capacity mitigation as a result of cumulative local plan development.	Transport Assessment Addendum
Strategic Transport Highway Capacity Mitigation	A27 Southampton Road/Titchfield Hill, Titchfield – partially signalised gyratory;	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Highway capacity mitigation as a result of cumulative local plan development.	Transport Assessment Addendum
Strategic Transport Highway Capacity Mitigation	A27 Southampton Road/Mill Lane, Titchfield – signalised T junction;	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Highway capacity mitigation as a result of cumulative local plan development.	Transport Assessment Addendum
Strategic Transport Highway Capacity Mitigation	Southampton Road/A27 Telford Road roundabout; and	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Highway capacity mitigation as a result of cumulative local plan development.	Transport Assessment Addendum
Strategic Transport Highway Capacity Mitigation	Southampton Road A27/ St Margarets Lane roundabout.	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Highway capacity mitigation as a result of cumulative local plan development.	Transport Assessment Addendum
Strategic Transport Non-highway capacity Mitigation	A27 The Avenue/Redlands Lane/Gudge Heath Lane	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Walking, cycling and public transport mitigation scheme as a result of knock-on impacts of Local Plan mitigation.	Transport Assessment Addendum

Strategic Transport Non-highway capacity Mitigation	Longfield Avenue/Newgate Lane	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Walking, cycling and public transport mitigation scheme as a result of knock-on impacts of Local Plan mitigation.	Transport Assessment Addendum
Strategic Transport Non-highway capacity Mitigation	A27 The Avenue/Highlands Road	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Walking, cycling and public transport mitigation scheme as a result of knock-on impacts of Local Plan mitigation.	Transport Assessment Addendum
Strategic Transport Non-highway capacity Mitigation	Segensworth East/Cartwright Drive	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Walking, cycling and public transport mitigation scheme as a result of knock-on impacts of Local Plan mitigation.	Transport Assessment Addendum
Strategic Transport Non-highway capacity Mitigation	Botley Road/A27/Hunts Pond Road/Southampton Road	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Walking, cycling and public transport mitigation scheme as a result of knock-on impacts of Local Plan mitigation.	Transport Assessment Addendum
Strategic Transport Non-highway capacity Mitigation	A27 Bridge Road/Station Road/Brook Lane roundabout	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Walking, cycling and public transport mitigation scheme as a result of knock-on impacts of Local Plan mitigation.	Transport Assessment Addendum
Strategic Transport Non-highway capacity Mitigation	Sweethills Crescent/Yew Tree Drive roundabout	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Walking, cycling and public transport mitigation scheme as a result of knock-on impacts of Local Plan mitigation.	Transport Assessment Addendum
Strategic Transport Non-highway capacity Mitigation	A27 Bridge Road/Barnes Lane	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Walking, cycling and public transport mitigation scheme as a result of knock-on impacts of Local Plan mitigation.	Transport Assessment Addendum
Strategic Transport Non-highway capacity Mitigation	Segensworth Road East/Funtley Road/Mill Lane	Hampshire County Council/ Developer	To be determined	S106	To be determined	In line with development	Critical	Walking, cycling and public transport mitigation scheme as a result of knock-on impacts of Local Plan mitigation.	Transport Assessment Addendum
Local Transport Highways Mitigation – Local capacity and access improvements	Various – to be identified through site specific transport assessments	Hampshire County Council/ Developer	To be determined	S278/S106	To be determined	In-line with construction	Critical	Access and local network improvements as identified through transport assessment in agreement with Highway Authority.	Site based Transport Assessment.
Active Travel	Walking and Cycling routes identified in Local Cycling and Walking Infrastructure Plan (LCWIP)	Hampshire County Council	To be determined (*see end of table)	S278/S106	To be determined	In-line with construction	Critical	Sites will be expected to contribute to localised schemes identified through the LCWIP.	Local Cycling and Walking Infrastructure Plan
Transport - Rail	The Solent CMSP has identified the need for an increase in frequency to up to 4tph in each direction at a number of key locations in the Solent area including Fareham.	Network Rail	To be determined	Network Rail Capital Programme	To be determined	To be determined	Critical	Bring Platform 2 at Fareham back into use a through platform to improve performance and enable increased capacity and frequency of service. Essential if any additional services are going to call at Fareham and provide the capacity required to accommodate growth.	Network Rail Consultation Response
Education – Early Years	Provision of 0.08 Early Years Places per dwelling (2,3 and 4 year olds) 30 hours demand is putting additional pressure on already stretched market capacity.	Hampshire County Council	To be determined	S106	To be determined	Provision at the same time as that for primary schools	Critical	As per ‘Developers’ Contributions towards Children’s Services Facilities’ document.	Consultation response and Developers’ Contributions towards Children’s Services Facilities’ document.
Education – Primary	Provision of additional primary spaces at 0.30 pupils per dwelling. Expansions at existing local catchment schools.	Hampshire County Council	£21,935 per pupil place.	S106	To be determined	In-line with occupations	Critical	As per ‘Developers’ Contributions towards Children’s Services Facilities’ document.	Consultation response and Developers’ Contributions towards Children’s Services Facilities’ document.

Education - Secondary	Provision of additional secondary spaces at 0.21 pupils per dwelling. Expansions at existing local catchment schools.	Hampshire County Council	Additional classrooms cost £430,275 per classroom including any changes required to existing infrastructure. £25,162 per pupil place	S106	To be determined	In-line with occupations	Critical	As per 'Developers' Contributions towards Children's Services Facilities' document.	Consultation response and Developers' Contributions towards Children's Services Facilities' document.
Health	Supporting infrastructure and building alterations at Jubilee Practice, Gudge Heath Lane Practice, Highlands Practice, Whiteley Surgery, Portchester Practice	Hampshire, Southampton and Isle of Wight Clinical Commissioning Group	Additional classrooms cost £754,860 per classroom including any changes required to existing infrastructure. To be determined	Section 106.	To be determined	In-line with occupations	Critical	Fareham has mainly purpose built accommodation and the practices highlighted will need considerable reconfiguration and updating in order to increase their list size.	CCG Consultation Response
Health	Four additional consulting rooms (with associated support facilities) are required for primary care Services - Borough-wide provision	Hampshire, Southampton and Isle of Wight Clinical Commissioning Group Fareham and Gosport Clinical Commissioning Group	To be determined	No sources of funding for NHS infrastructure have been Identified, other than Section 106.	To be determined	2024 - 2028	Critical		CCG Consultation Response
Health	Three 'community services' rooms for the delivery of community services	Hampshire, Southampton and Isle of Wight Clinical Commissioning Group Fareham and Gosport Clinical Commissioning Group	To be determined	No sources of funding for NHS infrastructure have been Identified, other than Section 106.	To be determined	2024 - 2028	Critical		CCG Consultation Response
Emergency Services	Relocation and re-provision of Fareham Fire Station	HFRS	Estimated at £4 - 5 million	Capital Station Investment Programme	To be determined	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.	Consultation Response
Flood Defences	Fareham Quay Coastal Flood and Erosion Risk Management Scheme	Fareham Borough Council Eastern Solent Coastal Partnership	£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	To be determined	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)	North Solent Shoreline Management Plan

Flood Defences	Harbour View to Cador Drive Coastal Flood and Erosion Risk Management Scheme	Hampshire County Council	£2.1 million Cash cost. £2.5 million present value including risk	funds are available i.e CIL. National grant opportunities being investigated by ESCP	To be determined	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)	North Solent Shoreline Management Plan
Flood Defences	Portchester Castle to Paulsgrove Coastal Flood and Erosion Risk Scheme	Environment Agency Quadrant Estates/Trafalgar Wharf	£6.1 million Cash cost. £7.9 million present value including risk.	Issue of former landfill being raised at national level	To be determined	Outline design complete 2018. Detailed design 2019-2020. Construction 2021 - 2023 2022-2023	Important	To protect former approx. 600 properties at risk from flooding and erosion over the next 100yrs. 371 present day.	North Solent Shoreline Management Plan
Flood Defences	Fareham Property Level Protection Schemes		£114,000 Cash cost. £134,000 present value including risk		To be determined		Important		North Solent Shoreline Management Plan
Flood Defences	Managed Realignment/Regulated Tidal Exchange at Hook Lake		£8.2 million cash cost £10.9 million present value including risk		To be determined	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.	North Solent Shoreline Management Plan
Sewerage	Appropriate drainage solutions required to serve individual sites.	Southern Water	To be determined	On-site	None	In line with construction	Critical	At the point at which planning applications are submitted, Southern Water will collaborate with developers to prepare appropriate drainage solutions required to serve individual sites	Consultation Response
Leisure – Indoor Facilities	Swimming Pool/possible Replacement/refurbishment of ageing facilities	Fareham Borough Council	To be determined	S106/CIL	To be determined	Long term	Important	Increased pay and play accessible water space, equivalent to 259.93 sq. m by (just over 1 x 4 lane x 25m pool) over the longer term period. 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	Indoor Facilities Study
Leisure – Indoor Facilities	Increase number of fitness stations at Fareham Borough Council facilities	Fareham Borough Council/ Everyone Active	To be determined	S106/CIL	To be determined	Long term	Important		Indoor Facilities Study
Leisure – Indoor Facilities	Provision/partnership provision of Gymnastics and Trampolining facility given high numbers on waiting lists.	Fareham Borough Council/ Everyone Active	To be determined	S106/CIL	To be determined	Long term	Important	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.	Indoor Facilities Study
Leisure – Indoor Facilities	Additional 1.62 bowling rinks)	Fareham Borough Council/ Local Clubs	To be determined	S106/CIL	To be determined	By 2037	Important	Potential opportunity to consider long term additional club-led provision of indoor bowls facilities	Indoor Facilities Study

Onsite Open Space	Parks & Amenity Open Space = 1.5 hectare per 1,000 population Outdoor Sport = 1.2 hectare per 1,000 population Parks and Amenity Open Space less than 20 dwellings = Not required. 20-49 dwellings may be required depending on circumstances and location. 50-299 Will be required. 300+ Will be required Will be required. Outdoor Sport Less than 299 dwellings = not normally required. 300+ will be required	Fareham Borough Council	On-site provision - to be provided in accordance with needs/deficiencies identified in Playing Pitch Strategy and Open Space Study	S106	To be determined	In line with development	Important	Council will need to be satisfied that suitable arrangements have been made for their long-term maintenance and that they will be kept as public open space in perpetuity.	Planning Obligations Supplementary Planning Document
Off-site Open Space	Natural Greenspace Parks, Amenity Open Space, Cemeteries, Allotments	Fareham Borough Council	To be determined	S106/CIL	To be determined	In line with development	Important	Provision and upkeep of publicly accessible, useable open spaces. Facilities at some sites need improving such as toilets, access, footpaths, roads etc	Fareham Borough Council. Planning Obligations Supplementary Planning Document Open Space Study
On-site Children's Play Equipment	Play equipment to be provided on-site to serve development. LEAP = Local Equipped Areas for Play NEAP = Neighbourhood Equipped Areas of Play)	Fareham Borough Council	On-site provision - to be provided in accordance with needs/deficiencies identified in Planning Obligations SPD Playing Pitch Strategy and Open Space Study	S106	To be determined	In line with development	Important	Children's Play Equipment Less than 20 dwellings = Not normally required. 20-49 dwellings = LEAP May be required depending on circumstances and location 50-199 dwellings = LEAP required 200+ dwellings = NEAP required	Planning Obligations Supplementary Planning Document
Offsite Play Equipment and Youth Provision	Play areas identified by the Council for refurbishment	Fareham Borough Council	To be determined	S106/CIL	To be determined	In line with development	Important	Contributions towards future improvements to existing play areas identified in Open Space Study	Open Space Study
Leisure – Outdoor Playing Pitches	2 Adult football pitches, 4 youth pitches and 3 mini pitches	Fareham Borough Council/ Local Clubs	To be determined	S106/CIL	To be determined	In line with development	Important	Contributions sought in line with Sport England Playing Pitch Calculator.	Playing Pitch Strategy
Leisure – Outdoor Playing Pitches	1 cricket pitch	Fareham Borough Council/ Local Clubs	To be determined	S106/CIL	To be determined	In line with development	Important	Contributions sought in line with Sport England Playing Pitch Calculator.	Playing Pitch Strategy
Leisure – Outdoor Playing Pitches	1 rugby pitch	Fareham Borough Council/ Local Clubs	To be determined	S106/CIL	To be determined	In line with development	Important	Contributions sought in line with Sport England Playing Pitch Calculator.	Playing Pitch Strategy
Leisure – Outdoor Playing Pitches	0.5 3G pitches and less than half a sand-based hockey pitch	Fareham Borough Council/ Local Clubs	To be determined	S106/CIL	To be determined	In line with development	Important	Contributions sought in line with Sport England Playing Pitch Calculator.	Playing Pitch Strategy
Leisure – Outdoor Playing Pitches	0.5 tennis courts and 0.5 bowling greens	Fareham Borough Council/ Local Clubs	To be determined	S106/CIL	To be determined	In line with development	Important	Contributions sought in line with Sport England Playing Pitch Calculator.	Playing Pitch Strategy
Leisure – Outdoor Playing Pitches	2 netball courts	Fareham Borough	To be determined	S106/CIL	To be determined	In line with development	Important	Contributions sought in line with Sport England Playing Pitch Calculator.	Playing Pitch Strategy

Social Infrastructure - Libraries	Public Health Services co-location (Hampshire Libraries)	Council/ Local Clubs Hampshire County Council Library Services	To be determined	County Capital Programme	To be determined	To be determined	<u>Important</u> 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	Consultation response
Social Infrastructure – Libraries	Fareham Library – Conversion to Open Plus system	Hampshire County Council Library Services	£100,000	HCC Capital Programme CIL/S106	£100,000	In line with development	<u>Important</u> Desirable	Hampshire Library Service will seek Section 106 contributions to meet this shortfall in stock levels.	Consultation response
Social Infrastructure – Libraries	Portchester Library – Conversion to Open Plus system	Hampshire County Council Library Services		HCC Capital Programme CIL/S106		In line with development	<u>Important</u> Desirable	Current stock shortfall 10,000 items based on average price of stock item of £10 = £100,000	Consultation response
Social Infrastructure – Libraries	Stubbington Library – Conversion to Open Plus system	Hampshire County Council Library Services		HCC Capital Programme CIL/S106		In line with development	<u>Important</u> Desirable	Required annual investment to make up stock shortfall (based on average price of stock item from Askews Library Service September 2017) £13,620	Consultation response
Social Infrastructure – Libraries	Lockwood Library – Conversion to Open Plus system	Hampshire County Council Library Services		HCC Capital Programme CIL/S106		In line with development	<u>Important</u> Desirable	Green Infrastructure Green Routes Walking	Consultation response
Green Infrastructure – Countryside Sites	Portchester Habitat creation and mitigation.	Hampshire County Council Countryside Service	To be determined	HCC Capital Programme CIL/S106	To be determined	To be determined	<u>Important</u> Desirable		Consultation response
Green Infrastructure – Countryside Sites	Joint Vision for Titchfield Haven	Hampshire County Council Countryside Service	To be determined	HCC Capital Programme CIL/S106	To be determined	To be determined	<u>Important</u> Desirable	Working with partners to develop a future vision for the NNR, both for nature conservation and visitors.	Consultation response
Green Infrastructure – Countryside Access	Fareham Town Multi-user utility/recreational links	To be determined	To be determined	HCC Capital Programme CIL/S106	To be determined	To be determined	<u>Important</u> Desirable	Focused between Welborne, Wickham and North Whiteley	Consultation response
Green Infrastructure – Countryside Access	Multi-user crossing of M27	Hampshire County Council Countryside Service	To be determined	HCC Capital Programme CIL/S106	To be determined	To be determined	<u>Important</u> Desirable	Pedestrian / cycle / equestrian links across the M27	Consultation response
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	To be determined	To be determined	<u>Important</u> Desirable	Upgrade of existing footpaths and around watercourse	Consultation response
Green Infrastructure – Countryside Access	Multi-user link from Titchfield to Fareham Town	Hampshire County Council Countryside Service	To be determined	Developer funding / County Capital Programme	To be determined	To be determined	<u>Important</u> Desirable	Upgrade development of existing footpaths and bridleways	Consultation response
Green Infrastructure – Countryside Access	Warsash headland coastal path	Hampshire County Council Countryside Service	To be determined	Developer funding / County Capital Programme	To be determined	To be determined	Critical	Degrading coastal defences require repair to protect ongoing public access	Consultation response
Green Infrastructure – Countryside Access	Whiteley multi-user links to Swanwick / Bishops Waltham / Fair Oak	Hampshire County Council Countryside Service	To be determined	S106 / CIL / County Capital Programme	To be determined	To be determined	<u>Important</u> Desirable	Upgrade / development / creation of multi-user utility and recreational links between population and employment centres	Consultation response
Green Infrastructure – Countryside Sites	Holly Hill Lake/water course Management	Fareham Borough Council Countryside Service	Approx. £100k	Unknown	To be determined	Required every 10 years	<u>Important</u> Desirable	Desilting the lakes to maintain suitability for a variety of aquatic species. Repairing and maintenance of dams etc.	Consultation response

Recreational Disturbance Mitigation – Solent Special Protection Area	Green Infrastructure and other countryside sites improvements to encourage walking and relieve recreational pressure on environmentally sensitive sites	Fareham Borough Council	<ul style="list-style-type: none"> • 1 bedroom property £361 • 2 bedroom property £522 • 3 bedroom property £681 • 4 bedroom property £801 • 5 bedroom property £940 Flat Rate £604 - to be provided in accordance with projects identified in Interim New Forest Mitigation Strategy (see following projects)	S106/S111	To be determined	To be determined	Important	Contributions towards potential sites for improvement to be agreed with Natural England in line with Policy NE5	Consultation response
SRMP Site-specific project Green Infrastructure SRMP Site Specific Project	Warsash footpath 3a (Bunny Meadows)	Hampshire County Council Countryside Service	Approx. £150k	SRMP funding from developer contributions	To be determined	To be determined	Important Desirable	Link with works to degrading coastal defences. Project to provide natural screening of dogs from birds. Install signage along this route to request dogs and walkers kindly keep to the path along with specific interpretation panels to highlight the areas importance for wildlife and conservation. Possibility of island refuge creation for birds.	Solent Recreation Mitigation Strategy
SRMP Site-specific project Green Infrastructure SRMP Site Specific Project	Holly Hill Circular Walk Creation.	Hampshire County Council and Fareham Borough Council Countryside Service	To be determined	SRMP funding from developer contributions	To be determined	To be determined	Important Desirable	Divert some recreational pressure away from the Solent SPA. Important that any newly created route through Holly Hill has regard to the increase pressure this will have on this site. Pathways need to be well signed and have stable unsealed surfaces. This is to limit erosion, keeping users on the path and make it an appealing route.	Solent Recreation Mitigation Strategy
SRMP Site-specific project Green Infrastructure SRMP Site Specific Project	Hook with Warsash Nature Reserve	Hampshire County Council Countryside Service	Approx. 980m of stock proof netting with two strands of Barbed Wire above @ £9.50 per metre = £9,310	SRMP funding from developer contributions	To be determined	To be determined	Important Desirable	Prevent Dog Access on to Hook with Warsash Nature Reserve- reducing bird disturbance. Project could be linked with ESCP RHCP scheme	Solent Recreation Mitigation Strategy
SRMP Site-specific project Green Infrastructure SRMP Site Specific Project	Seasonal access and interpretation restrictions to 'Hook Spit'	Hampshire County Council Countryside Service	Approx. 30m stainless steel fencing @ £2,500, seasonal & permanent interpretation @ £5000. Surveys @ £250 Total ~ £7750	SRMP funding from developer contributions	To be determined	To be determined	Important Desirable	Historically Tern sp & Ringed Plover have attempted to nest. Permanent interpretation panels will inform the public of the value of the spit to wildfowl as a winter roost & the consequence of continual disturbance Project could be linked with ESCP RHCP scheme	Solent Recreation Mitigation Strategy

SRMP Site-specific project Green Infrastructure-SRMP Site-Specific Project	Provision of Stock proof fencing at Chilling Cliffs	Hampshire County Council Countryside Service	Approx. 110m stock proof fencing @ £10.50 per meter = £1,155	SRMP funding from developer contributions	To be determined	To be determined	Important Desirable	Reduce disturbance to Brent Geese from loose dogs along busy stretch of footpath. Possible link with NE Coastal Path.	Solent Recreation Mitigation Strategy
<u>Recreational Disturbance Mitigation – New Forest Special Protection Area and Special area of Conservation (NFMP)</u>	<u>Green Infrastructure and other countryside sites improvements to encourage walking and relieve recreational pressure on environmentally sensitive sites</u>	<u>Fareham Borough Council</u>	<u>£247.05 per dwelling - to be provided in accordance with projects identified in Interim New Forest Mitigation Strategy (see following projects)</u>	<u>S106/S111/CIL</u>	<u>To be determined</u>	<u>To be determined</u>	<u>Important</u>	<u>Contributions towards potential sites for improvement to be agreed with Natural England in line with Policy NE5</u>	<u>Consultation response</u>
<u>NFMP Site-specific project</u>	<u>Holly Hill Woodland Park</u>	<u>Fareham Borough Council</u>	<u>£100,000</u>	<u>S106/S111/CIL</u>	<u>To be determined</u>	<u>Provided when development permitted</u>	<u>Important</u>	<u>Renovation works on each lake and dam (desilting, realigning and stabilising), tree work, soft landscaping and further engineering on the large lake. The lakes are declining and now in a poor state, both visually and in terms of conservation. The silting is acknowledged in the management plan for the site.</u>	<u>Natural England Consultation Response</u>
			<u>£6,000</u>						
<u>NFMP Site-specific project -</u>	<u>Abbey Meadows</u>	<u>Fareham Borough Council</u>	<u>£12,000</u>	<u>S106/S111/CIL</u>	<u>To be determined</u>	<u>Provided when development permitted</u>	<u>Important</u>	<u>Replace rotting boardwalk from Holly Hill to Wendleholme with a raised scalped path is also a priority.</u>	<u>Natural England Consultation Response</u>
			<u>£17,000</u>					<u>Footpath surfacing from Care Village to Tithe Barn. Approx. 12k (materials and contractor labour).</u>	
			<u>£25,000</u>					<u>Native tree planting (container grown) to create copse. Estimate 100 Trees.</u>	
								<u>Community Orchard – land clearance/preparation, boundary fencing, tree purchase + planting, two years maintenance, access and interpretation panel.</u>	
<u>NFMP Site-specific project</u>	<u>Park Lane Recreation Ground</u>	<u>Fareham Borough Council</u>	<u>£100,000</u>	<u>S106/S111/CIL</u>	<u>To be determined</u>	<u>Provided when development permitted</u>	<u>Important</u>	<u>Previous extensive site assessments and plans drawn up along with a public consultation for a major park complete with planting, habitats, and infrastructure. Focus on Biodiversity and meadow creation, boundary improvements and tree planting.</u>	<u>Natural England Consultation Response</u>
<u>NFMP Site-specific project</u>	<u>Warsash Common</u>	<u>Fareham Borough Council</u>	<u>Gravel paths £26k suspended boardwalks/ bridges £39,600.</u>	<u>S106/S111/CIL</u>	<u>To be determined</u>	<u>Provided when development permitted</u>	<u>Important</u>	<u>Much of the boardwalk infrastructure and one of the bridges needs replacing. In total there are 260m of board which could be replaced with raised gravel paths.</u>	<u>Natural England Consultation Response</u>

	NFMP Site-specific project	Anson Grove	Fareham Borough Council	New display units for the Poetry Trail. £300. £8,000	S106/S111/CIL	To be determined	Provided when development permitted	Important	Plant 30 well established trees along the northern/ M27 boundary. Will absorb the noise from the motorway which local residents complain about. Three interpretational panels and artwork for the site at the three entrances.	Natural England Consultation Response
	NFMP Site-specific project	Seafield	Fareham Borough Council	£3,000	S106/S111/CIL	To be determined	Provided when development permitted	Important	Develop a series of three 900m2 wildflower meadows within the Countryside Rangers area.	Natural England Consultation Response
	NFMP Site-specific project	Whiteley Woodlands	Fareham Borough Council	£2,000	S106/S111/CIL	To be determined	Provided when development permitted	Important	Interpretation panels to attract increased visitors for three sites at main entrance points.	Natural England Consultation Response
	NFMP Site-specific project	Fort Fareham	Fareham Borough Council	£1,700	S106/S111/CIL	To be determined	Provided when development permitted	Important	Interpretation panels to attract increased visitors for two entrance points.	Natural England Consultation Response
	Green Infrastructure-Natural Flood Management	Wallington and Potwell Tributary Natural Flood Management (NFM)	Environment Agency	£2 million	Match Funding opportunities currently being explored	To be determined	To be determined	Important Desirable	Natural Flood Management measures need to be replicated at many points along the river network to gain major reductions in flood risk. This will help improve river and waterbody ecology habitat and passage as well as reducing flood risk for properties all along the river. Possible to form part of a wetland project to help with water quality issues associated with development.	Green Infrastructure Strategy
	Green Infrastructure-ecology enhancements	Wildflower Planting in Open Spaces	Fareham Borough Council Street Scene	To be determined	S106/ Developer funding	To be determined	Year round	Important Desirable	Could be an option to help achieve Biodiversity Net Gain on or off development site. Must have ongoing maintenance cost factored in.	Green Infrastructure Strategy
	Green Infrastructure-ecology enhancements	Integrated Bird Boxes /Swift Bricks/ Bat Boxes	Developer	Costs dependant on design and product – typically around £108 - £120 per box. Usually 2 boxes per house recommended.	Factored in as part of build costs	To be determined	Provided when development permitted	Important Desirable	Seek guidance on appropriate location, design. Would need to have maintenance and management costs factored in. Could be an option to help achieve Biodiversity Net Gain	Green Infrastructure Strategy
	Green Infrastructure-ecology enhancements	Provision of Green Roofs and Walls	Developer	To be determined	Factored in as part of build costs	To be determined	Provided when development permitted	Important Desirable	Must have ongoing maintenance cost factored in. Help to reduce surface/storm run-off, reduce urban heat island effects and provides insulation. Could be option to help achieve Biodiversity Net Gain	Green Infrastructure Strategy
	Green Infrastructure-ecology enhancements	Native Tree and Hedgerow Planting	Developer	To be determined	Factored in as part of build costs	To be determined	Provided when development permitted	Important Desirable	Provided onsite or offsite. Has management costs and considerations needed. Could be option to help achieve Biodiversity Net Gain and. Can be an effective use of land if taking land out of agricultural	Green Infrastructure Strategy

Green Infrastructure - Solent Waders and Brent Geese Solent Waders and Brent Geese Strategy	Contributions towards potential sites for improvement in line with Policy NE5Contributions towards potential sites for improvement to be agreed with Natural England	Fareham Borough Council/ Natural England	To be determined	S106	To be determined	Provided when development permittedUpon commencement	Critical Important	production to create nitrate credits. Provision to be in line with Fareham Solent Wader and Brent Geese Solutions	Natural England Consultation Response
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Local Cycle and Walking Infrastructure Plan

* Indicative costs of Cycling Infrastructure:

<u>Scheme Type</u>	<u>Range of Costs</u>	
Cycle Superhighway	£1.15 to £1.45 million per km £740k per km	Two-way physically segregated Two-way light segregated
Mixed Strategic Cycle Route	£460k to £880k per km	
Resurfaced Cycle Route	£140k to £190k per km	Canalside routes
Cycle Bridge	£100k to £500k per km	Bridge upgrades not whole new bridges
20 mph zone	£10k to £15k per km £2k to £3k per km	Including traffic calming measures Without any traffic calming measures
Remodelled major junction	£1.56 to £1.61 million £240k	Cycling-specific schemes Cycling piggybacking on traffic measures
Cycle crossing at major road	£140k to £410k	
Area-wide school and college cycle facilities	£200k to £750k £6k to £7k	Programme cost Cost per workplace grant
Large-scale cycle parking	£2.5 million £120k to £700k	For a very large bike park for 3,000 bikes For secure bike parks for 10-1000+ bikes, including changing and showers at the largest
Large-scale provision of bicycles	£1.41 million £350	Programme cost Cost per bike provided
Comprehensive cycle route signage	£6k per km	
Automatic cycle counters	£28k £6k	Programme cost for one cross-city route Cost per counter