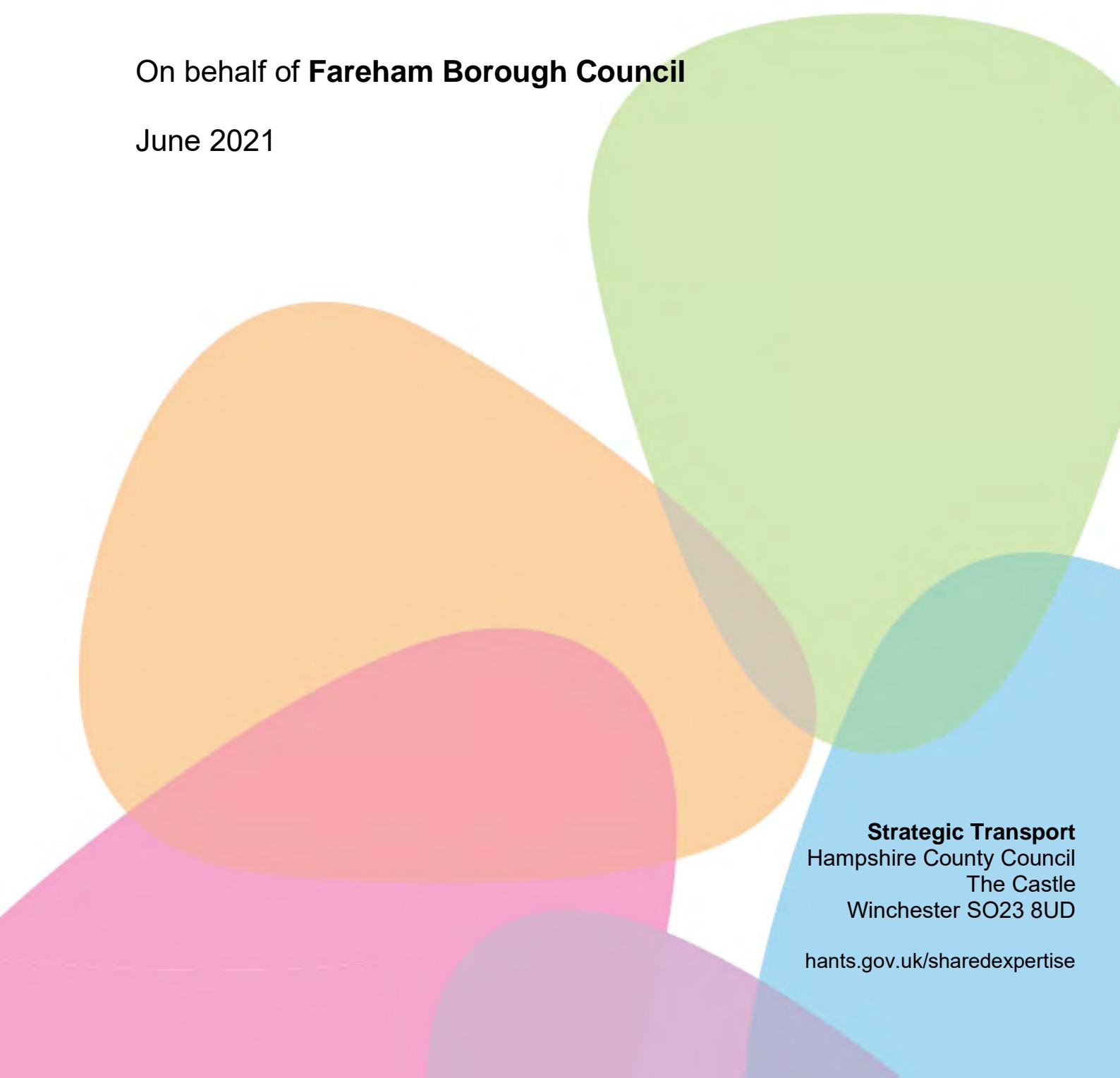


## Technical Transport Note in support of Fareham Local Plan (2037)

On behalf of **Fareham Borough Council**

June 2021



**Strategic Transport**  
Hampshire County Council

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## **1. Background**

1.1.1. Fareham Borough Council (FBC) is in the process of producing a new Local Plan. Over the development of the Plan, Hampshire Services (HS) has supported FBC with technical transport support.

1.1.2. In 2020, a Strategic Transport Assessment was produced in support of the Draft Local Plan, which had a future year of 2036. This assessed the potential implications of the proposed potential allocations on the transport network.

1.1.3. Since then, there have been a number of changes to the growth scenario within the Draft Plan as a result of changes to proposed policies regarding both housing and employment. To support a Revised Publication Plan, and final submission, FBC has commissioned a technical transport note to support the ‘Reg.19’ consultation stage of the Local Plan.

1.1.4. The report that follows provides a high level assessment of the potential differences between the scenarios modelled in the 2020 Transport Assessment and the scenario within the Revised Publication Plan.

## **2. 2020 Strategic Transport Assessment**

2.1.1. The 2020 Strategic Transport Assessment (STA) identified and described the transport related impacts from development proposed in the draft Fareham Local Plan (2036). It also considered the potential interventions that may be required to address any identified significant adverse transport related impacts specifically resulting from the Local Plan growth.

2.1.2. The STA:

- summarised relevant policy
- described the transport network
- explored key transport related issues in the Borough
- reviewed the proposed growth locations and their sustainability in terms of transport and access
- shared the results of sub-regional traffic modelling
- identified potential future congestion hotspots
- proposed potential mitigation options to address these hotspots, modelling these to confirm their suitability at a strategic level
- reflected engagement with the Highway Authority (Hampshire County Council) and Highways England

2.1.3. The STA concluded that the quantum and distribution of the development proposed in the Fareham Local Plan, and the resulting transport impacts, were capable of mitigation at the strategic level, and that the Plan was therefore deliverable and sound from a transport perspective.

### **3. Changes from previous modelling in the 2020 Local Plan**

#### **3.1. Net changes in the quantum of development**

3.1.1. Modelling inputs for the 2020 Draft Local Plan STA were specified by Fareham Borough Council in November 2019.

3.1.2. Input data on completions, windfall sites and permissions across all model zones was included in a future “baseline” model run to look at what would happen on the highway network if no sites were allocated.

3.1.3. The allocations and two strategic growth areas were included in a “do minimum” model run to look at the impacts of these sites compared with the “baseline” situation. The role of the STA is to demonstrate that the impacts of the proposed allocations (and not the impacts of the baseline) can be mitigated. Therefore, the resulting differences between the “baseline” and “do minimum” model runs were reviewed, and mitigation measures developed.

3.1.4. These mitigation measures were tested through a final “do something” model run. As above, the STA concluded that the transport impacts of the proposed allocations and strategic growth areas were capable of mitigation at the strategic level.

3.1.5. Since that time, there have been a number of changes to the growth scenario within the Draft Plan as a result of changes to proposed policies regarding both housing and employment, and changes to the number of completions, permissions and windfall sites since the original model runs. The net changes across all model zones are shown in the maps on the pages that follow.

#### **3.2. Changes in quantum of allocations**

3.2.1. Changes are proposed to both the quantum and distribution of allocations. It should be noted that the former strategic growth areas have now become allocations, and the quantum of development in these areas has changed.

3.2.2. The overall change in quantum of *allocations only* from the 2019 modelling is summarised in Table 1

**Table 1: Changes in quantum of proposed allocations**

| Allocation type          | Quantum<br>(Absolute change) | Quantum<br>(% change) |
|--------------------------|------------------------------|-----------------------|
| Residential              | - 560 dwellings              | - 11.4%               |
| Office                   | - 25,200 sqm                 | - 68%                 |
| Industry and warehousing | + 9,850 sqm                  | + 10%                 |
| Other* land uses         | - 20,074 sqm                 | - 81 %                |

\* ‘Other’ land uses encompass retail, primary, secondary and adult education, hotels and other accommodation, healthcare and leisure.

3.2.3. From the table, it can be seen that allocations in the proposed scenario are lower in quantum across residential, office and other land uses, and higher in industry and warehousing land uses. Overall, there is a decrease in the quantum of allocations in the revised scenario.

3.2.4. As above, some of this overall decrease reflects changes to the “baseline” position. Other zones have been revised following changes to proposed policy regarding both housing and employment.

### 3.3. Net changes in the distribution of development

3.3.1. As well as the variations in quantum of development, changes are also proposed to the distribution of completions, windfall, permissions and allocations.

3.3.2. The changes in the distribution of development within each of the model zones can be seen in Figure 1-3 below. Net increases show in shades of red and net decreases in shades of blue.

3.3.3. Figure 1 shows that around half of zones have seen an increase in **residential development**, and around half have seen a decrease. The largest proposed increase at one zone is 538 dwellings, in the centre of Fareham town. The largest decrease is 675 dwellings, south of Fareham. Most of the allocations show very minimal changes in the number of dwellings.

3.3.4. Almost all development north of the M27 motorway show a decrease over the previous model runs.

## Fareham Local Plan Quantum Differences (2021 vs 2019 Inputs) Residential (dwellings) Land Use

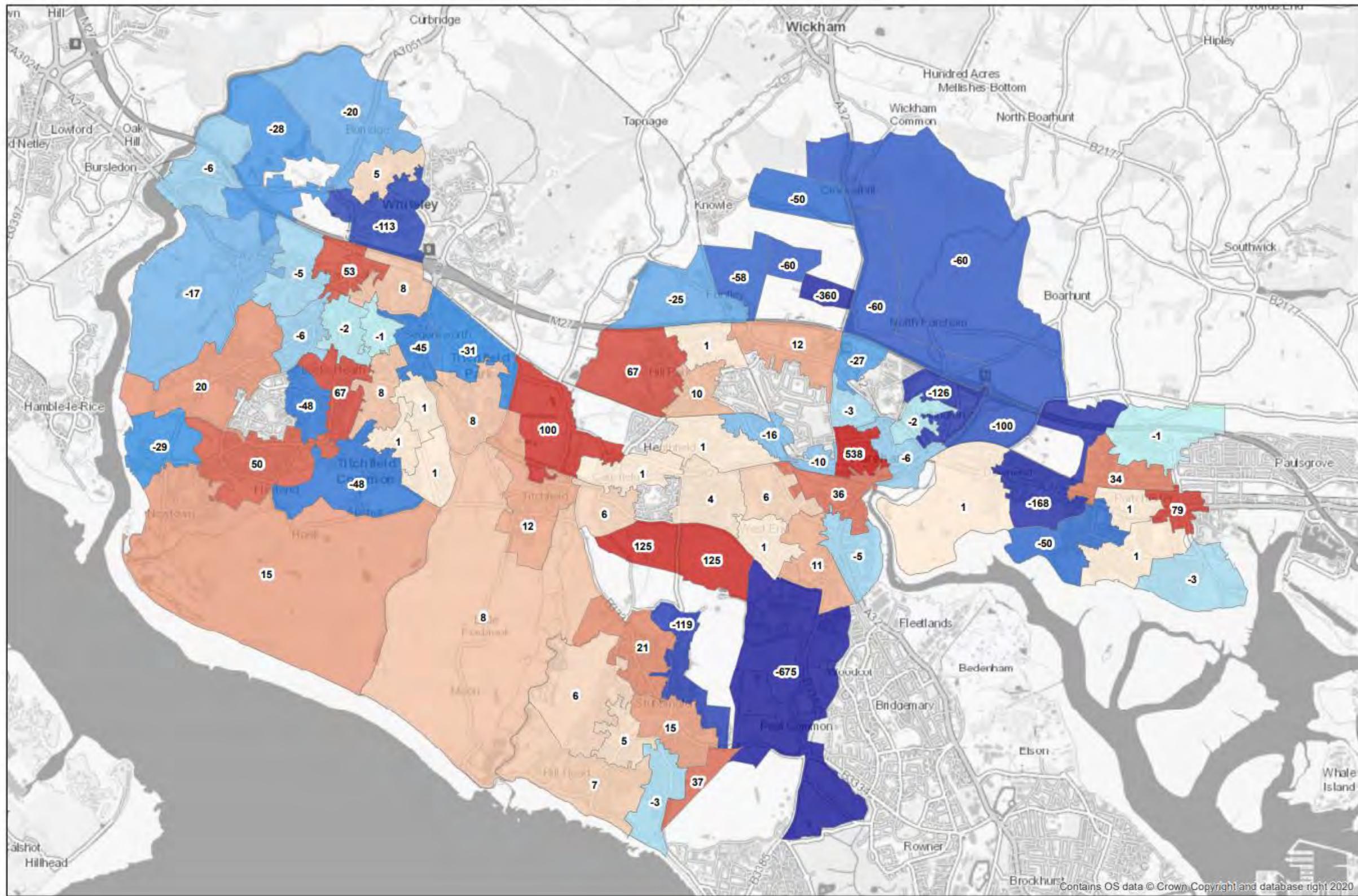


Figure 1: Residential Developments

3.3.5. The changes in the distribution of **office space (B1) developments** can be seen in Figure 2 below.

3.3.6. Figure 2 shows that most zones have seen an increase in development, and a small number have seen a decrease. The largest proposed increase at one zone is 13,600 sqm, in Whiteley. The largest decrease is 12,200 sqm , in Segensworth. Most of the zones show relatively modest changes.

## Fareham Local Plan Quantum Differences (2021 vs 2019 Inputs) B1 (sqm) Land Use

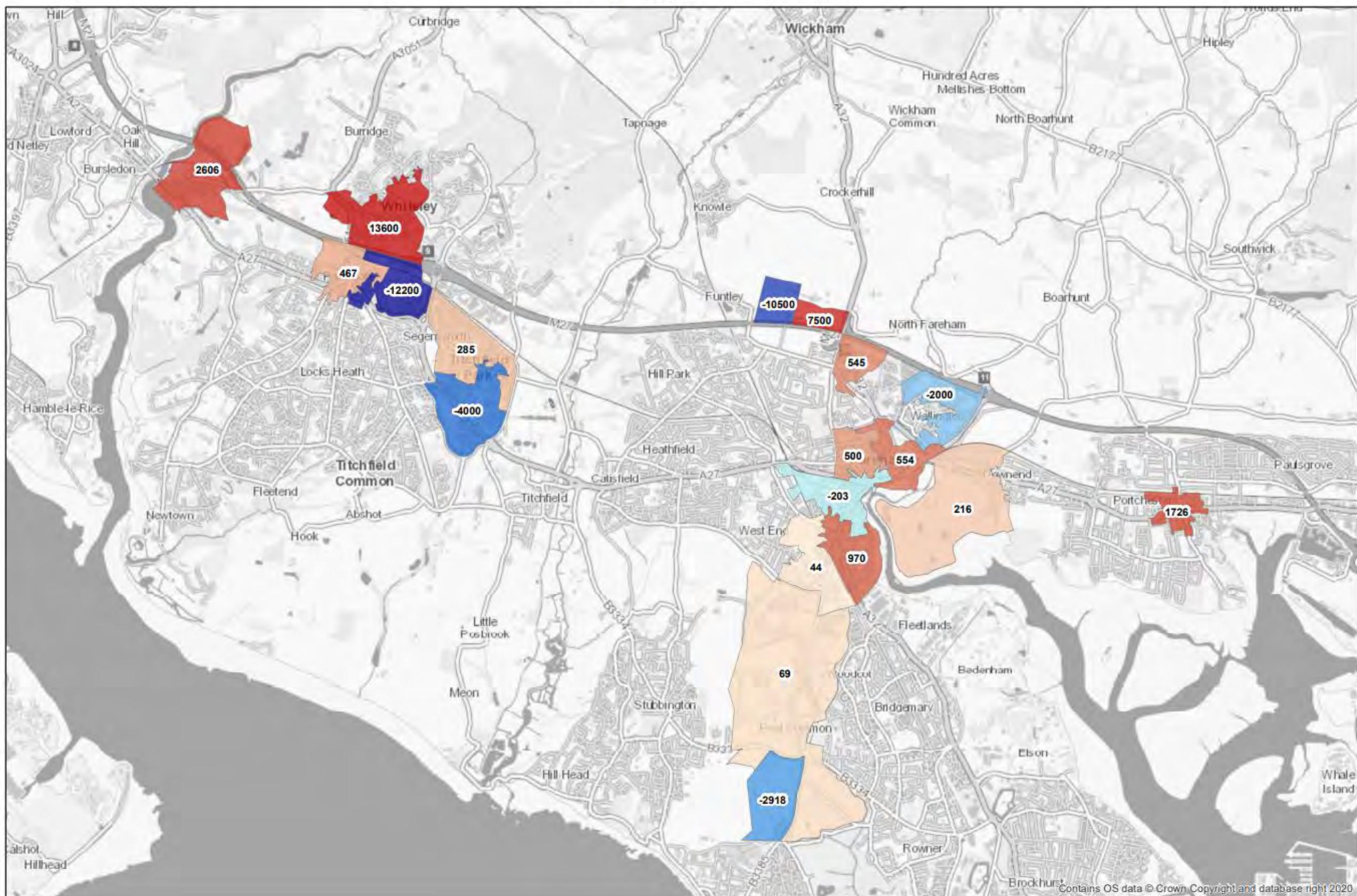


Figure 2: Office Space (B1) Land Use Developments

3.3.7. The changes in the distribution of **industry and warehousing space (B2 and B8) development** can be seen in Figure 3 below. Overall, there is a 10% increase in proposed allocations, compared to the 2020 Draft Plan.

3.3.8. Figure 3 shows that most zones have seen an increase in proposed development, and a small number have seen a decrease. The largest proposed increase is at Daedalus, where increases at two zones total 116,002 sqm. The largest decrease is in Funtley, where two adjacent zones show a total decrease of 25,860 sqm. Counter to the office space developments, there is a decrease at Whiteley and an increase at Segensworth. Whilst this is essentially, a swap in land uses between these two areas, it should be noted that trips associated with office space would be expected to be more intensive than those associated with warehousing and industrial uses. There might also be expected to be a shift in balance between car based and goods vehicles associated with this,

## Fareham Local Plan Quantum Differences (2021 vs 2019 Inputs) B2 & B8 (sqm) Land Uses

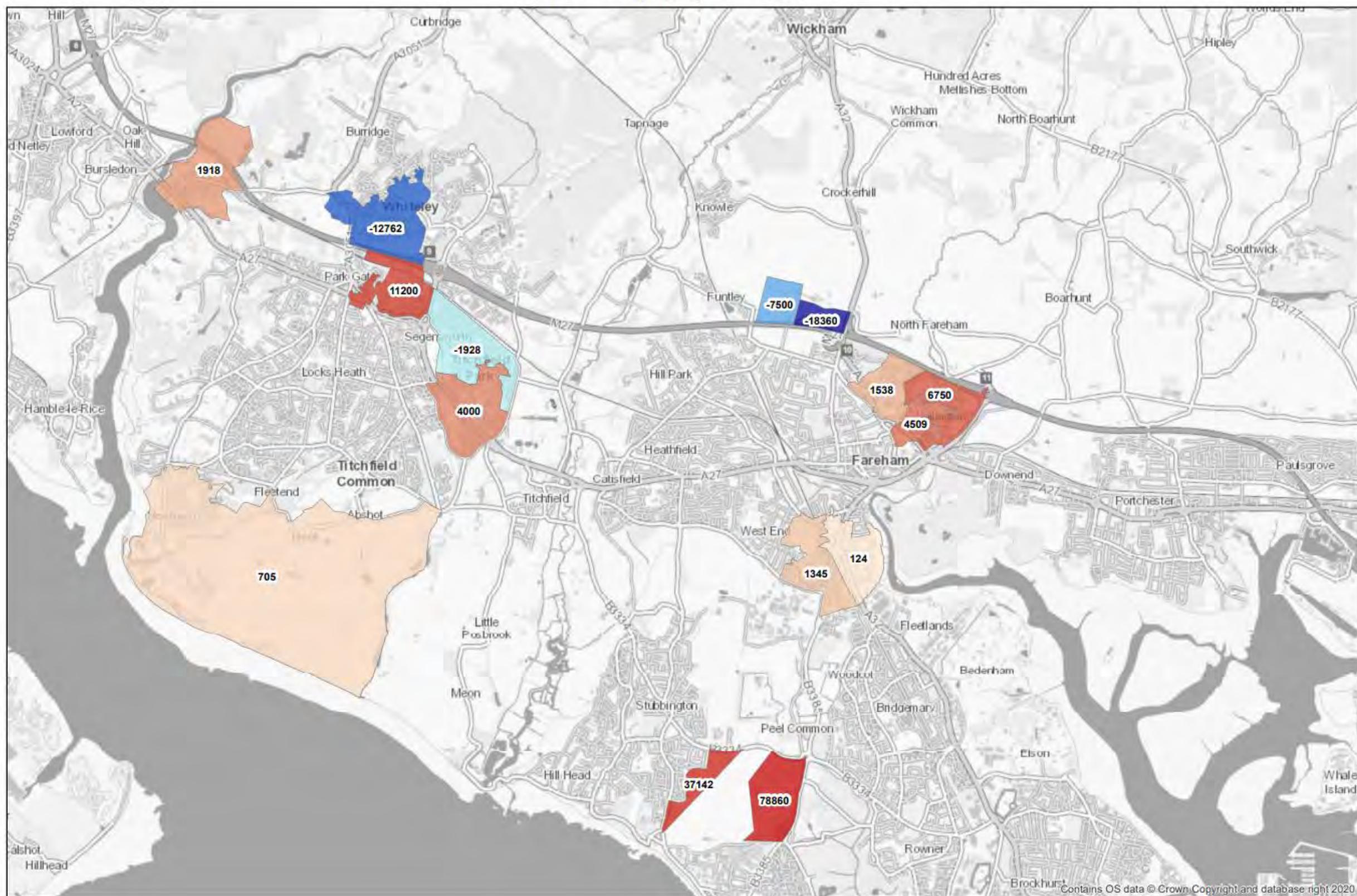


Figure 3: Industry and Warehousing (B2 and B8) Land Use Development

## **4. Next steps**

4.1.1. The overall quantum of proposed allocations is now lower than that tested through the 2020 Draft Plan. It could, therefore, be said that the 2020 Draft Plan represents a very robust assessment of the quantum of development on the highway network. However, the distribution of uses, and the changes in the baseline, mean that localised impacts would be experienced.

4.1.2. Given that the quantum of allocated development proposed is now lower than previously tested, it is anticipated that the overall transport impacts of the proposed allocations are likely to be capable of mitigation. There may be additional mitigation requirements, particularly in localities where development has increased, and further work will be undertaken to assess this. The Revised Publication Local Plan requires site specific Transport Assessments to be undertaken for sites. These assessments must include considerations of potential impacts for other allocated sites and must meet the criteria of the Highways Authority and, where relevant, the Highways Agency. Given the overall reduction in traffic generated, the Plan is still anticipated to be deliverable and sound overall from a transport perspective, albeit potentially with some additional localised mitigation measures.