[redacted]

From: Planning Policy
Sent: 11 December 2017 12:56
To: Consultation
Subject: FW: Fareham Local Plan
Attachments: Comments on Fareham Local Plan 2036.doc

[redacted]

From: [redacted]
Sent: 11 December 2017 01:37
To: Planning Policy <planningpolicy@Fareham.Gov.UK>
Subject: Fareham Local Plan

Sir/Madam

Please find attached my comments on the draft Fareham local Plan.

[redacted]

Comments on Fareham Local Plan 2036

I would like to congratulate the technical staff members who have put a lot of work into the "draft Fareham Local Plan 2036" which looks closely at many relevant issues.

Water Resources

- A chapter or policy in the DLP
- Design
- D6

The plan fails to address issues of water stress in southern Hampshire. 40 years ago plans were prepared for the construction of a major long term water storage reservoir south of Romsey on the River Test, construction still has not been started. The need for this reservoir is greatly increased by the fact that the Environment Agency's intention to cut by about half the quantity of water that Southern Water can abstract at the Testwood Treatment works from the river Test. With the reduced industrial demand in the Fawley area Southern Water had intended to transfer most of this licensed surplus water across to the River Itchen system which supplies the western area of Fareham. A similar large surface reservoir has been proposed for Havant Thicket north of Havant but this has been delayed for years but is now going back into Portsmouth Water company's strategic resource program for construction in the near future. A large amount of the water this reservoir will provide will be transferred to the West Sussex area. Without this new water storage it is unlikely that there will be sufficient water available for the significantly increased population of Fareham.

Development Sites

- A chapter or policy in the DLP
- Infrastruct
- INF1

Many of the proposed infill and brownfield development sites are extremely close to major roads. All these highways and railways generate considerable noise and inadequate consideration appears to have been given to this issue which is now recognised as injurious to health. Sites adjacent to railway lines and particularly at Fareham Railway Station will also due to the nature of the subsoil be prone to ground borne vibration. The issue of fine particulates arising from the principal transport corridors even if all vehicles are battery electric has not been addressed and will probably still be more than 50% of current levels. These will continue to arise from tyre, brake and road surface wear.

Residential Car Parking

The current policy for residential car parking is flawed in that the size of cars has increased in the last 50 years for crash safety reasons but car parking spaces have remained the same size! I would suggest that 3metres by 6metrse would be the appropriate size. All spaces at residential properties should have parking on site and ducts should be provided for future charging points back to each dwellings electric consumer unit. The number of car parking spaces should be two for the first bedroom and an additional one for each additional bedroom. All recent developments seem to suffer from gross lack of parking provision.

Flood risks

- A chapter or policy the DLP
- Design
- D5

Fareham has two tidal water frontages both have significant flood risks. The Environment Agency recently issued revised and significantly higher tidal flood risk levels for both the

Portsmouth Harbour frontage and for the River Hamble and Southampton Water frontage. The 2115 0.1% risk of flooding is now significantly higher than that implied in the previously issued general South East England guidance.

The fluvial flooding of the Wallington river area close to the town centre will be much exacerbated by having higher future tidal levels. The solution is probably for a tidal barrier to be constructed in the Heavy Reach area which would be closed whenever a high tide is anticipated. This will allow fluvial flow to escape from the Wallington River and for the fresh water to be temporarily stored in what is normally an area of salt water. The barrier would be opened when the tidal levels have dropped on the ebb sufficiently to allow this fresh water to escape to the sea. An example of this mode of flood protection can be seen just south of Truro in Cornwall. The existing flood defences along the Porchester frontage would need to be raised. The dredging of the entrance to Portsmouth Harbour may have already exacerbated the risk of flooding around the top of Portsmouth Harbour due to the increased cross sectional area through which the flood tide enters. Even with the large surface area of the harbour a greater volume entering can only result in higher top water levels with significant increase risk of overtopping the existing tidal flood defences.

Transport -Rail

- A chapter or policy in the DLP
- Infrastructure
- INF2

It does not appear that there is any active policy to encourage significant modal shift of passenger transport to the railway line. The existing east west railway's capacity appears to be limited by the signalling block lengths being too long. If the blocks were short enough the line could carry perhaps twenty trains each way per hour. However once a train has left Southampton there is nowhere to overtake another until Fareham station where the dead end centre platform can be used. The provision of the centre track bridge would enable the centre platform to be used for through running trains and with suitable point work on the south side of the bridge enable reversible running. The obvious other place for passing loops to be provided would be at Swanwick or Bursledon and at Havant. This provision would allow faster long distance trains to overtake stopping services, with possibly a 10 or 15 minute stopping all stations frequency service rather the current one train an hour. This could be accompanied by new halts being provided close to the Air Traffic Control Centre at Swanwick, possibly halve the distance from Swanwick to Fareham to serve business park area at Segensworth East, the east side of Fareham near the Wallington river and possibly two more before Cosham. Northam station would need to be re-established and possibly the line to terminus station brought back into regular use. Duplication of the Southampton tunnel would be desirable but probably prohibitively expensive.

Increased frequency of trains on the Fareham Eastleigh line would also encourage modal shift.

To encourage modal shift, with walk to the station usage, the shortest route to walk needs to be provided. A classic case of how not do it can be found at Swanwick Station and you live in Whiteley, due to the lack of a footbridge over the M27.

Transport - Road

The plan does not address the lack of east west road capacity and the current proposal to upgrade the M27 at a cost of over £300million would be better spent providing two new east

west grade separated 40mph design speed single carriageways from west of Southampton to east of Havant one of which would incorporate the Botley Bypass. These would also mean that whenever the M27 is closed southern Hampshire does not grind to a halt. The current dualling of the existing A27 from Fareham westwards to the Segensworth roundabout does not remove the junction causing blockages at each end.

The Fareham plan does not appear to provide any improvement to the inadequate access to Gosport both via the eternal slow traffic on the A32 or the Stubbington route and Titchfield gyratory.

Education (HCC function)

- A chapter or policy in the DLP
- Infrastructure
- INF1

There is not enough detail in the plan on how the educational needs of children will be met with 11,000 new dwellings being proposed or where such facilities will be provided.

Boatyards and Moorings

Existing boatyards need to be kept as open spaces to provide car parking in summer and boat laying up space in winter. Moorings should not be allowed to become marinas with continuous pontoons since this results in much greater area of the sea bed suffering solar shadowing effects, always in the same place when compared with buoy or pile moorings.

Utility Infrastructure

The plan does not show the corridors needed for utility infrastructure such as water, sewerage, M & HP gas and oil, HV electric and telecoms and their associated functional sites. Sewer systems should be designed to work by gravity not by a series of pumping stations which have long term energy needs.

Major roads should not be regarded as these corridors.

8th December 2017