

FAREHAM

BOROUGH COUNCIL

AGENDA

PLANNING AND DEVELOPMENT POLICY DEVELOPMENT AND REVIEW PANEL

Date: Tuesday, 3 March 2015

Time: 6.00 pm

Venue: Collingwood Room - Civic Offices

Members:

Councillor A Mandry (Chairman)

Councillor T J Howard (Vice-Chairman)

Councillors P J Davies
J M Englefield
Miss T G Harper
N J Walker
Mrs K K Trott

Deputies: P W Whittle, JP

M J Ford, JP



1. Apologies for Absence

2. Minutes (Pages 1 - 4)

To confirm as a correct record the minutes of the Planning and Development Policy Development and Review Panel meeting held on 4 November 2014.

3. Chairman's Announcements

4. Declarations of Interest and Disclosures of Advice or Directions

To receive any declarations of interest from members in accordance with Standing Orders and the Council's Code of Conduct and disclosures of advice or directions received from Group Leaders or Political Groups, in accordance with the Council's Constitution.

5. Deputations

To receive any deputations of which notice has been lodged.

6. River Hamble to Portchester Coastal Flood Risk & Management Strategy proposed for Adoption (Pages 5 - 28)

To consider a report by the Director of Planning and Development on the River Hamble to Portchester Coastal Flood Risk & Management Strategy proposed for adoption.

7. Presentation - Portchester Castle to Paulsgrove CFERM Scheme

To receive a presentation by the Director of Planning and Development on the Portchester Castle to Paulsgrove CFERM scheme.

8. Performance Review: Environmental Sustainability Strategy and Action Plan (Pages 29 - 44)

To consider a report by the Director of Planning and Development on the performance review of the Environmental Sustainability Strategy and Action Plan.

9. Public Transport Review: Conclusions and Recommendations (Pages 45 - 58)

To consider a report by the Director of Planning and Development on the Public Transport Review; Conclusions and Recommendations.

10. Final Review of Work Programme 2014/15 and Draft Work Programme 2015/16 (Pages 59 - 82)

To consider a report by the Director of Planning and Development which gives a final review of the work programme 2014/15 and the draft work programme 2015/16.

P GRIMWOOD
Chief Executive Officer

Civic Offices
www.fareham.gov.uk

23 February 2015

**For further information please contact:
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democraticservices@fareham.gov.uk**

FAREHAM

BOROUGH COUNCIL

Minutes of the Planning and Development Policy Development and Review Panel

(to be confirmed at the next meeting)

Date: Tuesday, 6 January 2015

Venue: Collingwood Room - Civic Offices

PRESENT:

Councillor A Mandry (Chairman)

Councillor T J Howard (Vice-Chairman)

Councillors: P J Davies, J M Englefield, Miss T G Harper, N J Walker and Mrs K K Trott

Also

Present: Councillor Evans, Executive Member for Planning and Development.



1. APOLOGIES FOR ABSENCE

There were no apologies of absence.

2. MINUTES

The Chairman referred members to page 3 of the previous minutes concerning minute item 6 Public Transport Review which stated that a message would be sent to all Councillors asking them to put forward suggestions for areas in the Borough that are in need of a bus service. He informed the Panel that this has not yet happened but stated that the email would be sent out the following day.

Councillor Davies addressed the Panel to inform members' that all members are welcome to attend meetings of the Fareham and Gosport Passenger Transport Forum organised by Hampshire County Council (HCC), and he will ensure that he circulates details of the next meeting to all members.

Lastly the Chairman referred the Panel to minute item 7 Presentation: Inland Flooding – Roles and Responsibilities and Current Projects. He informed members' that information relating to flooding and emergency contacts would be circulated to all members via the members newsletter and that Kevin Wright is the focal point for all flood enquiries within the Borough.

It was AGREED that the minutes of the meeting of the Planning and Development Policy Development and Review Panel meeting held on 4 November 2014 be confirmed and signed as a correct record.

3. CHAIRMAN'S ANNOUNCEMENTS

There were no Chairman's announcements.

4. DECLARATIONS OF INTEREST AND DISCLOSURES OF ADVICE OR DIRECTIONS

There were no declarations of interest made at this meeting.

5. DEPUTATIONS

There were no deputations made at this meeting.

6. TREE STRATEGY ACTION PLAN (ANNUAL UPDATE)

The Panel considered a report by the Director of Planning and Development on an Annual Update of the Tree Strategy Action Plan and received a presentation on the key issues within the report by the Principal Tree Officer.

The presentation outlined the various work and responsibilities that is undertaken by the tree team, these included; tree inspections, Council Housing trees, tree planting and maintenance, protection of trees, tree service requests, the impact of weather on trees, and an update on pests and diseases.

The Panel were also provided with information regarding improvements to the service as a result of the Vanguard work being undertaken. This will include Tree Officer's using tablet PC's whilst out on site, which will enable officers to record information directly onto the system which will take less time than writing notes and recording them at a later date. It will also help provide the most current and up-to-date information. A proposal was put forward to introduce a 'fast track' system for small scale works to protected trees. This would enable for smaller works such as crown lifting and shortening of overhanging branches to be approved within 7-10 days.

As part of the presentation the Panel was also shown a demonstration of the systems used by the Tree Team, which. Which provides information such as a tree's position, its health and condition; the previous maintenance history.

The Chairman requested that all local Ward Councillors be notified when major tree works or planting is going to take place so that they aware and can advise residents should they receive any enquires. The Principal Tree Officer confirmed that this will now happen for new tree planting schemes. Ward Councillors and local residents are currently notified when major tree works and tree removal are necessary.

It was AGREED that:-

- (a) the Principal Tree Officer be thanked for his presentation; and
- (b) the Panel supports the Tree Strategy Action Plan, as set out in Appendix A to the report.

7. PRELIMINARY OVERALL REVIEW OF THE WORK PROGRAMME FOR 2014/15 AND DRAFT WORK PROGRAMME FOR 2015/16

The Panel considered a report by the Director of Planning and Development on a preliminary review of the 2014/15 work programme and the draft 2015/16 work programme.

The Director of Planning and Development addressed the Panel on this item to explain that he had put together a list of potential agenda items for the 2015/16 work programme, including suggestions already put forward from members.

The Chairman suggested that due to the limited number of meetings held by the Panel it may be advisable if some of the potential agenda items are dealt with by forming working groups. He explained to the Panel that time management will be crucial and therefore careful consideration will need to be given as to how these items are managed and how far they are looked into.

Councillor Trott suggested that maybe some of the performance reviews did not have to be done so frequently and may some could become bi-annual instead of annual. The Director of Planning and Development confirmed that it is the Panel's choice as to which, if any performance reviews are completed

during the year, however he suggested that members keep the review of the Planning Strategy Service as this is a critical performance review which will inform the future review of the Local Plan.

It was AGREED that the work programme for the remainder of the year is approved.

(The meeting started at 6.00 pm
and ended at 7.32 pm).

FAREHAM

BOROUGH COUNCIL

Report to Planning and Development Policy Development and Review Panel

Date 03 March 2015

Report of: Director of Planning and Development

Subject: RIVER HAMBLE TO PORTCHESTER COASTAL FLOOD & EROSION
RISK MANAGEMENT STRATEGY PROPOSED FOR ADOPTION

SUMMARY

The Panel is asked to consider and review the River Hamble to Portchester Coastal Strategy proposals, for adoption, following the public consultation undertaken in Autumn 2014. The Director of Planning and Development will refer any proposals or comments of the Panel to the Executive meeting on 20 April 2015 when they consider the Strategy for Approval.

RECOMMENDATION

That the panel support the Strategic Management Options for the Strategy set out in the Executive Report and associated appendix.

Appendix A: 20 April 2015 Executive Report & Briefing Paper
Including Appendix A to the Executive report - Location maps, Strategic option summary & Option Development Unit detail

Background Papers: Executive Agenda and Minutes, 8th November 2010. Adoption of North Solent Shoreline Management Plan.

Planning and Development Policy Development and Review Panel
Printed minutes 9th July 2014
Approval of Strategy Options for Public Consultation

Supporting Technical Reporting available via www.escp.org.uk/strategy

Enquiries:

For further information on this report please contact Mark Stratton, Coastal Project Engineer at the Eastern Solent Coastal Partnership mark.stratton@havant.gov.uk

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BOROUGH COUNCIL

Appendix A - Report to the Executive for Decision 20 April 2015

Portfolio:	Planning and Development
Subject:	River Hamble to Portchester Coastal Flood Risk & Management Strategy Proposed for Adoption
Report of:	Director of Planning and Development
Strategy/Policy:	Environmental Sustainability Strategy
Corporate	Protect and enhance the environment, Safe and Healthy place to live and work, leisure opportunities for health and fun.
Objective:	To reduce the risks to people, the developed and natural environment from flooding and coastal erosion through the development and implementation of a sustainable strategy that encourages provision of technically, economically and environmentally sound defence measures.

Purpose: To seek approval of the final strategic policies proposed to sustainably address coastal flood and coastal erosion risk for a 58km (36 mile) frontage running from Portchester Castle, in Portsmouth Harbour, to Burr ridge, on the east bank of the River Hamble.

Executive summary:

The Eastern Solent Coastal Partnership (ESCP), in collaboration with AECOM (Formally URS Consulting Engineers), has undertaken a Coastal Flood and Erosion Risk Management Strategy on behalf of Fareham Borough Council and Gosport Borough Council (2011 – 2015). The project has been fully funded by Flood Defence Grant in Aid administered by the Environment Agency.

The North Solent Shoreline Management Plan, adopted by Fareham in 2011, provides the high level policy approach for managing coastal flood and erosion risk.

The coastal Strategy sets out how to deliver these policies and identifies where and when coastal flood and erosion risk management works are required over the next 100 years and their likely cost.

The Strategy provides a long term plan for the implementation of capital projects, routine maintenance, further studies, surveys and investigations. The Strategy also helps the Local Authorities and Environment Agency prioritise day-to-day activities whilst ensuring the best use of public funds.

Recommendation:

That the Executive adopts the preferred strategic management options for the Strategy as set out below and detailed in Appendix A:

- **Strategy Management Zone 1 (North Portsmouth Harbour)**

Hold the Line - Delay Sustain. Maximise life of existing defences and then sustain minimum 1:100 year Standard of Protection (phased) from 2030, with environmental improvements to currently eroding former landfill sites

- **Strategy Management Zone 2 (Fareham and Gosport, Portsmouth Harbour West):**

Hold the Line – Sustain. Sustain a minimum 1:100 year Standard of Protection (phased)

- **Strategy Management Zone 3 (Lee-on-the-Solent and Stokes Bay)**

Hold the Line - Maintain Protection – Scheduled maintenance and beach recycling to prevent erosion and maintain beaches through the development of a BMP. Accept that the flood risk Standard of Protection is likely to fall in the longer term.

- **Strategy Management Zone 4 (Hook Lake to Titchfield Haven)**

Environmental Enhancement - Allow natural processes to continue but sustain protection to environmentally important sites at Titchfield Haven and at Hook Lake (with regulated tidal exchange)

- **Strategy Management Zone 5 (River Hamble East Bank)**

Do Minimum until 2060, but with Solent Way footpath adaptation from 2030, then sustain a minimum 1:100 flood Standard of Protection at key flood risk locations – Maximise life of existing defences managing flood risk with local measures and footpath adaptation from 2030, then provide minimum 1:100 year SoP.

Reason:

The dominant risk faced along the frontage is from tidal flooding during storm surges, particularly in the lower lying historically reclaimed former tidal creeks in Fareham and Gosport.

There is currently no existing strategy in place to provide a framework for the long term management of the coastline and to deliver the higher level management

policies of the North Solent Shoreline Management Plan.

The cash value of all assets at risk of flooding and erosion across Fareham and Gosport is over £500 Million by 2115 under a 'Do Nothing' scenario.

Cost of proposals:

None arising directly from this report.

The estimated whole life present value cost to implement the recommendations in the strategy is between £19,365,00 & £30,981,000.

These funds would need to be pursued through Flood Defence Grant in Aid from the Environment Agency and a partnership funding approach seeking contributions from local, public and private sources.

Appendix A: Location maps, Strategic option summary & Option Development Unit detail

Background papers: Executive Agenda and Minutes, 8th November 2010.
Adoption of North Solent Shoreline Management Plan.

Planning and Development Policy Development and Review Panel Printed minutes 9th July 2014
Approval of Strategy Options for Public Consultation

Supporting Technical Reporting available via
www.escp.org.uk/strategy

Appendix A - Coastal Processes Report

Appendix B - Defence Condition Assessment

Appendix C - Desktop Contaminated Land Report

Appendix D - Wave Modelling Report

Appendix E - Joint Probability and Wave Overtopping

Appendix F - Flood Modelling Report

Appendix G - Stakeholder Engagement Report

Appendix H - Option Development and Appraisal

Appendix I - Economics

Appendix J - Strategic Environmental Assessment

Appendix K - Habitats Regulations Assessment

Appendix L - Water Framework Directive Assessment

Appendix M - Broader Outcomes and Contributions

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date: 20 April 2015

Subject: River Hamble to Portchester Coastal Flood Risk & Management Strategy
Proposed for Adoption

Briefing by: Director of Planning and Development

Portfolio: Planning and Development

INTRODUCTION

1. The Eastern Solent Coastal Partnership (ESCP), in collaboration with AECOM (Formally URS Consulting Engineers), has undertaken a Coastal Flood and Erosion Management Strategy on behalf of Fareham Borough Council and Gosport Borough Council (2011 – 2015). The project has been fully funded by Flood Defence Grant in Aid administered by the Environment Agency.
2. The North Solent Shoreline Management Plan (NSSMP 2010) provides high the level policy information for managing the Fareham and Gosport coastline.
3. The Coastal Strategy sets out how to deliver these policies and manage the complex local issues along this coastline. It identifies where and when coastal flood and erosion risk management works are required over the next 100 years and their likely cost.
4. The principle aim of the Strategy is:

'to reduce the risks to people, the developed and natural environment from flooding and coastal erosion through the development and implementation of a sustainable strategy that encourages provision of technically, economically and environmentally sound defence measures.'
5. The preferred strategic options have now been selected based on a detailed economic appraisal of the costs / benefits of a variety of different options and their impacts on the environment. This appraisal has been undertaken in line with the Environment Agency Flood and Coastal Erosion Risk Management Appraisal Guidance (FCERM-AG). These options went out to public consultation for a period of 3 months from 1st September – 1st December 2014 and received 90 % public support.
6. Following Local Authority Adoption the Strategy will be presented to the Environment Agency's Large Project Review Group for Technical Approval in July 2015. Once approved the Strategy will provide the formal evidence base to secure funding for future flood and coastal erosion risk management schemes.

STRATEGY KEY BENEFITS

7. The Strategy identifies the most cost effective and sustainable way of managing coastal flood and erosion risk over the next 100 years. A table detailing all of the proposed measures can be found in Appendix A.
8. The estimated whole life present value cost to implement the recommendations in the strategy is £19,365,000 or £30,981,000 including 60% Optimum Bias.

Optimism bias is included to account for the tendency for appraisers to be overly optimistic in early assessment of project costs, timescales and benefits in comparison to the final values. In line with FCERM-AG policy and HM Treasury Guidance, an optimism bias of 60% was applied to the present value whole life costs for each strategic option. This is likely to be reduced at the scheme appraisal stage once more detailed design and costs have been completed.

9. These funds would need to be pursued through Flood Defence Grant in Aid from the Environment Agency and a partnership funding approach seeking contributions from local, public and private sources.

Strategy Management Zone (SMZ)	SMZ1	SMZ2	SMZ3	SMZ4	SMZ5	Total
Total Present Value Costs inc 60% Optimum Bias (£K)	4,074	17,094	1084	4,445	4,284	30,981
Present Value Benefits (£K)	10,010	79,653	10,281	6,291	8,983	115,218
Benefit Cost Ratio	2.4	4.7	9.5	1.4	2.1	3.7

Table 1 – Total Present Value Costs and Present Value Benefits by Strategy Management Zone

10. The key benefits of delivering all of the preferred strategic options are
 - The avoidance of an estimated £115,218,000 worth of damages (Present Value) over the next 100 years;
 - Reduced flood risk to 2185 residential properties and 237 commercial properties by 2115 across the entire Strategy region;
 - Reduced erosion risk to 464 residential and commercial properties by 2115 across the entire Strategy region;
 - Protection of environmental assets and the delivery of environmental enhancement opportunities including the creation of new intertidal and saline habitats;
 - The generation of significant recreational, health and tourism benefits, created by protecting and maintaining access to the coast and natural environment;
 - Support for wider initiatives such as redevelopment and economic regeneration opportunities through the delivery of new coastal defences.

PREFERRED STRATEGIC OPTIONS

11. The scope of strategic options available to each Strategy Management Zone (SMZ) included:

- Do Nothing (No Active Intervention)
- Do Minimum – e.g. maintenance and repairs and health and safety compliance
- Maintain – e.g. continue to protect against erosion or maintain the current Standard of Protection (SoP)
- Sustain – maintain a minimum SoP by raising defences over time to keep pace with sea level rise
- Delay sustain – maximise existing defences then raise SoP of defences at a later date
- Improve SoP – improve SoP compared to present day
- Environmental enhancement / improvement
- Flood barrier (harbour wide)

At the local scale (Option Development Unit level) a 'long list' of management measures (i.e. seawall, sheet piling, revetment etc.) were chosen to support the overarching strategic options. At this early stage in the process, to avoid overlooking potential measures, effort was made to consider as many measures as possible.

12. Stages of decision making:

1. For each SMZ, the Strategic options were ranked according to the strength of their economic case. The leading option with the strongest economic case was identified for each SMZ. The options in which the costs of implementation outweighed the benefits were discarded at this stage.
2. A number of sensitivity tests were carried out to determine whether uncertainty would influence the choice of the leading option.
3. The choice of the leading option was then considered against the wider objectives of the Strategy, such as interested party and community aspirations and environmental benefits. The choice of the leading option was reconsidered if an alternative option demonstrated a significantly stronger case in terms meeting the wider objectives (i.e. provided greater environmental benefits).

13. **Preferred Strategic Option - Strategy Management Zone 1** – North Portsmouth Harbour (Hospital Lane, Portchester, to Upper Quay, Fareham)

The preferred strategic approach is to maximise the life of existing defences and then sustain minimum 1:100 year Standard of Protection from 2030 in addition to defending areas of the shoreline which are currently undefended including environmental improvements to currently eroding former landfill sites.

The preferred option has been demonstrated to be economically robust and it also has the potential to deliver wider benefits such as protection of the coastal footpath and improved access. The implementation of these measures has been phased for 2030 on the basis that considerable non grant funding will be required (as the case for flood defence grant is currently low) based on the low present day risk of flooding. However if contributions can be secured sooner, efforts should be made to bring forward the works

to realise the benefits earlier. The Alton Grove to Cadour Drive frontage is the priority scheme for this frontage. There is requirement for environmental improvement works to the currently undefended landfill along the south of the Wicor Frontage.

14. **Preferred Strategic Option - Strategy Management Zone 2** - Gosport and Fareham Harbour West (Upper Quay, Fareham, to Fort Monkton, Gosport)

The preferred strategic approach involves sustaining a minimum 1:100 year Standard of Protection against flooding through phased implementation of new defences, based on the progression of flood risk.

Tidal flood risk poses an immediate threat to parts of this zone and this risk is expected to significantly increase over the coming century with Sea Level Rise. This preferred option means that new defences are required first in the priority areas, such as the Gosport lake sites, with a programme of future works in other areas such as Fareham Quay, to address the risks as they increase over time. The preferred option also provides opportunities to improve coastal access, health and recreational aspects for the community; factors which must be a consideration during the development of future schemes.

15. **Preferred Strategic Option - Strategy Management Zone 3** - Lee on the Solent & Stokes Bay (Fort Monkton, Gosport, to Hill Head Sailing Club, Fareham)

The preferred strategic approach involves maintaining the current protection. This will involve scheduled beach recycling and maintenance, whereby shingle will be moved from local areas of accretion to replace losses in areas where the beach is eroding.

This approach is considered the most effective way of maintaining a healthy beach. The recycling of beach material will be informed through ongoing monitoring and the development of a Beach Management Plan (BMP). The BMP will indicate whether the standard of protection provided by the beach is above acceptable levels and will help direct future options.

The main risk in this zone is associated with erosion. This stems from the close proximity of development to the shoreline and the higher rates of erosion which can be experienced along the open coast. The flood risk in this zone is much less significant and more localised compared to other Strategy Management Zones.

16. **Preferred Strategic Option - Strategy Management Zone 4** –Titchfield Haven to Hook Lake (Hill Head Sailing Club to Warsash Maritime College)

The preferred strategic approach is environmental enhancement to allow natural processes to continue, but sustain protection to the environmentally important sites of Hook Lake and Titchfield Haven and seek to create habitat through regulating tidal exchange at Hook Lake.

The option for this zone balances the interests of competing Strategy needs and has been driven to a large degree by environmental requirements and opportunities. Given that the zone has relatively low flood and erosion risk to people and property, is largely undefended, and is valued for its natural beauty and environmental assets, the strategic approach is to work with nature as much as possible and enhance natural areas.

However it is recognised that local risks to people and property need to be mitigated, and to provide time to adapt, private maintenance of existing defences is permitted (subject to gaining the necessary consents).

17. Preferred Strategic Option - Strategy Management Zone 5 – River Hamble East Bank (Warsash Maritime College to Eversdown Copse, north of Burridge)

The preferred option for SMZ 5 is to Do Minimum until 2060 but with Solent Way footpath adaption from 2030, then sustain a minimum 1:100 year Standard of Protection at key flood risk locations.

This option involves maintaining and maximising the life of the existing defences to prevent erosion, with property level protection to address local flood risk issues until 2060. As the risk increases into the future due to sea level rise, capital works will be required in key areas, such as Warsash and Lower Swanwick, in order to sustain the 1:100 year Standard of Protection.

The maintenance and footpath adaptation (such as realignment and raising) of to the locally important Solent Way footpath is a key driver behind the preferred option. The footpath which runs through SMZ 5 provides a popular recreation and tourism asset to the area. Although the economic case is marginal, there is a strong interested party and public aspiration to maintain this footpath which is at risk of flooding and erosion without future intervention. Maintenance of the footpath is recommended in the preferred option if sufficient funding can be secured

RESOURCE IMPLICATIONS

18. There are no immediate financial implications arising from this report.
19. Existing defences will continue to be maintained under permissive powers where Fareham Borough Council decide to commit resource (using revenue budgets) whilst contributions are pursued for the improvement schemes recommended in the strategy.
20. Although the Strategy makes recommendations to manage coastal flood and erosion risk, it does not propose the detail of the coastal defence schemes or guarantee funding. Funding for coastal protection works is allocated nationally and priority is given to schemes protecting large numbers of houses and where flooding and erosion will cause significant damage. Where funding is not provided by central government then funds from local, public and private sources will need to be explored through partnership funding.
21. The priority flood risk schemes for Fareham are located at Fareham Quay and Alton Grove to Cador Drive. However, given the low present day risk of flooding it is recommended that these schemes are implemented from 2030 when the flood risk increases along with the chance of securing central grant funding. Even then these schemes are not guaranteed funding and will require significant contributions for them to proceed. If contributions can be secured sooner, efforts should be made to bring forward the works to realise the benefits earlier. Throughout the project the ESCP have engaged with potential beneficiaries and partners to seek contributions and broader outcomes.
22. Both of the above projects are listed in the Council's Infrastructure Delivery Plan and could potentially be funded in whole or in part by Community Infrastructure Levy (CIL)

receipts. Moving forward the ESCP will continue to engage with external partners to secure contributions in order to unlock central government grant.

LEGAL IMPLICATIONS

23. There are no other known legal implications of adopting the River Hamble to Portchester Coastal Flood & Erosion Risk Management Strategy. Any future works will be carried out under the Land Drainage Act 1991, or Coast Protection Act 1949, where Fareham Borough Council have permissive powers to act in the public interest; doing so only when there is:
- a clear economic benefit;
 - an appropriate engineering solution can be achieved; and,
 - no contravention of environmental legislation.

ENVIRONMENTAL IMPLICATIONS

24. The majority of the frontage is environmentally sensitive and there are many nationally and internationally designated sites including Solent & Southampton Water Special Protected Area (SPA) and Ramsar and Portsmouth Harbour SPA and Ramsar.

The Strategy takes account of the potential impacts on these sites through a Strategic Environmental Assessment, Habitat Regulation Assessment and Water Framework Directive Assessment so that the impacts of the preferred options do not adversely affect the natural environment.

COMMUNITY

25. Understanding the social background and aspirations of local communities is important to ensure that the strategy promotes acceptable options which will be supported by current and future generations. Therefore a comprehensive and meaningful engagement process was implemented throughout the development of the Strategy.
26. During the public consultation process just fewer than 400 people attended the exhibitions and over 90% of those that responded using the Strategy questionnaire were in support of taking the Strategies recommendations forward.
27. Safety, security and well-being for residents living in the floodplain is paramount. The potential for flooding can affect human health. The uncertainty regarding protection from flooding can cause flood risk-related anxiety for local residents, while property owners in an area at risk of flooding may either be unable to obtain insurance or pay particularly high premiums. The Strategic options promoted by the Strategy are therefore likely to have a beneficial impact on human health in this respect.
28. Implementing the Strategy will have positive sustainability benefits for: Fareham residents, long term employment and economic generation, the environment, human health, poverty and deprivation, accessibility, leisure, and waste and pollution management.

RISK ASSESSMENT

29. The risks of Doing Nothing are presented in paragraph 10 above.
30. Any of the priority schemes developed after Strategy approved will comply with the latest Construction, Design & Management (CDM) regulations.
31. Risks to this Council will be minimised by the normal contract procedures and requirements for any future works.
32. Fareham Borough Council is responsible for maintaining defences that protect former landfill sites. It is unlikely that capital grant moneys will be secured to protect these sites without significant contributions. Doing nothing could lead to the potential contamination of Portsmouth Harbour. The Strategy highlights the importance of future capital maintenance with improvement or implementation of coastal defences along this frontage from 2030. This is to allow further investigation into the potential contamination of these sites and the possible impacts on the Portsmouth Harbour Water Body.

CONCLUSION

33. The dominant risk faced along the frontage is from tidal flooding during storm surges, particularly in the lower lying historically reclaimed former tidal creeks in Fareham and Gosport.
34. Many parts of the Strategy frontage are already defended however, the condition, standard of protection against flooding and the expected life of these defences is highly variable. Currently defence maintenance is undertaken on a reactive and piecemeal basis.
35. The coastal frontage covered by this strategy is highly varied and ranges from very sheltered estuarine and creek environments to much more exposed open coast beach environments. This diverse and interesting coastal environment provides many access and recreation opportunities and is widely used for leisure by a significant number of visitors each year
36. In the future, without actively implementing measures to manage coastal flood and erosion risks, tidal flood risk is set to increase significantly under the range of climate change and sea level rise projections. By 2115, over the entire Strategy frontage, 2392 residential properties, 237 commercial properties, and further major infrastructure and services are at risk from a 1/100 year (1% annual exceedance probability) tidal flood event. An additional 464 properties are also at risk of erosion by this time under a Do Nothing Scenario.
37. The cash value of all assets at risk of flooding and erosion across Fareham and Gosport is over £500 Million by 2115 under a 'Do Nothing' scenario.
38. There is currently no existing strategy in place to provide a framework for the long term management of the coastline and to deliver the higher level management policies of the North Solent Shoreline Management Plan.
39. The adoption of the River Hamble to Portchester Strategy by Fareham and Gosport Borough Council will provide the urgently required framework to manage future coastal flood and erosion risks.

Appendix A to Executive Report April 2015: River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy

Location Maps, Strategic Option Summary and Option Development Unit Detail

Preferred Strategic Options

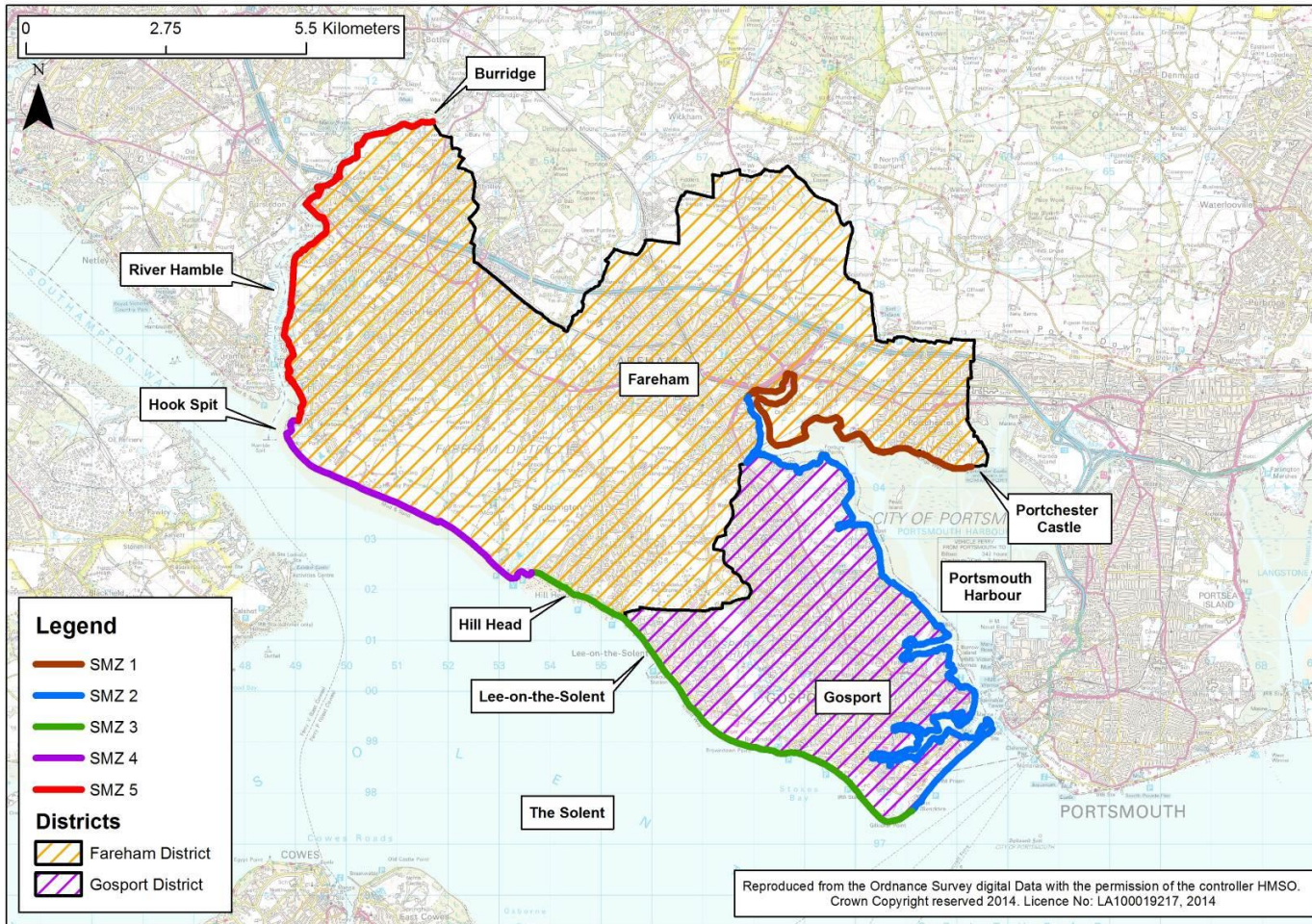


Figure 1: Strategy Management Zones (SMZ's

Table 1. Strategy Management Zone Summary					
Management Zone	1	2	3	4	5
Name	North Portsmouth Harbour	Fareham and Gosport (Portsmouth Harbour west)	Stokes Bay and Lee on the Solent	Titchfield Haven to Hook Lake	River Hamble East Bank
Geographic Extent	Hospital Lane to Upper Quay)	(Upper Quay to Fort Monckton)	Fort Monckton to Hill Head Sailing Club	Hill Head Sailing Club to Warsash Maritime College	Warsash Maritime College to Eversdown Copse)
Option Development Units	ODU 1 to ODU6	ODU 7 – ODU 20	ODU 21 & 22	ODU 23 to ODU 25	ODU 26 to ODU 29
SMP Policy	Hold the Line	Hold the Line	Hold the Line	Mixed Hold the Line, No Active Intervention and Managed Realignment	Mixed Hold the Line and No Active Intervention

<p>Zones Characterised by (Common themes / issues)</p>	<ul style="list-style-type: none"> • Consistent coastal processes (estuarine, low wave energy (typically) • Coastal Access • Mainly residential and recreational land use • flood and erosion risk – localised becoming more significant over time • potentially contaminated land • environmentally designated foreshore 	<ul style="list-style-type: none"> • Consistent coastal processes (estuarine, very sheltered) • Very low erosion risk • Significant flood risk pockets from present day • Mixed mainly urban frontages (MOD interspersed) • Regeneration opportunities • environmentally designated foreshore 	<ul style="list-style-type: none"> • Open Coast / beaches • Coherent littoral processes unit • Moderate wave energy • Erosion risk and limited flood risk to assets • Recreational / tourism usage • environmentally designated habitats 	<ul style="list-style-type: none"> • Environmentally designated habitats with Enhancement Opportunities • Open Coast / beaches • Rural • Few defences • Low / Moderate wave energy • Few properties at risk of flooding or erosion • Coastal Access requirements • Leisure / recreation use 	<ul style="list-style-type: none"> • Open Coast / beaches • Eroding cliffs • Low / Moderate wave energy • Estuarine / Sheltered • Low / wave energy • Localised flood risk issues • Low erosion • Coastal access / recreation usage • Environmentally designated habitats
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Option development unit detail beneath overarching Strategic options

Strategy Management Zone 1 – North Portsmouth Harbour (ODUs 1- 6)

Delay sustain – maximise life of existing defences and then sustain minimum 1:100 year SoP (phased) from 2030, with environmental improvements to currently eroding former landfill sites

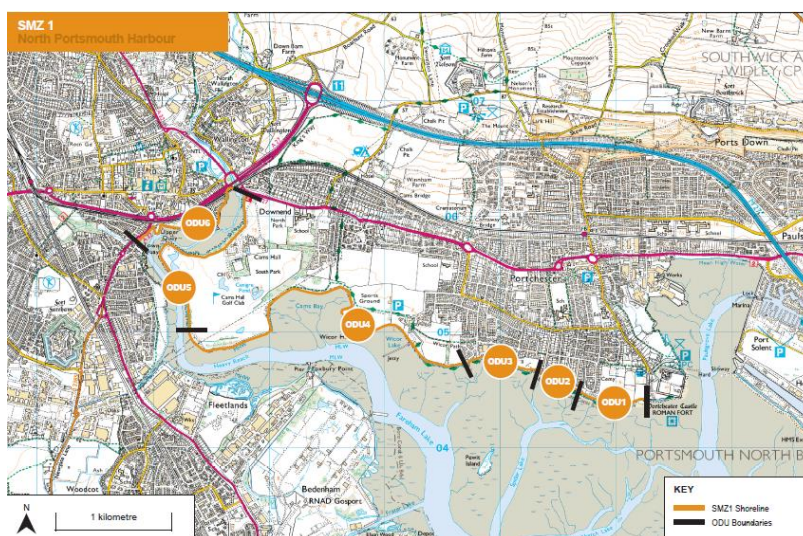


Figure 2. Strategy Management Zone 1 overview (Reproduced from the Ordnance Survey digital data with the permission of the controller HMSO. Crown Copyright reserved 2014. Licence No. LA 100019217, 2014)

		ODU 1	ODU 2	ODU 3	ODU 4	ODU 5	ODU 6
2015-2030	Works	Maintain	Maintain	Maintain	Plan environmental improvement and work to unlock funding to implement remediation or protection by 2030	Do Nothing	Maintain
	Notes	-	-	-	-	-	-
2030-2060	Works	Maintain	Setback flood wall/crest raising/seawall	Setback flood wall/crest raising/seawall	Seawall or remediation scheme	Do Nothing	Maintain
	Notes	-	Approx. 300m long. Further details to be investigated during scheme appraisal	Approx. 650m long. Further details to be investigated during scheme appraisal	Approx. 3500m long. Further details to be investigated during scheme appraisal	-	-
2060-2115	Works	Setback flood wall/crest raising/seawall	Maintain	Maintain	Maintain	Do Nothing	Setback flood wall/crest raising/seawall
	Notes	Approx. 270m long. Details to be investigated during scheme appraisal	NA	NA	NA	NA	Approx. 1230m long. Further details to be investigated during scheme appraisal

Table 1. The measures required in each ODU to implement the preferred strategic option in SMZ 1.

Strategy Management Zone 2 –Fareham and Gosport including creeks (ODUs 7- 20)

Sustain minimum 1:100 year flood SoP (phased) – Maintain existing defences, but implement new defences as required to maintain a minimum 1:100 year standard of protection against flooding. Implement new defences to prevent key assets / properties from eroding.

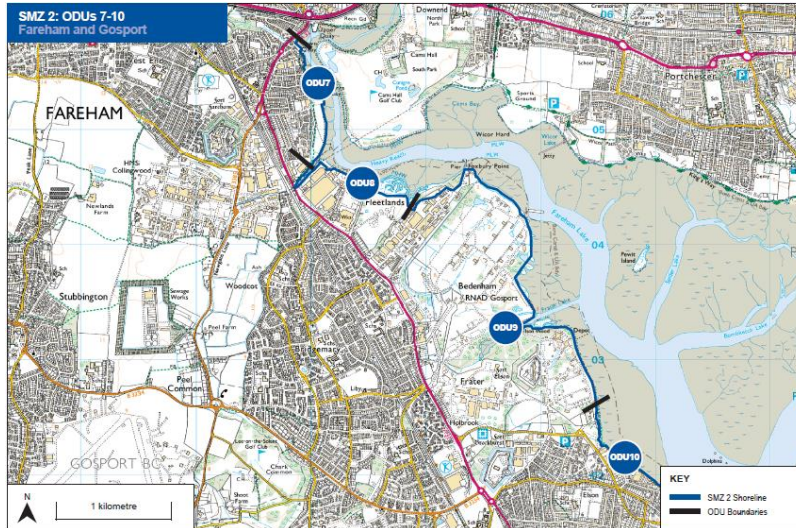


Figure 3. Strategy Management Zone 2 overview (ODUs 7-10) (Reproduced from the Ordnance Survey digital data with the permission of the controller HMSO. Crown Copyright reserved 2014. Licence No. LA 100019217, 2014)

		ODU 7	ODU 8	ODU 9 (MOD)	ODU 10	ODU 11	ODU 12 (MOD)	ODU 13
2015-2030	Works	Earth embankment + PLP	Maintain	Flood wall	Maintain	Flood wall (setback)	Maintain	Maintain
	Notes	Approx. length of 500m. Further details to be investigated during scheme appraisal	-	Approx. length of 2500m.	-	Approx. length of 450m. Further details to be investigated during scheme appraisal	-	-
2030-2060	Works	Maintain	Maintain	Maintain	Maintain	Maintain	Maintain	Maintain
	Notes	-	-	-	-	-	-	-
2060-2115	Works	Upgrade / Improve	Maintain	Upgrade / Improve	Flood wall (crest raising)	Upgrade / Improve	Maintain	Flood wall (crest raising)
	Notes	Details to be investigated during scheme appraisal	-	Details to be investigated during scheme appraisal	Approx. length of 1470m. Further details to be investigated during scheme appraisal	Details to be investigated during scheme appraisal	-	Approx. length of 540m. Further details to be investigated during scheme appraisal

Table 3. The measures required in each ODU to implement the preferred strategic option in SMZ 2.



Figure 4. Strategy Management Zone 2 overview (ODUs 11-20) (Reproduced from the Ordnance Survey digital data with the permission of the controller HMSO. Crown Copyright reserved 2014. Licence No. LA 100019217, 2014)

		ODU 14	ODU 15	ODU 16	ODU 17	ODU 18	ODU 19	ODU 20
2015-2030	Works	Flood wall (setback)	PLP	Maintain	Flood wall (setback) + PLP	Maintain Natural Defence	Flood wall	Flood wall
	Notes	Approx. length of 350m. Further details to be investigated during scheme appraisal	-	-	Approx. length of 580m. Further details to be investigated during scheme appraisal	-	Approx. length of 280m. Further details to be investigated during scheme appraisal	Approx. length of 400m. Further details to be investigated during scheme appraisal
2030-2060	Works	Maintain	Flood wall	Maintain	Maintain	Maintain Natural Defence	Maintain	Maintain
	Notes	-	Approx. length of 1480m. Further details to be investigated during scheme appraisal	-	-	-	-	-
2060-2115	Works	Upgrade / Improve	Maintain	Earth embankment (setback)	Upgrade / Improve	Maintain Natural Defence	Upgrade / Improve	Upgrade / Improve
	Notes	Details to be investigated during scheme appraisal	-	Approx. length of 800m.	Details to be investigated during scheme appraisal	-	Details to be investigated during scheme appraisal	Details to be investigated during scheme appraisal

Table 4. The measures required in each ODU to implement the preferred strategic option in SMZ 2.

Strategy Management Zone 3 – Open Coast Hold the Line (ODUs 21 and 22)

Preferred Strategic Options

February 2015

Maintain protection – Undertake scheduled maintenance of the beaches and defences and ensure current protection is maintained. The SoP against flooding will fall in the longer term due to Sea Level Rise.

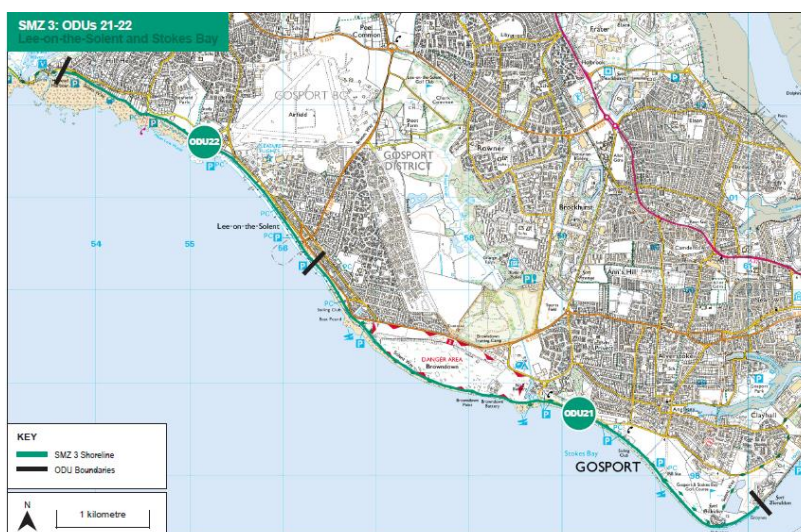


Figure 5. Strategy Management Zone 3 overview (Reproduced from the Ordnance Survey digital data with the permission of the controller HMSO. Crown Copyright reserved 2014. Licence No. LA 100019217, 2014)

		ODU 21	ODU 22
2015-2030	Works	Beach management (scheduled recycling and maintenance)	Beach management (scheduled recycling and maintenance)
	Notes	-	-
2030-2060	Works	Beach management (scheduled recycling and maintenance)	Beach management (scheduled recycling and maintenance)
	Notes	-	-
2060-2115	Works	Beach management (scheduled recycling and maintenance) and Groyne upgrades	Beach management (scheduled recycling and maintenance) and Groyne upgrades
	Notes	Capital renourishment to be considered subject to existing beach performance and sea level rise	Capital renourishment to be considered subject to existing beach performance and sea level rise

Table 5. The measures required in each ODU to implement the preferred strategic option in SMZ 3.

Strategy Management Zone 4 – Open Coast HTL / NAI / MR (ODU 23 to 25)

Allow natural processes to continue, but sustain protection to the environmentally important sites of Hook Lake and Titchfield Haven and seek to create habitat through regulated tidal exchange at Hook Lake (phased).



Figure 6. Strategy Management Zone 4 overview (Reproduced from the Ordnance Survey digital data with the permission of the controller HMSO. Crown Copyright reserved 2014. Licence No. LA 100019217, 2014)

		ODU 23	ODU 24	ODU 25
2015-2030	Works	Maintain	No Active Intervention (private maintenance permitted)	Maintain
	Notes	-	-	-
2030-2060	Works	Seawall and crest raising	No Active Intervention (private maintenance permitted)	Flood wall and sluice gate – regulate tidal exchange
	Notes	Approx. 1050m long.	-	Approx. 500m long.
2060-2115	Works	Maintain	No Active Intervention (private maintenance permitted)	Maintain
	Notes	-	-	-

Table 6. The measures required in each ODU to implement the preferred strategic option in SMZ 4.

Strategy Management Zone 5– Hamble Estuary (ODUs 26 to 29)

Do Minimum until 2060, but with Solent Way footpath adaptation from 2030, then sustain a minimum 1:100 flood SoP at key flood risk locations. Maximise life of existing defences managing flood risk with local measures and footpath adaptation from 2030, then provide minimum 1:100 year SoP.



Figure 7. Strategy Management Zone 5 overview (ODUs 26-27) (Reproduced from the Ordnance Survey digital data with the permission of the controller HMSO. Crown Copyright reserved 2014. Licence No. LA 100019217, 2014)

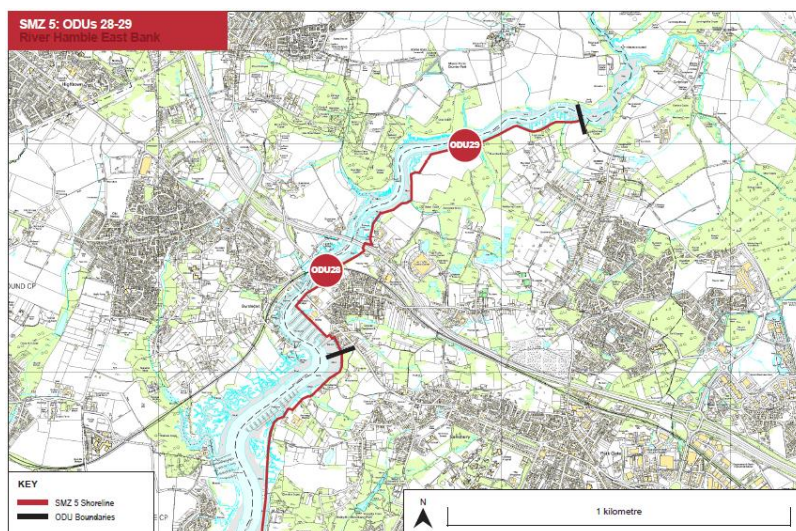


Figure Error! No text of specified style in document. Strategy Management Zone 5 overview (ODUs 28-29) (Reproduced from the Ordnance Survey digital data with the permission of the controller HMSO. Crown Copyright reserved 2014. Licence No. LA 100019217, 2014)

Preferred Strategic Options

February 2015

		ODU 26	ODU 27	ODU 28	ODU 29
2015-2030	Works	PLP	Maintain	PLP	No Active Intervention
	Notes	-	-	-	-
2030-2060	Works	Maintain	Footpath adaption	Maintain	No Active Intervention
	Notes	-	-	-	-
2060-2115	Works	Flood wall (crest raising)	Maintain	Flood wall (crest raising)	No Active Intervention
	Notes	Approx. 420m long. Further details to be investigated during scheme appraisal	NA	Approx. 790m long. Further details to be investigated during scheme appraisal	NA

Table 7. The measures required in each ODU to implement the preferred strategic option in SMZ 5.

FAREHAM

BOROUGH COUNCIL

Report to Planning and Development Policy Development and Review Panel

Date **3 March 2015**

Report of: **Director of Planning and Development**

Subject: **PERFORMANCE REVIEW: ENVIRONMENTAL SUSTAINABILITY
STRATEGY AND ACTION PLAN**

SUMMARY

There has been significant progress made on the Action Plan in the last year on a range of actions including the installation of smart meters, an audit of the Council's housing stock, the development of a 6 unit Passivhaus scheme, the permission of a solar farm and the Council's involvement in "Switch Hampshire". All these achievements should help the Council move towards the overall goals of reducing carbon emissions and managing resources. However, not all actions have progressed and it is important that some of these are prioritised further in the coming year. Furthermore it is important that new actions are encouraged to ensure that progress continues into the next year.

RECOMMENDATION

That the Panel agrees the revised actions and targets in the Environmental Sustainability Action Plan (shown in full in Appendix A) and note the achievements and completed actions since in the 2013/14 financial year.

INTRODUCTION

1. At its meeting on 12 November 2009, the Strategic Planning & Environment (SP&E) Panel considered a draft Climate Change Strategy and recommended it to the Executive. Subsequent to that meeting the strategy was strengthened to cover wider issues in relation to the use of natural resources and reducing the Council's impact on the environment. To reflect this wider remit it was renamed the Environmental Sustainability Strategy and was approved by the Executive on 8 March 2010.
2. The Strategy contained an Action Plan called the Environmental Sustainability Action Plan (ESAP) which set out actions to reduce carbon emissions, manage natural resources more effectively and adapt to climate change. The ESAP was revised in March 2012 and agreed by the Executive in October 2013.
3. This report sets out the updates and achievements to the ESAP in the 2013/14 financial year, but also highlights where actions need revising. The report also highlights new actions for consideration.
4. The format of the Action Plan is based on three distinct categories:
 - (a) Priority actions: These are short/medium term projects that will be delivered in the foreseeable future. Each of these actions are given an indicative timescale for delivery and a lead officer tasked with taking the project forward.
 - (b) Ongoing actions: These are projects that are ongoing and so have no "end date". An update on these projects will be provided by the assigned lead officer at the Corporate Sustainability Group meetings, and for the annual review of the ESAP.
 - (c) Welborne actions: These actions are specific to the Welborne development. These are all related to the Welborne Plan for the time being but will become priority or ongoing actions once the Plan is adopted.

ACHIEVEMENTS

5. There have been a number of achievements in the last years on actions in the action plan, or on other sustainability related projects. These are summarised below:
 - Smart meters installed and connected;
 - Audit of energy and water efficiency of Council housing stock undertaken;
 - Cycle store in the Civic Offices basement expanded and made more secure;
 - Permission given for 6 "Passivhaus" Council units
 - Renewable Energy Capacity Study completed
 - Residents of Fareham save £29,578 through Switch Hampshire scheme
 - Electric vehicle rapid charging point installed in Walled Garden Car Park
 - 16.875MW Solar Farm approved at Newlands, south of Tanners Lane

COMPLETED ACTIONS

6. Smart meters were originally installed as part of the refurbishment of the Civic Offices in 2012. These “smart meters” are connected to the electrical wiring in the building and provide readings on how much energy is being used in certain parts of the building over a given period of time. However, only recently have these been connected to a comprehensive system which now allows the Council to monitor energy use across the different floors of the building. The meters are set up on each floor and will monitor the different use from lighting and sockets. This will allow us to have a better understanding of how much energy is being used from different sources, which in turn will allow us to focus energy saving efforts on high users. The meters will also allow us to better monitor any improvements as a result of energy savings measures that are put into place. This action can now be deleted, and ongoing monitoring will be provided as part of the ongoing action to promote energy efficiency in Council buildings.
7. An audit of the Council housing stock was undertaken by Clouds Environmental Ltd and was completed in October 2013. The audit looked at energy and water efficiency across the different house types that make up the Council’s stock. The study highlighted house types that were the least efficient, but also made a series of recommendations for all house types which would improve efficiency. Building Services are continuing to consider the conclusions of the audit and are putting together a schedule of works based on the audit’s findings. This action can now be deleted, but suggest a replacement action is added to encourage the development of a schedule of works to utilise the audit’s findings.
8. The Council took part in the “Switch Hampshire” scheme in 2013/14 which aimed at saving residents (and businesses) money on their energy bills through collective buying power. The scheme was developed in partnership by Hampshire County Council and all the Local Authorities in the County, including Portsmouth and Southampton City Councils. Three “switches” were run in 2013/14, one in Summer, Autumn and Winter with a total of 11,016 people registering across the County, with 881 from Fareham. In total 170 Fareham residents switched their energy supplier through the scheme, with a projected combined saving of £29,578. Across the County 1,799 people switched using the scheme, with a projected combined saving of £314,672. Given that all planned switches are complete it is recommended that this action is removed from the action plan.
9. The Council commissioned Parsons Brinckerhoff to undertake a Renewable Energy Capacity Study to provide evidence for the Local Plan in terms of the capacity of the Borough to deliver low carbon or renewable energy. The study was completed in August 2013 and highlights that there is potential for solar PV and wind power generation in the Borough. It provides a series of maps which shows “areas of least constraint” for these types of energy generation considering issues such as proximity to buildings, conservation areas and ecological designations. The Study also recommends that District Heating Systems are investigated in certain parts of the Borough. The findings of the Study have been incorporated into the Local Plan and will, in due course, help determine planning applications. This action can now be removed from the action plan.
10. The Action Plan previously included a commitment for the Council to complete a necessary Home Energy Conservation Act (HECA) report, in which the Council would

be expected to set out how it is improving the energy efficiency of its housing stock and the wider Borough. There is no longer a requirement under the current Government to complete a HECA return and so this action will be deleted. Any future actions that would have been part of the HECA return can be added as actions for this Action Plan.

OTHER COMPLETED PROJECTS

11. Further to the above actions the Council has overseen the installation of electric charging points in the Civic Way, Walled Garden Car Park to support and encourage the use of electric vehicles in the Borough. The charging points in the car park are currently the only publically accessible charging points in the Borough but are part of a wider network which has been supported by Hampshire County Council, with the aim of providing charging points at suitable locations across the County.
12. In September 2013 Fareham Borough Council approved an application to install a photovoltaic solar farm at the land at Newlands Farm, south of Tanners Lane and west of Newgate Lane. The solar farm, now complete, will deliver 16.875MWp of renewable energy which is enough (using average household energy use figures from OFGEM) to provide electricity for 5,200 households.

REVISED ACTIONS

13. The cycle store in the basement of the Civic Offices has been upgraded and expanded to provide additional, and more secure, cycle storage for staff. The previous cycle storage facility was only the stairwell accessed from the outer door in the basement. There were limited storage space and no proper cycle racks, whilst there were ongoing safety concerns with the key system entry. The works, completed in 2013/14, involved knocking through into the former archive area of the basement and providing a new badge operated door, in addition to the key entry system, for additional security. A second phase of the project, to install shower and locker facilities in the basement is being considered. This action will be revised to take into account progress but retain necessity to consider shower/locker facilities.
14. The Council has developed a scheme for 6 homes to be built in Coldeast Close to Passivhaus standards. Passivhaus buildings are built to high efficiency and airtightness standards therefore providing thermal comfort without the need for traditional heating systems. The scheme was given approval in 2014, and the units, once complete, will be let by the Council on affordable rent. The scheme was given approval by the Executive to enter into contract with a preferred developer and an overall budget has been set at £1,000,000. Start on site is forecast for April 2015, with completion towards the end of 2015. This action will be revised to take into account progress but will be retained to consider further issues with construction and ongoing monitoring.
15. The Council has not progressed the investigation of water saving technology at the Civic Offices or rainwater harvesting at the Council Depot in the past 12 months due to the progression of other priorities. Given that the Council spends significantly on water at both the Civic Offices and the Depot there are clear financial benefits that can be achieved by better understanding water usage and the technologies that can potentially be applied. It is recommended that the investigation of water saving technology, including potential rainwater harvesting, be prioritised in the coming year.

16. Fareham Borough Council is a promoter of the Solent Green Deal, which is a partnership between a number of Local Authorities to roll out the Government's Green Deal programme locally. The Green Deal programme aims to improve the building stock of the country by encouraging home owners and landlords to have "Green Deal" assessments of their properties. These assessments highlight potential improvement works that can be undertaken and the home owner or landlord uses the Green Deal scheme to fund their chosen works. The scheme is basically a loan deal, but under the premise that the loan repayments will be less than the money saved by installing the works. The Council was not convinced of the business case for the Solent Green Deal and stopped short of joining as a partner member, but has promoted the scheme on its website. The scheme has not enjoyed much success very few assessments being undertaken in the Borough, and only a handful of works being carried out. This is partly due to the basic principal of the Green Deal, but also due to more competitive offers in the market place. The Action Plan will continue to monitor the progress of the Solent Green Deal, but will not pursue further involvement in the project at this time.
17. The Action Plan includes an action to pursue high building standards in new developments, utilising the Code for Sustainable Homes and BREEAM standards set in the Local Plan. All new applications are currently encouraged to meet Code for Sustainable Homes level 4 for residential buildings and BREEAM "excellent" for non-residential. However, recent Government consultation on the "Building Standards Review" indicates that the Government are seeking to remove such building standards from planning documents, replacing the standards with requirements through building regulations. As this is not currently adopted policy the Council will still seek to achieve the relevant standards as set out in the Local Plan, however, this may be reviewed in due course.

NEW ACTIONS

18. The Council is currently constructing an Innovation Centre as part of the wider Enterprise Zone at Daedalus. The scale and shape of the building, with large areas of flat roof, represents a good opportunity for energy generation through solar panels. A new action is to be added to the Action Plan which seeks to investigate this potential and seek to install solar panels. This will, in turn, reduce energy bills of the new building as well as providing ongoing income through the Government's feed-in-tariff.
19. Similarly to the above, there are opportunities for solar panels to be installed on other Council owned buildings around the Borough which should be investigated. One large, and currently unutilised, resource is the Council's housing stock. An additional benefit of installing solar panels of the Council's housing stock could be the potential to reduce energy bills of Council tenants, which could potentially reduce fuel poverty. A new action is, therefore, to investigate the potential for solar panels to be installed on Council housing stock.
20. Improving the energy and water efficiency of the Council's housing stock should help reduce fuel poverty for residents by lowering bills, but will also reduce CO2 emissions and protect water resources in the Borough. This priority will continue to be progressed and will, in part, be informed by the recently completed Clouds Environmental Ltd audit of Council housing stock, which highlighted potential areas of savings. A new "ongoing" action will be added that highlights the importance of improving the energy and water efficiency of the Council's housing stock. In the last year the Council has started to implement a number of efficiency measures at Arras

House flats including replacement doors windows, installation of gas fired central heating and showers. In the future, a major capital investment programme over the next 10 years is due to commence to replace old, inefficient double glazed windows with new A-rated windows.

WELBORNE ACTIONS

21. All the actions surrounding sustainability at Welborne have progressed as part of the Welborne Plan, with additional feasibility work done on various individual elements. The Welborne Plan was submitted to the Secretary of State in June 2014, with hearings held into its "soundness" in October 2014. The Plan, if found sound, will most likely be adopted by May 2015, which has been reflected in the Action Plan. The next step will be the Planning Application, in which the majority of the Actions will be finalised and set out in detail. The Action Plan has been amended to remove focus on the potential Energy Service Company and/or a Combined Heat and Power system as these are now part of a wider action requiring an Energy Strategy to be produced. This reflects the wording of the Welborne Plan and acknowledges that there are a wide range of technologies and methods that can be utilised to achieve high energy efficiency standards in the new community.

CONCLUSION

22. Significant progress has been made on a number of actions in the ESAP in the last year, with a number of actions completed. It is important for the Council to maintain this progress and continue to lead by example by acting sustainably, reducing carbon emissions and protecting natural resources. It is recommended that the Panel note the progress made to date and agree the revised and new actions and targets within the Action Plan.

Appendices: A: Revised Environmental Sustainability Action Plan

Enquiries:

For further information on this report please contact Mark Chevis. (Ext 4551)

Environmental Sustainability Action Plan Update

The following action plan lists out various actions which will help to meet the Council's Priority to "protect and enhance the environment", and to help meet one of the four key objectives. The Action Plan is split into three sections:

- A. Priority Actions: These are short/medium term projects that will be delivered in the foreseeable future. Each of these actions are given an indicative timescale for delivery and a lead officer tasked with taking the project forward.
- B. Ongoing Actions: These are projects that are ongoing and so have no "end date". An update on these projects will be provided by the assigned lead officer at the Corporate Sustainability Group meetings, and for the annual review of the ESAP which is taken to the SP&E Panel.
- C. Welborne Actions: These actions are specific to the Welborne development. These are all related to the Welborne Plan for the time being but will become priority or ongoing actions once the Plan is adopted.

Please note that the Sustainability Co-ordinator will play a supporting role in progressing all actions on the list.

Key Objectives

- Reduce carbon emissions across Council operations by 20% by 2020 (baseline 2012)
- Reduce the Carbon footprint of the Borough
- Manage Natural Resources More Efficiently
- Ensure Welborne promotes high levels of resource efficiency, particularly for energy, water and waste

A. Priority Actions

No.	Action	Lead Officer	Timescale	Justification	Performance Review
1	Install & connect smart meters in the Civic Offices, whilst allowing for additional meters to be installed in at Ferneham Hall and the Council Depot	Head of Estates	December 2013	Smart meters will help the Council accurately monitor the energy usage across Council buildings and will help identify areas of potential savings, as well as providing accurate information on the success of energy saving initiatives.	COMPLETED AND DELETED
2	Undertake external audit of all Council housing	Head of Building	Audit Report by	To ensure all Council housing stock is efficient as	COMPLETED AND DELETED – REPLACED WITH NEW ACTION 10

No.	Action	Lead Officer	Timescale	Justification	Performance Review
	stock, which includes investigating methods of reducing energy consumption and possible use of renewable source for electricity and heat	Services	July 2013. Likely to result in future actions.	possible and offers residents and the Council savings on energy and heating bills. Will also help reduce carbon emissions on Council operations.	
1	Investigate potential for rainwater harvesting for Depot	Head of Estates	December 2015	Option to reduce Depot water consumption. Harvested rainwater can be used for vehicle washing amongst other things.	No progress due to prioritisation of other actions. Needs to be progressed in coming year
2	Investigate alternative cycle storage/shower and locker facilities in the Civic Offices	Head of Estates	March 2016	Improved facilities will encourage more staff to cycle (or run) to work, meaning less car usage.	First phase completed with expanded facilities and increased security provided. Second phase to install shower/locker facilities being investigated.
3	Investigate potential for water saving technology in the Civic Offices & Depot, such as waterless urinals, dual flush toilets, better shower/tap fittings	Head of Estates	December 2015	Option to reduce Civic Offices and Depot water consumption. These methods are potentially simple and low in cost.	No progress due to prioritisation of other actions. Needs to be progressed in coming year
4	Replacing windows in Civic office	Head of Building Services	2017/18	Major project but potentially big savings through reduced need for heating or cooling of the building. Will also help reduce carbon emissions on Council operations.	Programmed for 2017/18.

No.	Action	Lead Officer	Timescale	Justification	Performance Review
5	Pilot the erection of new affordable housing units using a variety of different building techniques	Head of Strategic Housing	Completion by end of 2015	Demonstrates to other house buildings the benefits of different construction techniques. Potential to utilise the information for much larger schemes, such as Welborne.	Strategic Housing has identified two potential sites (Coldeast Close and rear of 123 Bridge Road) which currently belong to HCA. Currently in the process of finalising land acquisition with report taken to 2 nd September Executive.
6	Undertake Renewable Energy Capacity Study to ascertain capacity for renewable energy in the Borough	Head of Planning Strategy & Environment	Study complete by end of September 2013	Required by the National Planning Policy Framework, but also allows us to understand the capacity for different types of renewable technology in the Borough as well as the most suitable locations.	COMPLETED AND DELETED
6	Work with PUSH authorities to help the roll out of Green Deal in the Borough	Sustainability Co-ordinator	Review March 2016	Government initiative to improve the energy efficiency of homes across the UK. By becoming a promoter of the Solent Green Deal the Council has a degree of control over the direction of the scheme, ensuring residents receive high quality service, but at no immediate cost.	The "Solent Green Deal" has been led by Officers from Portsmouth City Council, Eastleigh Borough Council and Southampton City Council and recommends a joined up approach between Local Authorities. There has been limited take up by residents in Fareham and involvement in the project will be reviewed over the coming year.
7	Work with Hampshire County Council to promote "Switch Hampshire". The scheme is designed to	Sustainability Co-ordinator	First switch June 4, further switches due in	Provides residents with a simple way of potentially saving money through collective buying power. There is no obligation to	COMPLETED AND DELETED

No.	Action	Lead Officer	Timescale	Justification	Performance Review
	get residents reduced energy tariffs through collective buying power		Autumn and Winter	switch when signed up and therefore residents have “nothing to lose”, but can make significant savings.	
7	Investigate potential of solar panels on Fareham Innovation Centre	Director of Finance	December 2015	To provide lower energy bills for building and provide income for the Council through the feed-in-tariff	NEW ACTION
8	Investigate potential for solar panels of Council Housing Stock	Sustainability Co-ordinator	March 2016	To provide lower energy bills for tenants and potentially reduce fuel poverty	NEW ACTION

B. Ongoing Actions

No.	Action	Lead Officer	Justification	Update
9	Promote water and energy efficiency with Staff in Civic Offices/Depot	Head of Estates/Head of Corporate Services	Encourage staff to save energy and water should lead to potential savings for the Council. Will also help reduce carbon emissions on Council operations.	The installation of smart meters will help the Council fully understand who is using the energy and for what. This will be monitored over the coming year to highlight areas of potential savings and areas of high usage.
10	Report on Home Energy Conservation Act. The Council is required to submit a bi-annual progress report to the government on issues relating to energy efficiency and energy conservation	Head of Strategic Housing	The Council is required to produce this report.	NO LONGER A REQUIREMENT – ACTION DELETED
10	Improve energy and water efficiency in Council Housing Stock	Head of Building Services	To ensure all Council housing stock is efficient as possible and offers residents and the Council savings on energy and heating bills.	NEW ACTION

No.	Action	Lead Officer	Justification	Update
11	Co-ordination of sustainable travel initiatives.	Sustainability Co-ordinator	To encourage staff and residents to travel by means other than the private car.	Installation of rapid electric charging points in Walled Garden Car Park, Civic Way should encourage the use of electric vehicles. Completion of Council's Green Infrastructure Strategy should promote additional cycle links being completed in the Borough.
12	Reduce energy consumption in the Vehicle Fleet.	Director of Street Scene	For financial savings through less fuel costs, but also to reduce carbon emissions on Council operations.	<p>There are currently six Refuse Collection Vehicles (RCV's) that have an electronic hoist fitted. Improvements in fuel consumption vary, depending on where the vehicles are used (urban/rural) however, the fuel saving is approximately 25%.</p> <p>There are two RCV's that have hydraulic hoists fitted with Eco Drive Assistance (EDA) fuel saving devices that have reduced consumption by approximately 9%.</p> <p>There are also six RCV's delivered between 2012-14 that have been fitted with fuel saving devices. These devices have been tested and have delivered fuel savings of between 10 and 20%. Based on a reduction of 10% it will take around three years to recover the cost at current fuel prices.</p> <p>All vehicles now fitted with GPS units</p>
13	Communicate with local residents and providers to reduce domestic energy and water consumption	Head of Corporate Services	As a Community Leader the Council has an obligation to provide residents and local	As part of a continuing action to engage with residents Fareham has, in collaboration with a number of other Local Authorities in

No.	Action	Lead Officer	Justification	Update
			businesses with advice and information on ways to save money. Reducing energy and water consumption can help with this.	Hampshire, developed a series of simple and informative leaflets. The leaflets contain bullet points setting out helpful messages and suggesting ways of acting more sustainably and saving money. These leaflets will be made available on our website, but will also be available for use at CAT meetings and other public events. The following topics are covered: Top tips, Electricity, Heating, Hot Water, Water, Insulation and draft proofing, Renewable Energy, Electric Heating, Transport & Travel, Waste & Recycling, Adaptation.
14	Apply conditions to planning applications in order to meet Code for Sustainable Homes/BREEAM levels unless it can be demonstrated to be unviable, as set out in Policy Core Strategy Policy CS15	Head of Development Management & Trees	This will be continually monitored to ascertain its effectiveness, but it should be a major step forward in ensuring that new homes built in the Borough are of a high standard in sustainability terms.	The Development Management & Trees service is now adding conditions to permissions for residential development to ensure that new housing schemes meet Code for Sustainable Homes Level 4 (or above). An independent assessment of new homes prior to occupation is required in order for a certificate to be produced which, in turn, satisfies the condition.
15	Monitor waste procedures in Civic Offices and Depot and promote awareness of recycling amongst staff	Head of Democratic Services	Reduces waste to landfill and ensures the Council is managing natural resources as efficiently as possible.	The importance of recycling has been re-emphasised to staff via the Council's intranet system, with messages provided on SID.
16	Continue our partnership with Project Integra and Hampshire Council to: a) increase waste recycling including the review of the collection of different materials b) reduce and	Director of Street Scene	Reduces waste to landfill.	Project Integra board is currently considering a proposal to include additional plastic types in the recycling mix to improve capture rates. The costs of such an initiative are currently being worked up.

No.	Action	Lead Officer	Justification	Update
	eventually eliminate use of landfill including reviewing options for waste streams currently sent to landfill.			The latest data indicates that in Hampshire, the percentage of waste that goes to landfill is 8%, which is one of the best rates in the UK.
17	Adopt an approach to procurement which has sustainable procurement of goods, materials and services as a major component.	Director of Finance and Resources	Ensures that all products and services acquired by the Council are as sustainable as possible.	The Council Procurement Strategy (currently awaiting approval) includes a section on sustainability, which requires to investigate opportunities for energy consumption reduction, emission output reduction, recycling, reduced usage, bulk delivery and better packaging. There is also emphasis on suppliers to bring forward new/emerging design technology that has a positive and measurable impact upon the environment.

C. Actions for Welborne

No.	Action	Lead Officer	Timescale	Justification	Update
18	Investigate feasibility of implementing an Energy Service Company (ESCO) or Multi-utility Service Company (MUSCO) to deliver sustainable utility infrastructure for Welborne	Director of Finance	Investigate feasibility by March 2014	Potentially provides Welborne with sustainable utility infrastructure (including energy) in a planned, timely and cost-effective manner.	DELETED AND REPLACED BY ACTION 18
19	Plan for a Combined Heat and Power (CHP) or district heating network to serve the District Centre	Director of Planning and Development	Investigate feasibility by March 2014.	Potentially provides highly sustainable source of heat and power to residents and businesses of Welborne.	DELETED AND REPLACED BY ACTION 18

18	Require an Energy Strategy to demonstrate how the development will minimise the use of energy, achieve high energy efficiency standards, and maximise the use of low or zero carbon technologies including district energy networks.	Director of Planning and Development	Policy adopted May 2015	Provide highly sustainable source of heat and power to residents and businesses of Welborne.	NEW ACTION
19	Provide dedicated pedestrian and cycle links within Welborne that link to connections to neighbouring settlements	Director of Planning and Development	Policy adopted May 2015	Ensures residents of Welborne can access the wider area by means other than the private car.	Policy included in the Welborne Plan. Final routes of proposed links will not be decided until planning application is received.
20	Optimise energy efficiency in the new development and ensure a proportion of new dwellings are built to "passivhaus" standard	Director of Planning and Development	Policy adopted May 2015	Ensures a proportion of buildings in Welborne have a high level of air tightness meaning they need less energy to heat and cool them.	Policy included in the Welborne Plan. Actual number of units predicted to be built to Passivhaus standard will not be known until planning application is received.
21	Ensure all new residential development at Welborne will be designed to achieve good practice standards of water efficiency	Director of Planning and Development	Policy adopted May 2015	Ensures that properties in Welborne use less water and thus helps protect the natural resources of the area.	Policy included in the Welborne Plan. Level of water efficiency predicted to be delivered will not be known until planning application is received.
22	Make provision, as part of the Welborne development, for additional Household Waste Recycling Centre (HWRC) capacity to meet the needs of the development.	Director of Planning and Development	Policy adopted May 2015	Potentially means that residents of Welborne, and the surrounding areas, have an accessible HWRC and do not need to drive further afield.	Issue included in the Welborne Plan. Potential site identified at Pinks Hill.

23	Supporting future BRT links to Welborne	Director of Planning and Development	Policy adopted May 2015	Ensures residents of Welborne have a suitable alternative to the car that provides easy access to Fareham and beyond.	Policy included in the Welborne Plan. Final route of BRT likely to be established through planning application.
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FAREHAM

BOROUGH COUNCIL

Report to Planning and Development Policy Development and Review Panel

Date **03 March 2015**

Report of: **Director of Planning and Development**

Subject: **PUBLIC TRANSPORT REVIEW: CONCLUSIONS AND
RECOMMENDATIONS [FINAL REPORT]**

SUMMARY

This report presents a summary of the main findings and conclusions from the work carried out on the Policy Development and Review (PDR) Panel's Public Transport Review, under the guidance of the Members' Working Group. The main focus of the Review has been to examine existing bus service provision in the Borough and identify possible actions for working more effectively with the organisations delivering these services, in order to better meet the needs of the local communities through the Borough Council's community leadership role.

RECOMMENDATION

That the PDR Panel:

- Notes the contents of the Final Report relating to the findings and conclusions from the Public Transport Review.
- Recommends to the Executive that the Council enters into an agreement with First Bus setting out a Protocol for community involvement in the provision of local bus services.
- Recommends to the Executive that Community Action Fareham be invited to submit a part-funded application and business case to the Council for a proposal to support their interest in operating a Sunday bus service between Fareham Town Centre and the Highlands area, replacing a similar service recently withdrawn by Hampshire County Council and to be run as a trial over a 3-month period.
- Recommends to the Executive that Officers be asked to undertake a feasibility study for a possible on-going programme of installation of new and/or re-located bus shelters and associated bus stop infrastructure, and for estimating the associated capital costs; these measures would assist in influencing mode choice by enhancing the quality of the public transport offer.

INTRODUCTION

1. This report presents the principal findings and outcomes from the work carried out on the Public Transport Review under the guidance of the Working Group on behalf of the PDR Panel. The appointed members of the Working Group were Cllr A. Mandry (Chairman), Cllr P. Davies and Cllr G. Fazackarley.
2. The main objectives of the Public Transport Review were, firstly, to define and clarify the current provision of bus services in the Borough, and secondly to identify possible actions for working more effectively with the organisations delivering these services to better meet the needs of the local communities through the Borough Council's community leadership role.
3. The work of the Review has focussed particularly on bus and bus rapid transit (BRT) services as the main public transport mode in the Borough. However, it is recognised that other forms of public transport – including community bus, rail and taxi services, with ferry services also providing connections to Portsmouth and Isle of Wight – together with the efficient interchange between modes each play a key role as part of an integrated transport solution that should be easily accessible to all travellers.
4. In total, six Working Group Meetings have taken place during the period from August 2014, when work on the Review commenced, to February 2015. These have provided a steer for the work and enabled discussion on the initial findings of the Review, with representatives of First Bus, Community Action Fareham and Hampshire County Council's Passenger Transport Group accepting invitations to attend the Meetings.
5. Preliminary findings emanating from the work of the Review were contained in the Interim Report "Public Transport Review – Findings (Interim Report)" and presented to the PDR Panel on 4 November 2014.
6. In undertaking this work it is recognised that the Borough Council has an important subsidiary role in influencing outcomes of initiatives from Hampshire County Council, who as Transport Authority hold the overall responsibility to secure the provision of appropriate services to meet public transport requirements.
7. Initial tasks of the Review involved establishing a baseline of bus services in the Borough and the effects of planned changes following a review undertaken by Hampshire County Council during the Spring of 2014. The results are summarised in the next section of this Report.
8. Background activities informing the work of the Review and detailed in the Interim Report comprised the following:
 - An analysis of 2011 National Census data to assist in identifying community needs for bus services in the Borough.
 - An assessment of other community bus services in order to understand how other local authorities and communities were responding to changes in bus provision.
9. The following sections of the Report outline the further work undertaken to consider the need for new bus services and procurement of associated infrastructure in the

Borough, and how existing processes for involving the Council and local community in proposed service changes can be improved through more effective communication.

1. SCHEDULED AND PRIVATE CONTRACTED BUS SERVICES

Scheduled Services

10. The existing network of bus routes in Fareham and Gosport provides connections to and from the Town Centre, local centres and other major destinations including Fareham Railway Station. Frequency of service, however, is a key determinant of quality as perceived by customers. This varies substantially across different routes - at one end of the scale the E1/E2 Eclipse BRT routes operate with a frequent service between 0530 and 2400 hours Monday to Saturday, and 0600 and 2330 on Sundays and Bank Holidays, whilst at the other extreme there is at best a two-hourly service on Routes 11 and F3.
11. The descriptions and current route frequencies of bus services in Fareham and Gosport are reproduced in Appendix 1 of this report.
12. In July 2014, First Bus revised the timetables of some services, with some routing and frequency changes, and announced that the F2 and F3 services would be reviewed after 6 months and may not continue beyond the required 56-day notice period should the financial performance prove to be unsatisfactory.
13. Between March and May 2014 Hampshire County Council (HCC) carried out a public consultation on the operation of subsidised bus routes and community transport services in Fareham and Gosport as part of a County-wide initiative to reduce costs, with the option of withdrawal of a number of services that are not judged to represent good value for money. The HCC Review of Subsidised Bus and Community Transport Services included seven subsidised bus services considered for partial or complete withdrawal should the recommendations be approved.
14. Fareham Borough Council duly submitted a response to the HCC consultation taking account of all comments received by Local Members and Borough residents. In summary these were as follows:
 - No bus service identified as 'at risk' in the HCC Review should be withdrawn without appropriate consideration of the potential impacts in a holistic cross-sector approach involving transport, planning, economic and welfare programmes.
 - There is a need for better targeting of public transport funding and policy in order to address transport-related community impacts of service withdrawal such as social isolation.
 - Further cuts affecting the availability and affordability of bus services in the Borough would not be consistent with the objectives of The Council's local planning policy framework.
15. Recommendations from the HCC Review were considered at the Executive Member for Economy, Transport and Environment (EMETE) Decision Day Meeting on 27 October 2014. The associated Decision Report setting out the proposals was available on HCC's website (Reference: 6029), and recommendations for changes in bus services in Fareham and Gosport are presented in Appendix 2 of this report.

16. A summary of results from the HCC Passenger Transport Review 2014 consultation responses has also been published on the HCC website. Key statistics relating to the use of bus services in Hampshire include the following:

- Travelling to/from shops for essential shopping is the most common journey purpose (20% of respondents); only 6% use the bus to travel to/from work.
- 21% of respondents use the bus either every day or on most days of the week.
- 69% of respondents do not use subsidised services after 7pm; 64% do not use subsidised Sunday services.
- 21% of respondents said they have no alternative mode to travel other than using the bus.
- The top priority for funding identified by the highest number of respondents (23%) was the retention of the current days that a service operates (ie. Monday-Friday).

Privately-Contracted Services

17. Alongside scheduled bus services there are a number of privately-contracted services operated by business organisations, educational establishments and other institutions in the Borough that have been procured in order to provide a public transport alternative for site access. Due to the dedicated nature of these routes they tend not to fully consider their potential integration with scheduled bus routes. Contractual arrangements have meant that only in selected cases has there been agreement to make these private services available to fare-paying passengers.

18. Examples of privately-contracted services currently operating in the Borough include the following:

- ASDA Fareham Newgate Lane: Free Shopper Buses (Fareham Bus Station, Stubbington Village, Lee-on-the-Solent), Mondays to Fridays;
- Whiteley Shopping Centre: Free Bus Service operating Monday to Friday lunchtime periods;
- CEMAST Daytime Shuttle, student bus service linking to the BRT at Fort Brockhurst, Gosport;
- CEMAST Morning and Evening Bus Services student service between the College campus, Fareham Bus and Rail Stations, and Gosport.

19. Overall and taking account of both scheduled and privately-contracted services, there is a lack of coherency and uniformity in bus service provision across the Borough, with the main corridors served relatively well but infrequent services on intermediate routes elsewhere, and with Fareham Town Centre acting as the main transport hub. Each privately-contracted route serves a specific purpose and is not equivalent to a conventional scheduled service available to the general public.

20. From a bus passenger perspective, periodic changes in services by operators and publicity associated with possible further service reductions may not be conducive to the message that the bus represents a sustainable long-term alternative travel choice.

2. MEETINGS WITH BUS OPERATORS

21. To assist with the Review, representatives of transport providers operating scheduled bus services and community transport in the Fareham area accepted invitations to attend meetings of the Working Group.

First Bus

22. First Bus is the principal bus operator for the Fareham and Gosport area, operating services that are required to cover running costs. The financial performance of services is reviewed on a regular basis, as are opportunities for new routes linked to developments within the Borough.

23. The Company is prepared to run a service if deemed viable and provided that customers make use of the service. Alternatively, services will be removed if they are not used, as under the current legislation First Bus is unable to cross-subsidise with more profitable routes. Due to the reimbursement rates for concessionary passes, their extensive use by passengers may result in services not covering running costs by this means alone.

24. First Bus does not currently believe that there are additional bus services in the Borough that could be run on a commercial basis. However, First continues to review its service levels and when opportunities become available to provide new services or enhance existing ones they will be considered.

25. Of interest to the Borough Council is the fact that First arrange Customer Panel meetings in Fareham on a quarterly basis to elicit views on local bus services and provide information on forthcoming changes. Panel members are selected as representative of other customers who use specific services, and meeting minutes are published on First's website www.firstgroup.com/ukbus/hampshire/help_contact/customer_panel

26. Previous membership of the Customer Panel included Officer representation from both Hampshire County Council and Portsmouth City Council, with Fareham Borough Council represented informally by Cllr Peter Davies.

27. Independent of the First Bus Customer Panel is the Fareham & Gosport Passenger Transport Forum run by Hampshire County Council and attended by Cllr Davies and the Principal Transport Planner on behalf of Fareham Borough Council.

Community Action Fareham

28. Community Action Fareham currently operates 3 school contracts and has confirmed interest in running scheduled community bus services in order to increase the utilisation of vehicle fleets and assist in reducing costs. They are proposing to combine operations with their counterparts in Gosport, thereby increasing scalability.

29. They have prepared business cases for various service options which have highlighted the potential financial risks to the organisation, and therefore to date have not committed to setting up any new route. It is understood that attempts at partnering with First Bus to share marketing and other costs have so far proved to be unsuccessful.

3. CONSIDERATION OF THE NEED FOR BUS SERVICES

30. In early January 2015 a request was issued to all local Councillors inviting suggestions

on the need for bus services in the Borough. This elicited a number of responses from Councillors which will be taken forward by Officers for consideration through discussion with bus operators and other interested parties.

31. The particular points raised in Councillor responses are presented in Appendix 3 of this Report and are summarised below together with the actions being taken by Officers:

- The absence of late evening bus services in Locks Heath and attendant concerns over personal security for work-to-home journeys - the matter will be referred to First Bus for consideration.
- A need for direct bus service connections to Fareham Community Hospital in the Western Wards to avoid a 300-400 metre walk from the nearest bus stop – the matter will be referred to First Bus and the local Health Trust for consideration.
- Improved bus services in the Portchester area to supplement existing routes and frequencies – the matter will be referred to First Bus for consideration and an assessment made of the effectiveness of the alternative Linden Lea Taxishare service.
- A Sunday service on the F1/F2 route between Fareham Town Centre and the Highlands area, replacing an equivalent service operated by First Bus and withdrawn in early January 2015 by Hampshire County Council – consideration will be given as to how this proposition may be brought forward and the necessary funding secured.

32. Notwithstanding the genuine concerns expressed by Councillors in relation to service level provision and the consequential impact on individual passengers and local communities, it should be noted that without subsidy or grant funding it is not considered likely that new services designed to meet these needs will be promoted by existing bus operators as financially viable.

33. Community Action Fareham has expressed interest in operating a Sunday service between Fareham Town Centre and Highlands, which would broadly complement the operation of existing bus contracts by the organisation. Acknowledging that a service was unlikely to be economic based solely on fare revenue collection, it has been concluded that Community Action Fareham could prepare a part-funded application setting out the costs of operating the service and identifying the level of contributory funding required to offset the predicted shortfall, should the proposal be approved. It was also concluded that if the service were run for an initial 3-month period then this would allow an evaluation of the true demand for this service to be undertaken without major financial commitment.

4. A PROTOCOL FOR COMMUNITY ENGAGEMENT

34. It was concluded from the meeting with First Bus referred to above that there would be benefit in Fareham Borough Council formalising the process of consulting residents and other interested parties - either through Customer Panels or by other means - on the need for new or improved bus services, with the aim of agreeing proposed service changes with operators for implementation.

35. One method of achieving this would be to define a Protocol comprising a set of principles of community involvement as a formal procedure for the effective

communication of proposed changes to local bus services. Possible signatories include the relevant local authorities, local bus service providers in the Fareham and Gosport area, and developers with significant proposals affecting local communities within the Borough.

36. The General Manager of First Bus has confirmed to Fareham Borough Council their willingness to sign a Protocol and agreed a form of words for the document which is reproduced as Appendix 4 to this Report. This reflects the actions identified to ensure that the Council Members and Officers are better informed of planned changes to bus services and have the opportunity to influence final decisions whenever possible.

37. The particular measures referred to in the Protocol that have been agreed with First Bus are as follows:

- Appointment of a local District Member to the First Bus Customer Panel for the Fareham area.
- Updating Members and Officers of the outcomes of Customer Panel meetings.
- Notifying the Principal Transport Planner of changes to bus services in accordance with the required notice periods.
- Informing the Borough Council of arrangements for Roadshows taking place in Fareham Town Centre.

38. Subject to agreement by the parties concerned, it is envisaged that Hampshire County Council and other operators of local scheduled services could become co-signatories of the Protocol in the future.

5. BUS SHELTERS AND RELATED INFRASTRUCTURE

39. Bus stop facilities are an important component of the total public transport offer across the Borough, and require appropriate levels of investment for upgrading and maintaining existing street furniture.

40. Responsibilities are currently split between Hampshire County Council for the provision of bus stops and Fareham Borough Council for the provision of bus shelters. On Bus Rapid Transit (BRT) routes, Hampshire County Council is responsible for all infrastructure including bus shelters.

41. In parallel with the submission of this Report, a forthcoming report entitled "Bus Shelter Maintenance Contract Renewal" has been prepared by Council Officers to the Streetscene Policy Development and Review Panel, advising of proposals for the renewal of the existing contract for these services that is due to expire in March 2016.

42. In addition to repair and maintenance activities, there is a need to consider the procurement of new or re-located bus shelters at suitable locations in the Borough due to the continuous review and modification to route and service patterns by bus operators. As there is currently no funding available for this procurement, a possible way forward to achieving this would be for the Executive to ask Officers to undertake a feasibility study for a possible on-going programme of installation of new and/or re-located bus shelters and associated bus stop infrastructure, and to estimate an appropriate annual capital budget over a 10-year period.

43. The report from this study would then need to be submitted to the Executive for consideration.
44. It is also necessary to protect bus stops from parking by other vehicles which can result in buses being unable to reach the stops and purpose-built infrastructure for low-floor vehicles where this is provided. Where appropriate the Borough Council will consider the introduction of a 'bus stop clearway', which can be implemented and enforced without a traffic regulation order to address the problem.
45. In addition to civil engineering infrastructure improvements, there are a number of complementary technological developments aimed at improving the accessibility and affordability of public transport in Fareham. These include the *SolentGo* smart ticketing initiative, developed by a consortium of public transport operating companies in the Solent area, and RNIB *React* tags, promoted by Hampshire County Council, enabling blind or partially-sighted passenger to use the *Eclipse* bus stops. The Borough Council is assisting in disseminating this information to the appropriate user groups.

6. MAJOR TRANSPORT SCHEMES PROGRAMME

46. Fareham Borough Council is providing assistance to Hampshire County Council on delivery of the 'Improving Access to Fareham and Gosport' transport infrastructure programme, with Officers supporting County officers on both design and communications aspects associated with major road improvements in Fareham.
47. With regard to detailed engineering design matters, Borough Council Officers are providing advice on local requirements as part of project development, in particular the location of bus stops, interchange facilities and provision of new bus shelters.
48. The Council is also working to ensure that Local and County Members are fully informed of proposals and have the opportunity to comment on design proposals prior to finalisation and issue of details to the general public, thereby facilitating support for the incorporation of public transport measures in new highway schemes.
49. Significant resources have also been provided by Fareham Borough Council on behalf of Hampshire County Council to create a 'drive-through' visual simulation of the new road layout for the Newgate Lane North improvement scheme. The resulting video is accessible via the Council's Website and has proved exceptionally popular, with over 8,000 'hits', and the County Council has stated its intention to adopt this exercise as a standard approach for communicating similar proposals to members of the public.

RISK ASSESSMENT

50. There are no significant risk considerations in relation to this report.

CONCLUSIONS

51. The lack of coherency in the provision of bus services across the Borough, combined with sensitivity around Hampshire County Council's regular reviews of subsidised bus services and the tendency for First Bus to change services on a regular basis, make it difficult for passengers to keep up-to-date with current timetables and gain reassurance that bus represents a viable long-term choice of travel mode for journeys in Fareham.
52. It is therefore considered that there would be benefit in Fareham Borough Council formalising the process of communicating plans and proposals relating to new bus

services or changes to existing routes, and that one method of achieving this would be to produce a Protocol comprising a set of principles of community involvement as a formal procedure associated with the implementation of these proposals.

53. First Bus has confirmed their agreement to a signed version of the Protocol document, and it is hoped that Hampshire County Council and possibly other local bus operators could also sign in the future.
54. Although preliminary findings contained in the Interim Report indicated that there were no significant gaps in the provision of bus services in the Borough on the main arterial routes, specific concerns on the lack of services have been expressed by local Members, and Officers intend to maintain a dialogue with First Bus and other interested parties with the objective of identifying possible solutions.
55. Community Action Fareham has expressed an interest in operating a service on a trial basis between Fareham Town Centre and the Highlands area, and it considered that, as a way forward, a part-funded application and business case for this proposal could be requested and submitted to the Council Executive.
56. The Borough Council is currently reviewing options for procurement of maintenance and repair services for the existing stock of bus shelters in the Borough. In addition, there is a need to consider how new bus shelters should be procured in the future and it is considered that Officers could be requested to undertake an assessment of the feasibility of defining a long-term programme for the installation of new or re-located shelters.

Background Papers: None

Reference Papers: Report to Planning and Development PDR Review Panel “Public Transport Review – Findings (Interim Report)”, 4 November 2014

APPENDIX 1 – Existing Bus Services in Fareham and Gosport

APPENDIX 2 – Hampshire County Council Changes to Bus Services in Fareham and Gosport following the 27 October 2014 Decision Day Meeting

APPENDIX 3 - Members' PDR Panel Public Transport Review – Request to All Councillors for Suggestions on the Need for Bus Services

APPENDIX 4 – Protocol for Community Involvement in Provision of Local Bus Services

Enquiries:

For further information on this report please contact the Principal Transport Planner, Robert Burton. (Ext 2373)

APPENDIX 1 – EXISTING BUS SERVICES IN FAREHAM AND GOSPORT

Route Descriptions and Frequencies

Route No.	Operator	Route Description	Mon-Sat Daytime	Mon-Sat Evenings	Sunday & Bank Holiday	Last Bus Dep FBS*
Eclipse E1	First	Fareham-Rail Station-Busway-Brockhurst-Elson-Gosport	12 mins	30 mins	20 mins	23.31
Eclipse E2	First	Fareham-Rail Station-Busway-Brockhurst-Ann's Hill Road-Gosport	12 mins	30 mins	20 mins	22.55
F1	First	Fareham-Blackbrook Road-Highlands (Shops)-Thorni Avenue	30 mins	No service	No service	18.35
F2	First	Fareham-Maylings Farm-Frosthole Crescent-Highlands (Nashe Way)	hourly	No service	No service	17.20
F3	First	Fareham-Dore Avenue-Portchester Precinct	3 journeys	No service	No service	14.24
3	First	Fareham-Portchester-QA Hospital-Cosham-North End-Portsmouth	10 mins	30 mins	20 mins	23.00
X4	First	Portsmouth-M275-Portchester-Fareham-Locks Heath-Lowford-Southampton	30 mins	(variable)	(variable)	19.28
X5	First	Gosport-Stokes Bay-Lee-on-the-Solent-Stubbington-Fareham-Locks Heath-Warsash-Lowford-Southampton	30 mins	(variable)	hourly	20.31
9/9A	First	Fareham-Bridgemary-Rowner-Gosport	15 mins	(variable)	30 mins	19.05
10	First	Fareham-Bridgemary-Brockhurst-Gosport	hourly	No service	No service	15.45
11	First	Fareham-Fleetlands-Brockhurst-Gosport-Alverstoke	2-hourly	No service	No service	17.35
20	First	Fareham-Highlands-Funtley-Knowle-Wickham	70 mins	No service	No service	18.45
21	First	Fareham-ASDA-Stubbington-Hill Head/Lee-on-the-Solent	(variable)	No service	No service	18.30
X23	Xelabus	Locks Heath-Warsash-Lowford-Windhover (Tesco) (Tuesdays & Thursdays only)	1 journey	No service	No service	n/a
28/28A	First	Fareham-Highlands(28) or West End(28A)-Park Gate-Whiteley	8 journeys	No service	No service	18.05
69	Stagecoach	Fareham-Wickham-Bishop's Waltham-Fair Oak-Winchester	hourly	No service	No service	18.45

Sources: Hampshire County Council Fareham & Gosport Bus Map & Guide (27 July 2014) and current service timetables

*NOTE: Last bus departure time from Fareham Bus Station (FBS)

APPENDIX 2 – HAMPSHIRE COUNTY COUNCIL CHANGES TO BUS SERVICES IN FAREHAM & GOSPORT FOLLOWING THE 27 OCTOBER 2014 DECISION DAY REPORT

A. Subsidised Local Bus Services in Fareham & Gosport

- **Bus Service number F1/F2, Fareham – Highlands** – Withdrawal of funding for the Sunday service in line with Sunday services across the County. Weekday services are provided commercially.
- **Bus Service number 11, Fareham – Gosport – Alverstoke** – Withdrawal of the Saturday service (average use Monday to Saturday recorded as 13 passengers per journey total for Alverstoke-Gosport and Gosport-Fareham).
NOTE: Subsequent to the Decision, the Saturday service has been re-instated.
- **Bus Service number 20, Fareham – Knowle – Wickham** - The schooldays only timetable has been revised as Knowle students now travel via dedicated school transport.
- **Bus Service number 21, Fareham – Hill Head** - A replacement for a withdrawn commercial service was introduced in January 2014 on a trial basis. This service is retained with a revised route and timetable, running more frequently to Hill Head but no longer serving Lee-on-the-Solent as residents there can use the X5 service to access shopping in Fareham or Gosport, as well as the Asda shopper bus as journeys to Asda accounted for most journeys surveyed on that section of route. The service no longer runs on Saturday afternoons as fewer passengers use the service.
- **Bus Service number 26, Fareham – Botley – Hedge End** - This service has been combined with the number 28 service. The Park Gate to Hedge End section of the route has been withdrawn due to low passenger numbers (less than 2 passengers per journey on average), with an alternative Taxi-share service offered to BurrIDGE residents as other communities have public transport available. Further details are available on Hampshire County Council's website www.hants.gov.uk/taxishares
- **Bus Service number 28, Fareham – Whiteley – Locks Heath – Warsash** – This service has been combined with the number 26 service. The Locks Heath to Warsash section of the route has been withdrawn as passengers use the faster and more frequent X4 and X5 services. Newtown residents are provided with a Taxi-share.

B. Hampshire Concessionary Travel Scheme 2015/16

- The enhancements to the statutory scheme provided for Hampshire residents eligible for a disabled person's pass have been maintained.
- Travel times for holders of older person's passes have come into line with the statutory scheme, with the 0900 to 0930 extension on Monday to Friday discontinued except on those routes where there is currently a departure between 0900 and 0929 and no further departure until after 1031.
- These departures have been listed and passes allowed from 0900 on those specific journeys, as has been done elsewhere.

APPENDIX 3 – MEMBERS’ PDR PANEL PUBLIC TRANSPORT REVIEW – REQUEST TO ALL COUNCILLORS FOR SUGGESTIONS ON THE NEED FOR BUS SERVICES

Councillor	Response	Provisional Officer Comments
Cllr Ms Pankhurst	<p>So far as my Ward is concerned, I have had various comments regarding the reduction in services along Hunt’s Pond Road – am I correct in believing that the Abshot Road service is continuing?</p> <p>Can I also say that many of my fellow partners from Titchfield Common who also work at Waitrose Locks Heath have commented that there are no late bus services – this usually means that they have to walk home or pay for taxis. This is of concern to me because:-</p> <ol style="list-style-type: none"> 1. Walking home at night has its associated security issues; and 2. The extra expense of taxi fares is not always affordable. 	<p>The X4 service currently operates down Abshot Road. However, FBC Officers will liaise with HCC on the continuation of a bus service along Abshot Road</p> <p>Evening bus services in this area are currently deemed not viable by First and as a result not operating. Should a sufficient demand arise, FBC can notify First at their Customer Panels.</p>
Cllr Price	<p>As far as Portchester is concerned there is an urgent need to provide a bus service linking Portchester Precinct to Fareham and Portsmouth via Linden Lea and Dore Avenue on the Hill Slopes. A regular bus service throughout the day and evening is needed on the Portchester Hill Slopes of Dore Avenue and Linden Lea on the left hand side of Hill Road also a service is needed on the right hand side of Hill Road through Leith Avenue.</p> <p>I hope that these routes can be included in any consultation.</p>	<p>An infrequent service (F3) already exists operating from Fareham to Portchester Precincts via North Portchester. Whilst a much more frequent service (3) operates from Fareham to Gunwharf through Portchester Precinct, at a 10 minute intervals. This service greatly services Southern Portchester (White Hart Lane).</p> <p>The 3 service that operates to Gunwharf passes along Portsview Avenue, and it is roughly 100-200 metre walk on an incline to Leith Avenue.</p> <p>The Linden Lea X57 Taxishare service, operating on selected weekdays only, provides a connection for travel from Linden Lea, Hill View Road and Leith Avenue to Fareham Town Centre and Portchester Precinct.</p>
Cllr Ford	Here in the Western Wards, we are served by the Fareham	HCC has advised that there is insufficient S106 Funding from the Coldeast development to put

	<p>Community Hospital that is not served by any direct bus service. The nearest a bus gets to the hospital is the First Bus 4A that stops at the Brook Lane / A27 junction on it's route between the Locks Heath Centre and Southampton. This requires a 300-400 metre walk from the bus stop to the hospital. The provision of a direct service is something that is frequently top of residents local requirements. There are 2 options; either the current (excellent) X5 half hourly Fareham / Locks Heath / Warsash / Sarisbury service has it's alternative bus (hourly) diverted down Brook Lane past the hospital rather than down Barnes Lane (meeting at the junction of Barnes Lane and the A27); this to be effective both to and from Fareham. The alternative is the provision of a bus that sweeps Locks Heath, Warsash, Park Gate and Sarisbury on a circular route taking in the Community hospital. To be effective, this service would need to be at least 2 hourly.</p> <p>The doubt as to the viability of such a service, given the low use of the hospital could be provided on a long'ish trial basis on a use-it-or-lose-it basis!</p>	<p>towards a subsidised bus service.</p> <p>FBC Officers will liaise with the local Health Trust to establish the long term plans for the Community Hospital, providing a better picture of whether FBC can negotiate with HCC and First on bus service provision to the hospital.</p> <p>The opening of the Western Wards Leisure Centre may also provide an opportunity to establish a bus service for this area and FBC Officers will review the current proposals for accessing the Centre by alternative transport modes.</p>
Cllr Davies	A Sunday service on F1/F2, but it is against HCC policy to subsidise Sunday services!	Sunday Services on the F1/F2 have been withdrawn as it was deemed unviable to run at present.
Cllr Mrs Trott	Concerns regarding withdrawal of bus services to ONS Segensworth (Route 28/28A)	The peak period service on Route 28/28A has been reinstated by HCC.

FAREHAM

BOROUGH COUNCIL

Planning and Development Policy Development and Review (PDR) Panel Public Transport Review 2014/15

Protocol for Community Involvement in Provision of Local Bus Services – Agreement between Fareham Borough Council and First Bus

In signing up to this Protocol, Fareham Borough Council agrees to:

- Provide support and leadership in communicating with interested parties and help in identifying a full range of community views.
- Ensure that elected Members are fully informed and up-to-date on proposals to introduce service changes.
- Participate in confirming or bringing forward proposals that have received the support of other interested parties.
- Assist in publicising details of public transport initiatives including new technology applications (for example, smart ticketing, RNIB React tags)

In signing up to this Protocol, First Bus agrees to:

- Facilitate the formal appointment of a Local Member, or alternate Council representative, in order to participate in future First Bus Customer Panel meetings for the Fareham area.
- Provide a timely update of proposals to change or introduce new bus services to a nominated group of Council Members and Officers as soon as possible following each Customer Panel meeting.
- Ensure that Fareham Borough Council's Principal Transport Planner is informed by email from First Bus' Network Planner of all planned changes to local bus services at the earliest opportunity (typically with 56 days' notice).
- Inform Fareham Borough Council in good time of the arrangements for 6-monthly Roadshows in Fareham Town Centre that provide a forum for the public to share ideas and comments on local bus services.

FAREHAM

BOROUGH COUNCIL

Report to Planning and Development Policy Development and Review Panel

Date **03 March 2015**

Report of: **Director of Planning and Development**

Subject: **FINAL REVIEW OF WORK PROGRAMME 2014/15 AND DRAFT
WORK PROGRAMME 2015/16**

SUMMARY

At the last meeting of the Panel on 6 January 2015, members reviewed the existing work programme for 2014/15 and also considered the draft work programme for 2015/16. The Panel is now invited to further review the work programme for the current year and finalise a draft Work Programme for 2015/16.

RECOMMENDATION

The Panel is now requested to:-

- (a) review the Panel's work programme for the current year 2014/15;
- (b) agree a proposed work programme for 2015/16; and
- (c) submit the proposed work programme for 2015/16 to the Council for endorsement;
- (d) that the Panel Chairman progress the appointment of an informal Member Working Group to progress the preparation of the Fareham Borough Design Guide (excluding Welborne) Supplementary Planning Document.

INTRODUCTION

1. At the meeting of the Panel on 6 January 2015, members reviewed the 2014/15 work programme and considered a proposed programme for the next municipal year 2015/16. This is the last cycle of meetings for this year and the Panel is invited to finalise its review of this year's work and confirm the draft programme for 2015/16.

REVISION TO THE CURRENT WORK PROGRAMME FOR 2014/15

2. Appendix A sets out details of the proposed items for consideration for the remainder of 2014/15, arising from earlier discussions.
3. Appendix B attached to this report contains details of the outcomes from the matters considered at Panel meetings from May 2014 to January 2015, for members' consideration.
4. As members are aware, the Panel's focus is on 'policy development' and it is suggested that smaller working groups might be allocated to work with officers on specific subjects. The Panel is also likely to consider reports on a specific subject on more than one occasion during the course of the year as the policy is developed and before final recommendations are made to the Executive.
5. It is also for the Panel to consider whether any review of items under the Council's policy framework will be included in the 2015/16 programme. Appendix C contains a list of the plans and strategies currently contained in the Council's policy framework. The list may however be subject to amendment arising from any future changes to the Constitution.
6. Details of the proposed work programme for 2015/16, which members initially considered at the last Panel meeting, are contained in Appendix D.
7. It is proposed that the Panel Chairman progress the appointment of an informal Member Working Group to progress the preparation of the Fareham Borough Design Guide (excluding Welborne) Supplementary Planning Document.
8. As members will recall, it was requested that a copy of the Executive Work Programme, showing items scheduled for 2015/16, be attached to this report to assist members when giving further consideration to the Panel's own work programme for the next municipal year. A copy of the Executive Work Programme is therefore attached as Appendix E. It should be noted that this is a "rolling work programme" and therefore the attached copy shows only those items on the Executive work programme as at the date of dispatch of this agenda, 10 February 2015.

RISK ASSESSMENT

9. There are no significant risk considerations in relation to this report

CONCLUSION

10. To summarise, the Panel is now invited to:-
 - (a) review the outcome of the work programme for 2014/15;
 - (b) agree a draft work programme for 2015/16, (having considered the proposed draft set out in Appendix D), which may include any proposed strategy or policy

reviews and also any additional items agreed generally by the Panel or put forward by individual members and accepted by the Panel; and

(c) submit the work programme for 2015/16 to the Council for approval.

APPENDICES

Appendix A – Current Work Programme for 2014/15

Appendix B – Work Programme 2014/15 – Outcomes

Appendix C – Policy Framework

Appendix D – Proposed Work Programme for 2015/16

Appendix E – [Executive Work Programme \(as at 3 February 2015\)](#)

Background Papers: None

Reference Papers:

Planning and Development Policy Development and Review Panel 6 January 2015
(minute xxx)

Enquiries:

For further information on this report please contact Richard Jolley. (Ext 4388)

APPENDIX A

**PLANNING AND DEVELOPMENT POLICY DEVELOPMENT AND
REVIEW PANEL - WORK PROGRAMME 2014/15**

<u>MEETING DATES FOR 2014/15</u>	<u>ITEMS</u>
9 July 2014	<p>Public Transport Review – Scoping Study</p> <p>River Hamble to Portchester Coastal Flood Risk & Management Strategy – Draft for Consultation</p> <p>Review of the Work Programme 2014/15</p>
2 September 2014	<p>Presentation – Parking Strategy & Charges – Annual Review</p> <p>Presentation – Public Transport Review: Progress Update</p> <p>Update on Local Plan Examination Arrangements</p> <p>Review of the Work Programme 2014/15</p>
4 November 2014	<p>Public Transport Review Update</p> <p>Presentation: Inland Flooding – Roles and Responsibilities and Current Projects</p> <p>Presentation – Titchfield Village Parking Review</p> <p>Review of the Work Programme 2014/15</p>
6 January 2015	<p>Tree Strategy Action Plan (Annual Update)</p> <p>Preliminary Review of the Work Programme 2014/15 and Draft Work Programme 2015/16</p>
3 March 2015	<p>River Hamble to Portchester Coastal Flood Risk & Management Strategy proposed for Adoption</p> <p>Presentation – Portchester Castle to Paulsgrove CFERM Scheme</p> <p>Performance Review: Environmental Sustainability Strategy and Action Plan</p> <p>Public Transport Review: Conclusions and Recommendations</p> <p>Final Review of Work Programme 2014/15 and Draft Work Programme 2015/16</p>

Date of Meeting	13 May 2014 – MEETING CANCELLED
Date of Meeting	9 July 2014
<u>Subject</u>	Public Transport Review – Scoping Study
Type of Item	Report
Action by Panel	<p>The Panel considered a scoping study report which proposed a review of public transport provision in the Borough. The report had been requested by Councillor Mandry, (Chairman), and its aim was to identify possible actions for working more effectively with those organisations responsible for delivering such services to meet the needs of the local communities through the Council’s community leadership role.</p> <p>Members considered the proposal that in order to take the matter forward, an informal Member Working Group of Panel members be set up to steer the review and consider initial findings (which it was expected could be presented to a future Panel meeting). It was also proposed that the Council liaise with First Bus to build a better relationship with the principal bus service operator in Fareham.</p> <p>In response to an enquiry from Councillor Miss Harper, it was confirmed that the reference in the scoping report to “bus infrastructure provision” included the provision of bus shelters.</p> <p>It was AGREED that:-</p> <ul style="list-style-type: none"> (a) a Public Transport Review Member Working Group of Panel members be established; (b) that the members of the Working Group be Councillor A Mandry, Councillor P J Davies and a representative nominated by the Liberal Democrat Group; (c) arrangements be made for the first meeting of the Working Group to be held in August 2014 when a programme of future meetings could be formulated; and (d) that an update on the Public Transport Review Member Working Group be reported to the Panel meeting on 2 September 2014 and details of the Group’s initial findings be considered at the Panel meeting on 4 November 2014.

Outcome	Establishment of a Public Transport Review Member Working Group to carry out review. An update report on the Public Transport Review was presented to the Panel at its meeting on 4 November 2014.
Link Officer	Robert Burton
Subject	River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy – Options for Public Consultation
Type of Item	Report
Action by Panel	<p>The Panel considered a report by the Director of Planning and Development which summarised the progress of the River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy and set out the preferred Strategic Options for managing the Fareham coastline over the next hundred years. Details were also given of the public consultation arrangements to run for 3 months from 1 September 2014 to 1 December 2014. The report was accompanied by a presentation illustrating the information contained in the report.</p> <p>The Chairman welcomed to the meeting two representatives from Eastern Solent Coastal Partnership, Mark Stratton and James Addicott who presented the item and answered members' questions.</p> <p>At the invitation of the Chairman Councillor Knight joined the meeting during discussion on this matter.</p> <p>The presentation covered the following key areas:-</p> <ul style="list-style-type: none"> • Strategy Progress – collection of baseline evidence, flood modelling leading to assessment of preferred options for mitigating flood and erosion risk. • Community Engagement – there has been on-going engagement with the public and other interested partners including presentations to Councillors and other organisations and website and social media updates. Part of the aim of engaging with other organisations is to work collaboratively in the development of the strategy and to try and seek longer term future funding. • Options Development – a long list of options were assessed against several categories including: technical feasibility, environmental impacts, cost, funding opportunities, objectives of interested parties etc. this process produced a short list which was subsequently reduced to the following preferred strategic options referred to in paragraph 12 of the report:- (a) Do Minimum (b) Maintain, (c) Sustain (d) Improve • Preferred Strategic Options for Consultation – more detailed information was provided regarding the preferred strategic option for each of the 5 Strategy Management Zones (paragraph 14 of the report refers).

	<p>A proposed amendment to the preferred option in Strategy Management zone 1 (when compared to the submitted report) was outlined by officers during the presentation. The preferred option was changed from: Delay Sustain – Maximise life of existing defences and then sustain minimum 1:100 year SoP (phased_ from 2030.</p> <p>To: Delay Sustain - Maximise of existing defences then sustain a minimum 1:100 year SoP from 2030, with environmental improvements to currently eroding former landfill sites.</p> <ul style="list-style-type: none"> Public Consultation – the Panel was reminded that during the consultation period the following four public exhibitions have been scheduled to seek opinion on the proposed options:- <p>9th September 2014 (13:00-19:00) – Ferneham Hall, Fareham 10th September 2014 (13:00-19:00) – Gosport Discovery Centre 11th September 2014 (13:00-19:00) – Hill Head Sailing Club, Fareham 18th September 2014 (13:00-19:00) – Warsash sailing Club, Fareham</p> <p>It was AGREED that the Panel:-</p> <ol style="list-style-type: none"> thank the representatives from Eastern Solent Coastal Partnership for their informative presentation and report; support the Strategy’s preferred options as detailed in Appendix 1 attached to the report, subject to the amendment outlined above; and approve the public consultation process due to commence in September 2014, as detailed in paragraphs 15 to 18 of the report.
Outcome	Progress on the consultation process
Link Officer	Richard Jolley
Subject	Planning and Development Policy Development and Review Panel Work Programme 2014/15
Type of Item	Review
Action by Panel	The Panel considered a report by the Director of Planning and Development which reviewed the Panel’s Work Programme for

2014/15.

It was noted that an item related to the Public Transport Review had been added to the agenda for 4 November 2014. The Chairman further proposed that following the establishment of the Public Transport Review Member Working Group at this meeting, an item to update members on progress be added to the Panel's work programme for the meeting on 2 September 2014.

The Chairman also referred members to Appendix C to the report, the list of items scheduled on the Planning and Development Executive Portfolio Work Programme 2014/15 and invited members to suggest items for consideration by the Panel which they felt could assist in the process of policy development.

In reply to an enquiry regarding current membership of the Fareham Design Members' Working Group, the Director of Planning and Development undertook to provide members with the details via the Members Newsletter.

A question was raised as to when the item on flooding-related matters would be added into the main work programme. The Director of Planning and Development advised members that the Eastern Coastal Partnership would be working with Fareham Borough Council on flooding related matters. The Director proposed that in the first instance he enters into dialogue with the Coastal Partnership Manager and colleagues responsible for emergency planning arrangements on this issue to determine when the necessary details/information would be ready to present to members. Following consultation with the Chairman, an item then could be added to the work programme at an appropriate time.

It was AGREED that:-

- (a) subject to the addition of an item on Public Transport Review – Update to the meeting on 2 September 2014, the Panel's work programme for 2014/15, (attached as Appendix A to the report), be approved;
- (b) that the outcomes from matters considered at the Panel meeting on 4 March 2014 be noted, and
- (c) that the Planning and Development Executive Portfolio work programme for 2014/15, attached as Appendix C to the

	report be noted.
Outcome	Noted
Link Officer	Richard Jolley
Date of Meeting	2 September 2014
<u>Subject</u>	Presentation – Parking Strategy and Charges – Annual Review
Type of Item	Policy Development and Review
Action by Panel	<p>The Panel received a presentation by the Principal Transport Planner on the parking Strategy and Charges – Annual Review.</p> <p>The presentation outlined the Parking Strategy that was adopted by the Council in December 2012 and that will run for 5 years ending in 2017, providing details on the implementation plan, income trends, car park occupancy and new car parking payment methods.</p> <p>Members noted that the majority of the actions in the implementation plan have already been completed, and the progress made on the last 3 remaining actions. The Chairman asked if the implementation plan could become a 'live' action plan whereby new actions can be added as they arise. The Director of Planning and Development confirmed that this could be arranged.</p> <p>The presentation also outlined a request from Fareham Shopping Centre to remove the parking charges in the Osborn Road and Fareham Shopping Centre multi storey car parks from 5pm on a Thursday evening as the Shopping Centre now opens late on that day. If supported in principle, the option also exists to extend this change to the Market Quay car park as well. All Panel Members agreed with the proposal in principle, and expressed a preference for this change to be introduced in all three car parks.</p>

	<p>It was AGREED that:-</p> <p>(a) the Principal Transport Planner be thanked for his presentation; and</p> <p>(b) the Executive be advised that the Panel supports the proposal to remove the parking charges from 5pm on a Thursday in the Osborn Road, Fareham Shopping Centre and Market Quay car parks.</p>
Outcome	Executive advised of Panels comments on the proposals The Director of Planning and Development to arrange for the implementation plan to become a 'live' action plan where new actions can be added as they arise.
Link Officer	Robert Burton
Subject	Update on Local Plan Examination Arrangements
Type of Item	Information
Action by Panel	<p>The Panel received a verbal update from the Head of Planning Strategy and Regeneration on the Local Plan Examination Arrangements.</p> <p>The Panel were informed that the Welborne and Development Site & Policy Plans are likely to be examined by the Inspector between 12-23 October 2014. It is unknown yet when the inspector will report on both plans, but it is thought that it should be around December 2014, with the hope to have the plans adopted in the new year.</p> <p>The Head of Planning Strategy and Regeneration was thanked for her update.</p>
Outcome	Noted
Link Officer	Claire Burnett
Subject	Planning and Development Policy Development Review Panel Work Programme 2014/15
Type of Item	Review
Action by Panel	The Panel considered a report by the Director of Planning and Development which reviewed the Work Programme for 2014/15.

	<p>Members attention was drawn to the two additional items added onto the work programme; Presentation on Inland Flooding - Roles and Responsibilities and current projects to the 4 November meeting and River Hamble to Portchester Coastal Flood Risk & Management Strategy proposed for adoption to the 3 March 2015 meeting.</p> <p>Councillor Trott enquired as to future dates for the Fareham Design Member's Working Group. The Director of Planning and Development stated that the Planning Strategy service was principally focused on preparation for the Plan examinations (referenced in item 8 above) but that a programme of meeting would be forthcoming for the next calendar year in due course.</p> <p>It was AGREED that the work programme, as set out in Appendix A to the report, be approved.</p>
Outcome	Noted
Link Officer	Richard Jolley

Date of Meeting	4 November 2014
<u>Subject</u>	Public Transport Review: Update
Type of Item	Policy Development and Review
Action by Panel	<p>The Panel considered a report by the Director of Planning and Development on an update to the Public Transport Review.</p> <p>The Panel was informed that the purpose of the report was to present interim findings, in particular identifying possible actions that may be taken to improve Bus Services within the Borough. The report reviewed both scheduled and privately-contracted services provided for residents, commercial organisations and educational establishments. The Panel was informed that meetings had taken place with Firs Bus and Community Action Fareham to discuss the services they provide and to understand how and why operational decisions are made.</p> <p>The report included a summary of the changes proposed by Hampshire County Council to subsidised bus services in Fareham and Gosport, and the Panel was informed that these proposals were approved by Hampshire County Council's</p>

Date of Meeting	4 November 2014
	<p>Executive Member at a Decision Day on 27 October 2014 and would be effective from early 2015.</p> <p>As stated in the report, identifying areas in the Borough with a definite need for new or improved bus services had proved challenging and would require more detailed investigation. Examples of successful community bus services operating elsewhere were found to be relatively rare, although reference was made to the services run by the Meon Valley Community Bus Association as a possible exemplar project.</p> <p>The report also explained that the Borough Council is currently reviewing the way in which bus shelters are procured to ensure they can better meet the needs of residents and the bus companies.</p> <p>A principal conclusion from the report was that a more formal consultation process for changes proposed by commercial bus operators and/or Hampshire County Council (as public transport authority). A suggested method of achieving this was to develop a protocol for community involvement, and an indicative version of this document was included as an attachment to the report.</p> <p>Councillor Davies addressed the Panel to inform members that Hampshire County Council has withdrawn funding for Sunday services on Bus Route f1/F2 between Fareham and Highlands. This will leave some wards with no Sunday Services at all. However, there are currently talks with Community Action Fareham who are looking into the feasibility of providing an alternative Sunday bus service. He also informed members that he sits on the First Bus Customer Panel and will circulate minutes of these meetings to all members.</p> <p>The Chairman suggested that a message be out to all Councillors asking them to put forward suggestions for areas in the Borough that are in need of a bus service.</p> <p>It was AGREED that the Panel:-</p> <ul style="list-style-type: none"> (a) notes the content of the Interim Report relating to that provisional findings from the Public Transport Review, and in particular the proposed changes resulting from Hampshire County Council's review of the subsidised bus and community transport services; and (b) concur with the conclusions in the report including activities identified to provide further outcomes from the Review.

Date of Meeting	4 November 2014
Outcome	Report noted
Link Officer	Robert Burton
Subject	Presentation: Titchfield Village Parking Review
Type of Item	Information
Action by Panel	<p>The Panel received a presentation from the Principal Transport Planner and the Head of Parking and Enforcement on the Titchfield Village Parking Review.</p> <p>At the Invitation of the Chairman, Councillor K D Evans, Executive Member for Planning and Development addressed the Panel on this item.</p> <p>The Panel was informed that the presentation was given to the Titchfield CAT's meeting on 8 October 2014, and is also being presented by Councillor Mrs Hockley at the Titchfield Village Trust which is also taking place this evening.</p> <p>The presentation explained the purpose of the survey that was conducted over four days in May 2014, which was to gain a better understanding if the use of the 3 main parking areas within the Village, these being The Square, Barry's Meadow Car Park and Titchfield Community Centre Car Park.</p> <p>Each area was surveyed to determine the usage and length of stay in each area, and as a result of this review the following proposals have been put forward:</p> <p>The Square - To change 8 additional spaces that are currently unrestricted to 30-minute parking, which would increase the total number of 30-minute spaces to 13.</p> <p>Barry's Meadow Car Park (3-hour limit) – To remove the business permits currently issued for this car park which would free up extra spaces for visitor use.</p> <p>Community Centre Car Park (24-hour limit) – To change the internal layout of the car park which would create an additional 25-30 spaces.</p>

Date of Meeting	4 November 2014
	<p>The presentation also gave information on the experimental Traffic Regulation Order which has been in place in South Street since June 2014, during the experimental phase adjustments to the TRO have already been made, this was to remove the underused disabled parking bay, introduced a 20 minute waiting limited for all in the remaining parking area and to move the bollards back at the end of South Street where it enters the Square to ease passage for larger vehicles.</p> <p>The deadline for comments/objections to the experimental order is 12 December 2014, and after that time the Council will either make the order permanent, withdraw the order or introduce a new order.</p> <p>Councillor Walker asked what effect the removal of the business permits would have on those users if they were removed. The Head of Parking and Enforcement explained that this would increase the availability of parking spaces in Barry's Meadow Car Park, which is used principally for short term visits and is characterised by a high turnover. Under the proposals business users would be able to park instead in the Community Centre Car park which is designated for longer term (24-hour) parking.</p> <p>Questions were asked regarding the parking spaces in South Street. The Panel were informed that these were also monitored as part of the survey and it showed a heavy use of these spaces throughout the day.</p> <p>Members commented on the proposals for the changes to the 3 parking areas agreeing that whilst it will not solve all of the problems it is a fair compromise.</p> <p>It was AGREED that the Panel:-</p> <ul style="list-style-type: none"> (a) thanked the Principal Transport Planner and the Head of Parking and Enforcement for their presentation; and (b) the Executive note the Panel's comments above in considering the proposed changes to the 3 main parking areas in Titchfield.
Outcome	The Panel's comments were presented to the Executive at its meeting on 5 January 2015
Link Officer	Kevin Wright/Robert Burton

Subject	Presentation: Inland Flooding – Roles and Responsibilities and Current Projects
Type of Item	Information
Action by Panel	<p>The Panel received a presentation from the Head of Parking and Enforcement and James Addicott from Eastern Solent Coastal Partnership on Inland Flooding – Roles and Responsibilities and Current Projects.</p> <p>The presentation outlined which authority was responsible for each type of flooding, the legislation which governs how flooding is dealt with, details of what the Eastern Solent Coastal Partnership is responsible for, details of how the flooding in 2013/14 was managed and what was learnt from it, flooding insurance, permissive powers and multi-agency working and flood plans.</p> <p>Jessica Rowlatt form Hampshire County Council addressed the Panel and informed them that they are looking at setting up multi agency meetings with communities that are at risk of flooding to provide4 them with guidance on preventing floodinh and assisting them to set up a community plan for the future so that they are able to deal with the flooding issues themselves and not rely on the Local Authorities.</p> <p>Councillor Englefield enquired about how the electricity companies are involved with this as during the last storms many properties were not flooded but were without electricity for some time as the electricity sub stations were flooded. Jessica Rowlatt explained to the Board that SSE have now set up a specialist team that are responsible for liaising with Hampshire County Council Emergency Planning advising them on where the power cuts are and what is happening to them. This will allow Hampshire County Council to plan and take better action for those communities that are affected.</p> <p>The Panel AGREED to thank the Head of Parking and Enforcement, James Addicott, Jessica Rowlatt and Wesley Jones on their informative presentation.</p>
Outcome	Presentation noted. Information regarding contacts for flooding was put into the Member’s newsletter.
Link Officer	Kevin Wright
<u>Subject</u>	Review of Work Programme 2014/15
Type of Item	Policy Development and Review

Date of Meeting	4 November 2014
Action by Panel	<p>The Panel considered a report by the Director of Planning and Development which reviewed the Panel's Work Programme for 2014/15.</p> <p>Councillor Davies enquired as to whether an item on the opportunities to improve north-south pedestrian routes across the central Fareham Town Centre area (Civic Area, Fareham Shopping Centre, and Market Quay) could be included onto the Work Programme. The Director of Planning and Development addressed the Panel and explained that his issue is highlighted in policies and proposals for Fareham Town Centre development set out in the emerging Development Sites and Policies Plan. He suggested that as Officers progress work on the delivery of such development opportunities it would be appropriate to provide an update to the Panel on these issues, including the pedestrian access issue highlighted, during the next calendar year.</p> <p>It was AGREED that the Work Programme, as set out in Appendix A to the report, be approved.</p>
Outcome	Report Noted
Link Officer	Richard Jolley

Date of Meeting	6 January 2015
<u>Subject</u>	Tree Strategy Action Plan (Annual Update)
Type of Item	Review
Action by Panel	<p>The Panel considered a report by the Director of Planning and Development on an Annual Update of the Tree Strategy Action Plan and received a presentation on the key issues within the report by the Principal Tree Officer.</p> <p>The Presentation outlined the various work and responsibilities that is undertaken by the tree team, these included; tree inspections, Council Housing trees, tree planting and maintenance, protection of trees, tree service requests, the impact of weather on trees, and an update on pests and diseases.</p>

Date of Meeting	6 January 2015
	<p>The Panel were also provided with information regarding improvements to the service as a result of the Vanguard work being undertaken. This will include Tree Officer's using tablet PC's whilst out on site, which will enable officers to record information directly onto the system which will take less time than writing notes and recording them at a later date. It will also help provide the most current and up-to-date information. A proposal was put forward to introduce a 'fast-track' system for small scale works to protected trees. This would enable smaller works such as crown lifting and shortening of overhanging branches to be approved within 7-10 days.</p> <p>As part of the presentation the Panel was also shown a demonstration of the systems used by the Tree Team, which provides information such as a tree's position, its health and condition; and the previous maintenance history.</p> <p>The Chairman requested that all local Ward Councillors be notified when major tree works or planting is going to take place so that they are aware and can advise residents should they receive any enquires. The Principal Tree Officer confirmed that this will now happen for new tree planting schemes. Ward Councillors and local residents are currently notified when major tree works and tree removal and necessary.</p> <p>It was AGREED that:-</p> <p>(a) the Principal Tree Officer be thanked for his presentation; and</p> <p>(b) the Panel supports the Tree Strategy Action Plan, as set out in Appendix A to the report.</p>
Outcome	Tree Strategy Action Plan approved
Link Officer	Paul Johnston

Date of Meeting	6 January 2015
Subject	Preliminary Overall Review of the Work Programme for 2014/15 and Draft Work Programme for 2015/16
Type of Item	Information

Date of Meeting	6 January 2015
Action by Panel	<p>The Panel considered a report by the Director of Planning and Development on a preliminary review of the 2014/15 and the draft 2015/16 work programme.</p> <p>The Director of Planning and Development addressed the Panel on this item to explain that he had put together a list of potential agenda items for the 2015/16 work programme, including suggestions already put forward from members.</p> <p>The Chairman suggested that due to the limited number of meetings held by the Panel it may be advisable if some of the potential agenda items are dealt with by forming working groups. He explained to the Panel that time management will be crucial and therefore careful consideration will need to be given as to how these items are managed and how far they are looked into.</p> <p>Councillor Trott suggested that maybe some of the performance reviews did not have to be done so frequently and maybe some could become bi-annual instead of annual. The Director of Planning and Development confirmed that it is the Panel's choice as to which, if any performance reviews are completed during the year, however he suggested that members keep the review of the Planning Strategy Service as this a critical performance review which will inform the future review of the Local Plan.</p> <p>It was AGREED that the work programme for the remainder of the year is approved.</p>
Outcome	Report Noted
Link Officer	Richard Jolley

**FAREHAM BOROUGH COUNCIL
POLICY FRAMEWORK**

Under the Constitution, the plans and strategies to be adopted or approval by the full Council are:-

- (a) Sustainable Community Strategy;
- (b) Housing Strategy;
- (c) Food Safety Service Plan;
- (d) Licensing Policy;
- (e) Plans and Alterations comprising the Development Plan;
- (f) Development Plan Documents;
- (g) Community Safety Strategy;
- (h) Corporate Vision, Values, Objectives and Priority Actions.

**PROPOSED PLANNING AND DEVELOPMENT POLICY DEVELOPMENT AND
REVIEW PANEL - WORK PROGRAMME 2015/16**

<u>MEETING DATES FOR 2015/16</u>	<u>ITEMS</u>
19 May 2015	Fareham Borough Non-Residential Parking Standards: Draft for Consultation Review of the Work Programme 2015/16
21 July 2015	Fareham Borough Design Guidance Supplementary Planning Document (excluding Welborne) - Draft for Consultation Review of the Work Programme 2015/16
8 September 2015	Performance Review: Parking Strategy Service & Strategy Action Plan Review of the Work Programme 2015/16
3 November 2015	Fareham Borough Design Guidance SPD (excluding Welborne) for Adoption Performance Review: Planning Strategy service including 2014/15 Local Plan Annual Monitoring Report Review of the Work Programme 2015/16
12 January 2016	Performance Review: Tree Service & Strategy Action Plan Preliminary Review of the Work Programme 2015/16 and Draft Work Programme 2016/17
1 March 2016	Performance Review: Environmental Sustainability Strategy & Action Plan Final Review of Work Programme 2015/16 and Draft Work Programme 2016/17

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Unallocated items:

Environmental Improvement Programme

Performance Reviews: Coastal Management service; Building Control service

Directorate	Committee / Panel	Portfolio	Service Area	Item Description	Item Type	Date	Key Decision ?	Referred to Council?	Referred to Exec.?	Confidential?	Contact	Report Author
Planning & Development	Executive	Planning and Development	Planning Strategy & Regeneration	Parking Order: Closure of Gillies Car Park, Fareham	Report	02/03/2015	No	No	No		Claire Burnett X4330 cburnett@fareham.gov.uk	Robert Burton
Planning & Environment	Planning & Development PDRP	Planning and Development	Planning Strategy & Regeneration	Performance Review: Environmental Sustainability Strategy and Action Plan	Report	03/03/2015	No	No	No		Richard Jolley X4438 rjolley@fareham.gov.uk	Mark Chevis
Planning & Development	Planning & Development PDRP	Planning and Development	Planning Strategy & Regeneration	River Hamble to Portchester Coastal Flood Risk & Management Strategy proposed for Adoption	Report	03/03/2015	No	No	Yes		Richard Jolley X4338 rjolley@fareham.gov.uk	Eastern Solent Coastal Partnership
Planning & Development	Planning & Development PDRP	Planning and Development	Planning Strategy & Regeneration	Public Transport Review: Conclusions and Recommendations	Report	03/03/2015	No	No			Claire Burnett X4330 cburnett@fareham.gov.uk	Robert Burton
Planning & Environment	Planning & Development PDRP	Planning and Development	Planning Strategy & Regeneration	Portchester Castle to Paulsgrove CFERM Scheme	Presentation	03/03/2015	No	No			Richard Jolley X4338 rjolley@fareham.gov.uk	Eastern Solent Coastal Partnership
Planning & Development	Individual Decision	Planning and Development	Development Management	Welborne consultancy advice: Viability/Planning application - Award of contract	Report	23/03/2015	No	No	No		Lee Smith X4427 lsmith@fareham.gov.uk	Toby Ayling
Planning & Development	Executive	Planning and Development	Planning Strategy & Regeneration	River Hamble to Portchester Coastal Flood Risk & Management Strategy proposed for Adoption	Report	20/04/2015	Yes	No			Richard Jolley X4338 rjolley@fareham.gov.uk	Eastern Solent Coastal Partnership
Planning & Development	Executive	Planning and Development	Planning Strategy & Regeneration	CIL Review - Draft Charging Schedule	Report	20/04/2015	No	No			Claire Burnett X4330 cburnett@fareham.gov.uk	Toby Ayling
Planning & Development	Executive	Planning and Development	Building Control	Building Control Partnership Arrangements	Report	20/04/2015	No	No			John Shaw X4450 jshaw@fareham.gov.uk	John Shaw
Planning & Development	Individual Decision	Planning and Development	Planning Strategy & Regeneration	Confirmation of Article 4 Directions: Portchester (Castle Street) Conservation Area	Report	27/04/15	No				Lee Smith X4427 lsmith@fareham.gov.uk	Mike Franklin
Planning & Development	Executive	Planning and Development	Welborne	Welborne Planning Obligations and Affordable Housing Supplementary Planning Document - for Adoption	Report	18/05/2015 (upon adoption Welborne Plan)	Yes				Claire Burnett X4330 cburnett@fareham.gov.uk	Toby Ayling
Planning & Development	Executive	Planning and Development	Welborne	Welborne Strategic Design Guidance Supplementary Planning Document - for Adoption	Report	18/05/2015 (upon adoption Welborne Plan)	Yes				Claire Burnett X4330 cburnett@fareham.gov.uk	Jenna Turner

Directorate	Committee / Panel	Portfolio	Service Area	Item Description	Item Type	Date	Key Decision ?	Referred to Council?	Referred to Exec.?	Confidential?	Contact	Report Author
Planning & Development	P&D Review Panel	Planning and Development	Planning Strategy & Regeneration	Fareham Borough Non-Residential Parking Standards: Draft for Consultation	Report	19/05/2015	No				Claire Burnett X4330 cburnett@fareham.gov.uk	Mark Chevis
Planning & Development	Executive	Planning and Development	Planning Strategy & Regeneration	Fareham Borough Planning Obligations and Affordable Housing Supplementary Planning Document (excluding Welborne) - for Adoption	Report	08/06/2015 (upon adoption DSP)	Yes				Claire Burnett X4330 cburnett@fareham.gov.uk	Mark Chevis
Planning & Development	Executive	Planning and Development	Welborne	Welborne Financial Update	Report	08/06/2015	No				Claire Burnett X4330 cburnett@fareham.gov.uk	Toby Ayling
Planning & Development	P&D Review Panel	Planning and Development	Planning Strategy & Regeneration	Fareham Borough Design Guidance Supplementary Planning Document (excluding Welborne) - Draft for Consultation	Report	21/07/2015	No				Claire Burnett X4330 cburnett@fareham.gov.uk	Mark Chevis
Planning & Development	Executive	Planning and Development	Planning Strategy & Regeneration	Fareham Borough Non-Residential Parking Standards: for Adoption	Report	07/09/2015	Yes				Claire Burnett X4330 cburnett@fareham.gov.uk	Mark Chevis
Planning & Development	P&D Review Panel	Planning and Development	Planning Strategy & Regeneration	Performance Review: Parking Strategy Service & Strategy Action Plan	Report	08/09/2015	No				Claire Burnett X4330 cburnett@fareham.gov.uk	Mark Chevis
Planning & Development	P&D Review Panel	Planning and Development	Planning Strategy & Regeneration	Fareham Borough Design Guidance SPD (excluding Welborne) for Adoption	Report	03/11/2015	No				Claire Burnett X4330 cburnett@fareham.gov.uk	Mark Chevis
Planning & Development	P&D Review Panel	Planning and Development	Planning Strategy & Regeneration	Performance Review: Planning Strategy service including 2014/15 Local Plan Annual Monitoring Report	Report	03/11/2015	No				Claire Burnett X4330 cburnett@fareham.gov.uk	Mark Chevis
Planning & Development	Executive	Planning and Development	Planning Strategy & Regeneration	Fareham Borough Design Guidance Supplementary Planning Document (excluding Welborne) for Adoption	Report	07/12/2015	Yes				Claire Burnett X4330 cburnett@fareham.gov.uk	Mark Chevis
Planning & Development	P&D Review Panel	Planning and Development	Development Management	Performance Review: Tree Service & Strategy Action Plan	Report	12/01/2016	No				Lee Smith X4427 lsmith@fareham.gov.uk	Paul Johnston
Planning & Development	P&D Review Panel	Planning and Development	Planning Strategy & Regeneration	Performance Review: Environmental Sustainability Strategy & Action Plan	Report	01/03/2016	No				Claire Burnett X4330 cburnett@fareham.gov.uk	Mark Chevis
Planning & Development	Executive	Planning and Development	Planning Strategy & Regeneration	CIL Review – Submitted Charging Schedule	Report	TBC (to follow consultation on draft Charging Schedule)	Yes	No			Claire Burnett X4330 cburnett@fareham.gov.uk	Toby Ayling