

**FAREHAM**  
BOROUGH COUNCIL

# **Development Sites and Policies Plan**

Joint Position Statement

Fareham Borough Council &  
Hampshire County Council

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November 2014

**DCD-17**

## Development Sites & Policies Plan Joint Statement

### Improving Access to Fareham and Gosport

Fareham Borough Council (the local planning authority) and Hampshire County Council (the Highway Authority) have prepared a Joint Position Statement. This purpose of this statement, which is regarding improved access to Fareham and Gosport, is to clarify the implications of recent Hampshire County Council Reports (DCD-15 and DCD-16) on the Development Sites & Policies Plan.

The enclosed statement is agreed on 18<sup>th</sup> November 2014 by:

**Name:** Claire Burnett

**Position:** Head of Planning Strategy & Regeneration

**Organisation:** Fareham Borough Council

**Signed:**



**Name:** Stephen Jenkins

**Position:** Strategic Transport Manager

**Organisation:** Hampshire County Council

**Signed:**



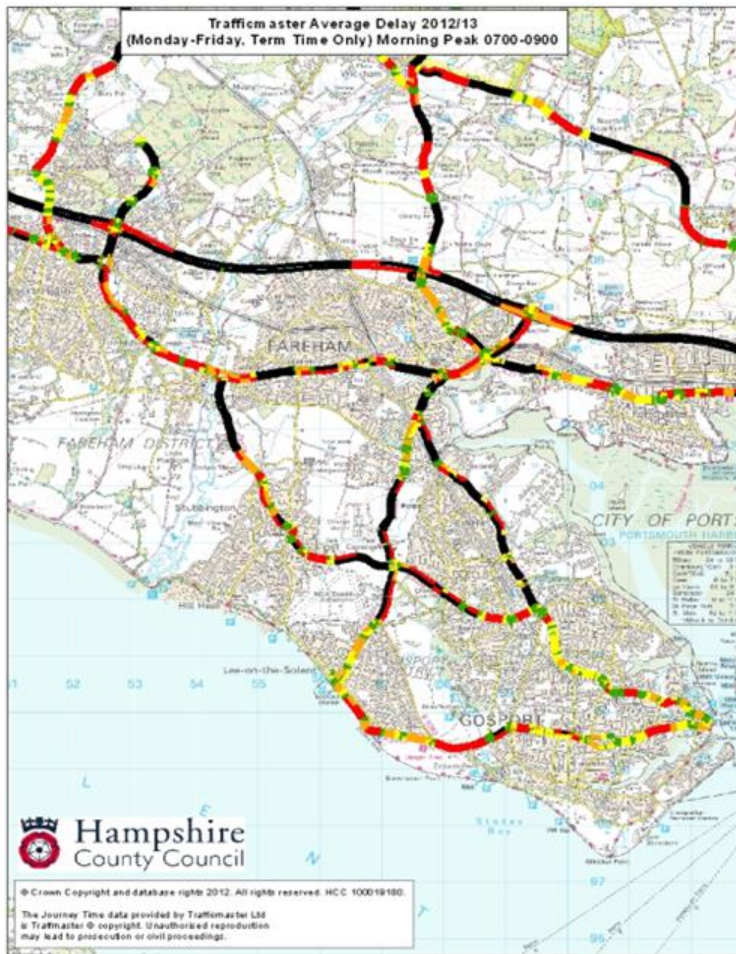
## **Introduction**

1. This purpose of this joint position statement, which is regarding improved access to Fareham and Gosport, is to clarify the implications of recent Hampshire County Council Reports (DCD-15 and DCD-16) on the Development Sites & Policies Plan. The statement firstly explains the planning justification for safeguarding the routes of Stubbington Bypass and the Newgate Lane Southern Section, including the timing of delivery, programme for land acquisition and funding strategy within the Plan period. The statement then explains the consultation that has been already undertaken by Hampshire County Council, as well as the future consultation envisaged. It then addresses the implications for the Submission Version of the Development Sites and Policies Plan (LP2) and draws to a conclusion.

## **The Planning Justification for the Safeguarding**

2. The Fareham and Gosport peninsula suffers from significant local congestion and relies on a series of historical roads for access. Improving these roads has long been recognised as an important and challenging issue. Congestion, lack of network resilience and journey time delay is typical. Delays encourage drivers to find alternative routes resulting in increasing traffic in local villages and residential streets. North to south routes are characterised by slow moving traffic limited by bottlenecks and lack of junction capacity and also blocking back from the interfaces with the A27 and M27 at the northern edge of the peninsula. The peninsula is under performing economically with high levels of deprivation, linked to the decline of the MOD and high levels of public sector job losses. The reduction in jobs on the peninsula has resulted in significant levels of out commuting from Gosport which compounds peak hour traffic problems on the A32, B3385 (Newgate Lane) B3334 Titchfield Lane / Peak Lane / Mays Lane (through Stubbington). Typical peak hour delays are identified in the trafficmaster plot (produced by Hampshire County Council) in Figure 1.

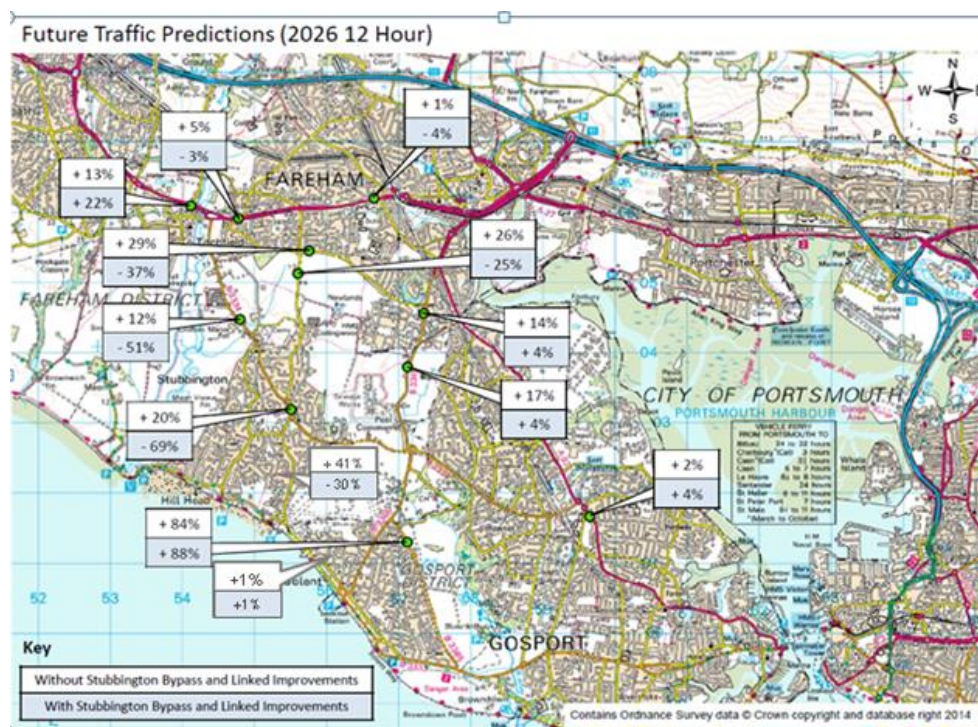
Figure 1:



Average Delay	
	0-5 seconds
	5-10 seconds
	10-15 seconds
	15-30 seconds
	30 +seconds

3. All vehicular traffic entering and exiting the Gosport Peninsula has to travel north on the A32, B3334 or B3385 to gain access to the wider principal and strategic road networks. Access onto the A27/M27 from these three main routes is hampered by capacity constraints along their length and also at the key junctions onto the A27. These problems are particularly acute in the AM and PM peaks, with peak spreading taking place. The need to improve accessibility onto and off the peninsula is inherently linked to both the need to address existing problems and also to facilitate local job growth to reduce the need for residents to commute longer distances to work.
4. The County Council has long identified these problems and has recently made significant progress in developing a solution.
5. Policy N of the Hampshire Local Transport Plan (LTP) 2011–2031 covers the need to safeguard and enable the future delivery of transport improvements within the South Hampshire area. It states that a limited number of targeted highway and rail improvements have been identified which would serve to address problems of localised congestion, support growth and tackle the adverse impacts of traffic on quality of life in communities.
6. The delivery of major highway improvements is dependent upon available funding opportunities and decisions and long term planning is needed. The LTP states that local authorities should safeguard the routes of proposed highway improvements and should work with all agencies to secure funding for these schemes. Safeguarding of proposed strategic routes, such as the Western Access to Gosport where heavy volumes of traffic through local communities cause problems of severance, noise and poor air quality, are specifically referenced in the Policy N of the LTP.
7. In March 2014, Hampshire County Council’s Executive Member Economy, Transport and Environment approved a report endorsing a package of measures to help address the above issues. Specifically the measures included major highway improvements comprising a Stubbington Bypass, realignment of Newgate Lane Southern Section, major improvements at the Peel Common, A27 / Titchfield Road and St Margaret’s roundabout along with dualling parts of the A27 and a major upgrade of M27 Junction 10 to allow all movements on and off the M27. The aim of this package is to improve traffic movements on the wider peninsula.
8. During Summer 2014 comprehensive public consultation was carried out on this package of improvements (except M27 Junction 10). The consultation showed widespread support for the package. The results of the consultation were reported to Hampshire County Council’s Executive Member Economy, Transport and Environment on 4<sup>th</sup> November 2014 in a report titled, *‘Improving Access to Fareham and Gosport – Report of Consultation’* (DCD-16). This report recommended that the schemes listed above, be agreed as Council policy, should be formally safeguarded and progressed with immediate effect.
9. Figure 2 below, produced by Hampshire County Council, shows the likely traffic increases between now and 2026. The background traffic growth is identified in the white boxes without any road improvements. The blue boxes show how the increases in traffic growth can be managed with the package of measures currently being developed by the County Council.

Figure 2:



10. The County Council wishes to improve traffic conditions on the Fareham and Gosport peninsula to relieve the chronic traffic congestion, which affects the lives of many residents and businesses in this part of the County. The County Council now intends to submit a planning application for both Stubbington Bypass and Newgate Lane South in Spring 2015, following completion of when all the necessary environmental and design work.
11. There are ongoing discussions with the Solent LEP regarding funding for the proposals and bids are currently being prepared which if successful will enable a 2017/18 delivery. This issue is covered in more detail under the section of this statement entitled 'The Funding Strategy'.
12. The safeguarding of the routes is now a very important next step in facilitating this process. The preferred route alignments for the Stubbington By-pass and Newgate Lane Southern Section are shown in Appendix 1 (which are relevant extracts from DCD-15).

### The Timing of Delivery within the Plan Period

13. The delivery timescales are set out in a separate Executive Member report dated 4<sup>th</sup> November 2014 entitled '*Local Enterprise Partnerships – Transport Funding for Major Schemes Update*' (extract included in Appendix 1 of this paper). It is anticipated that construction of both Stubbington Bypass and Newgate Lane Southern Section will be completed within the Plan period by 2019/20, subject to securing planning permission and funding from the Solent LEP. The schemes represented in the 'Improving Access to Fareham and Gosport' package are a top

priority for the Solent LEP, in order to help boost the local economy, and bring forward development at the Solent Enterprise Zone and Welborne.

14. The Solent LEP Local Growth Deal was published in July 2014 and this included funding to deliver improvements to the A27, St Margaret's and Peel Common roundabouts as the first phase in the programme. Further funding has been allocated towards Newgate Lane Southern Section and also for preparatory work for Stubbington Bypass, which is specifically mentioned within the Local Growth Deal Statement. It is anticipated that after gaining planning approval, further funding will be allocated, subject to business case approval. This issue is covered in more detail under the section of this statement entitled 'The Funding Strategy'.

### **The Programme for Land Acquisition within the Plan Period**

15. The formal process of land acquisition cannot be commenced until planning permission has been secured. Hampshire County Council intend to submit planning applications for Stubbington Bypass and Newgate Lane Southern Section in Spring 2015, with determination in Autumn 2015. Informal discussions will commence shortly with landowners. If negotiations to acquire land are unsuccessful, then it is anticipated that the County Council will use Compulsory Purchase Order (CPO) powers to obtain the necessary land. An allowance of two years has been made within the delivery programmes for the CPO process if needed, which will run in parallel with the negotiation process.

### **The Funding Strategy within the Plan Period**

16. Both the Stubbington Bypass and Newgate Lane Southern Section schemes aim to address existing traffic problems documented above. There is no planned development along the routes of the schemes and as such discussions are ongoing with the Solent LEP regarding bidding strategies for Newgate Lane Southern Section and Stubbington Bypass. £3m has already been secured from the Local Growth Deal towards Newgate Lane Southern Section, with a recent submission for Local Growth Deal 2 including a bid for a further £6m. A recent request from the Solent LEP is requiring an updated submission for Local Growth Deal 2 with a specific request to include a £30m bid for Stubbington Bypass, following the recent allocation of £725,000 towards preparatory works in Local Growth Deal 1.
17. Strong local support and positive feedback from the Solent LEP and central government provides confidence that funding can be secured to deliver these important schemes subject to planning approval and successful business cases. It is worth highlighting that both Hampshire County Council and the Solent LEP have prioritised the development and funding of transport schemes proposals that support economic growth in targeted areas such as Fareham and Gosport, which provide maximum benefit and relieve existing transport problems, especially those that relieve current constraints to movement to existing residents and businesses, such as the Stubbington By-pass and the Newgate Lane Southern Section schemes. Central government and the Solent LEP have already agreed to fund significant preparatory works for Stubbington Bypass (as specifically highlighted in the Local Growth Deal announcement 7<sup>th</sup> July) which cover both design and physical work. The physical schemes are at Peel Common roundabout, on the A27 and at St Margaret roundabout. Advance clearance works on these schemes is due to start over the Winter with the main works beginning in the Spring. These schemes are

essential enabling works for the Stubbington Bypass and Newgate Lane South schemes. In addition, the Solent LEP is funding further development work to enable planning applications for both schemes to be submitted in Spring 2015.

### **Consultation to Date**

18. Two major public consultation events have been undertaken in Summer 2013 and in Summer 2014 to seek the views of the public on a package of measures that will help improve access to Fareham and Gosport including Stubbington Bypass and the southern section of Newgate Lane. Responses identified an overwhelming support with 75% supporting Stubbington Bypass and 81% supporting Newgate Lane Southern Section.
19. Full details of the consultation process and responses received can be found at: <http://www3.hants.gov.uk/councilmeetings/forwardplan>
20. A summary of the findings and next steps can be found in the recent Hampshire County Council Report dated 4<sup>th</sup> November 2014 entitled, *'Improving Access to Fareham and Gosport – Report of Consultation'* (DCD-16).

### **Future Consultation**

21. Ongoing discussions are taking place with more directly impacted residents in terms of agreeing the nature of mitigation works, which will be required for each part of the scheme and access arrangements where existing arrangements are impacted.
22. Formal consultation will be undertaken as part of the statutory planning process following the submission of the planning applications and members of the public will be able to provide formal representations.

### **Implications for LP2**

23. Both routes for the Stubbington Bypass and the Newgate Lane Southern Section fall within land designated as Strategic Gap between Stubbington/Lee on the Solent and Fareham/Gosport. This designation serves to help define and maintain the separate identity of individual settlements both within the Borough, and within neighbouring local authorities, where relevant. The adopted Core Strategy includes Policy CS22 (Development in Strategic Gaps), which protects the Gaps from proposals that would affect physical and visual separation of the settlements. The boundaries of the Strategic Gaps were reviewed in accordance with Policy CS22 in preparation of Local Plan Part 2: Development Sites & Policies Plan, with the Stubbington/Lee on the Solent and Fareham/Gosport Gap being retained and defined on the Fareham Policies Map.
24. Both parties agree that the proposed safeguarded routes for the Stubbington Bypass, and the Newgate Lane Southern Section, can be delivered without there being a detrimental impact on the integrity of the Strategic Gap. Full Environmental Impact Assessments will be undertaken for both schemes to identify all ecological and landscape mitigation that will be necessary. As part of this process careful consideration will be given to ensure that the routes do not undermine the purpose of the Strategic Gaps and do not result in any significant adverse effect on the physical or visual separation of Stubbington/Lee on the Solent and Fareham/Gosport. All stages of design involved in the progression of both of these highway schemes will




take account of the principles and criteria set out in Policy CS22 of the Core Strategy.

### **Conclusion**

25. Given the issues addressed the above sections, particularly in relation to the integrity of the Strategic Gap, it is proposed that the routes of the Stubbington Bypass and the Newgate Lane Southern Section, as detailed in Appendix 1, should be safeguarded through LP2. The Council will be considering the insertion of a new policy covering the safeguarding of the routes of the Stubbington By-pass and Newgate Lane Southern Section, which will include the relevant designation on the Policies Map.

## Appendix 1 – Scheme Delivery Programmes:

SCHEME	Realignment of southern section of B3385 Newgate Lane between Tanners Lane and Peel Common Roundabout	 <b>SOLENT LOCAL ENTERPRISE PARTNERSHIP</b>
DELIVERY TIMESCALE	2017/18- 18/19	

### Overview:

The B3385 Newgate Lane functions as one of the three main roads into and out of the Gosport peninsula. This corridor experiences very high traffic flows in excess of 25,000 vehicles per day, with congestion and delay occurring during peak times and at weekends. The unreliability of journey times via Newgate Lane is an issue. Newgate Lane also provides a key access route to the Solent Enterprise Zone at Daedalus airfield, south of Peel Common roundabout, where . Capacity on the northern section of Newgate Lane is currently being improved between the junctions of Palmerston Drive and Tanners Lane at an estimated cost of £6.479million. This package of capacity improvements will reduce delays on this section of the road. The alignment of the southern section of Newgate lane contains several bends, and the carriageway is of substandard width, with no off-road provision for cyclists. High flows of cyclists on the carriageway can result in slower moving queues of vehicles forming behind due to lack of width for overtaking.

Following assessment of a number of options for improving capacity on the southern section of Newgate Lane, it is proposed to construct a new road to the east of the existing southern section of Newgate Lane. The new road would commence at Peel Common roundabout with a new arm at the roundabout. The route heads northwards between Brookers field and the River Alver to tie in with the northern section of Newgate Lane currently being improved. The route is approximately 1.5km in length and will be a single two-way carriageway 7.3m wide, with a 40mph speed limit. A pedestrian refuge will be provided in the centre of the carriageway at Woodcote Lane to facilitate crossing of the new road, and a new junction with a short link road will be provided to connect with the existing Newgate Lane.

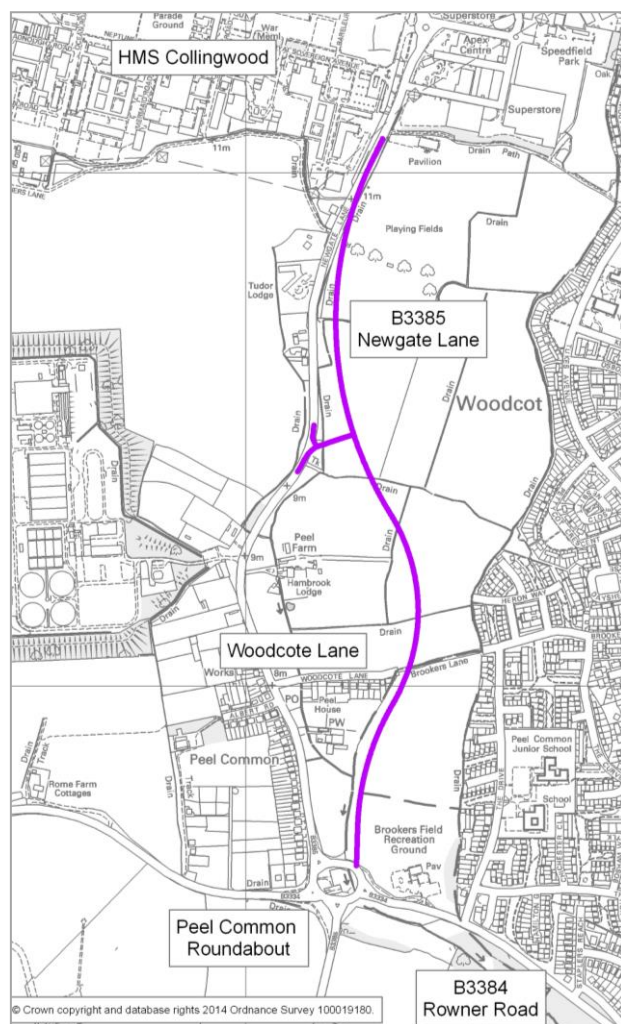
The existing southern section of Newgate Lane would provide access to existing properties and would be suitable to function as a north / south through cycle route.

### Project Costs:

Estimated scheme value £m:	9
LEP Local Growth Fund (LGF) contribution £m:	9*
Local match funding £m:	tbc

\*£3m LGF contribution

agreed. £6m further contribution subject to a further bid to the LEP.



### Outline Programme

	2014/15			2015/16				2016/17				2017/18				18/19	
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Preliminary Design																	
Submit Full Business Case																	
Planning application																	
Detailed design																	
Project Appraisal																	
Land Acquisition																	
Advanced works																	
Construction works																	



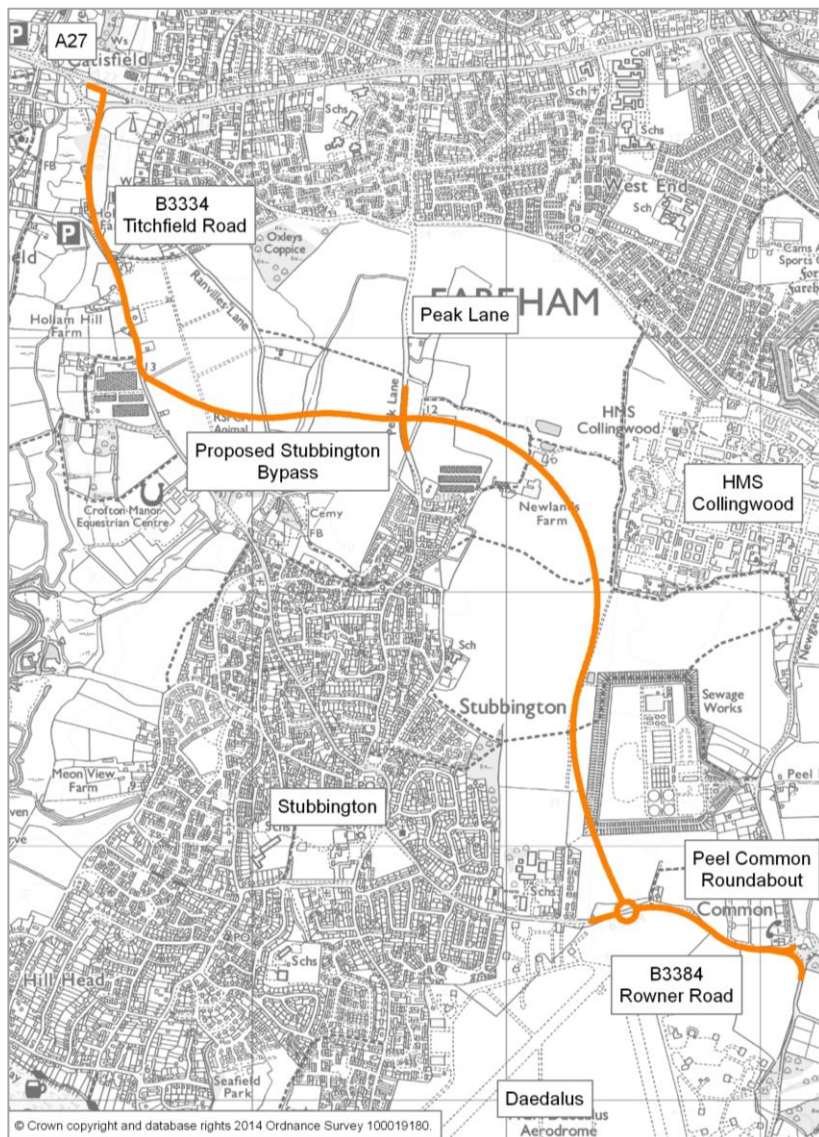
SCHEME	Stubbington Bypass
DELIVERY TIMESCALE	2017/18- 2018/19

**Overview:**

The preferred bypass route is approximately 3.5 km in length from the B3334 Gosport Rd to the B3334 Titchfield Road. The bypass will be a 7.3m wide single two-way carriageway with a 2.5m wide shared footway/cycleway, and verges. The route will have a speed limit of 50mph. The plan to the right shows an indicative corridor which is 100m wide to allow design adjustments as work progresses (this is subject to a separate report on this meeting agenda). The actual corridor width will be approximately 20-25m. The bypass and associated works to Titchfield Road and Gosport Road and the approach to Peel Common roundabout will cost in the order of £30m.

In addition to the bypass itself, the scheme will see the following improvements to the existing highway network:

- B3334 Gosport Road - widening to 7.3m from the new junction with the bypass eastwards up to and including an enhanced Peel Common Roundabout;
- B3334 Gosport Road / bypass junction – provision of a new roundabout;
- B3334 Titchfield Road - widening to 7.3m from the new junction with the bypass northwards to Bridge Street;
- B3334 Titchfield Road - dualling north of Bridge Street to Titchfield gyratory;
- B3334 Titchfield Road / bypass junction – provision of new traffic signals;
- Peak Lane / bypass and Peak Lane / Longfield Avenue junctions - provision of new traffic signals;
- Mays Lane roundabout and Stubbington Green roundabout in Stubbington Village – provision of new traffic signals and improved crossing facilities for pedestrians and cyclists;



**Scheme Objectives:**

- Improve journey time reliability for residents and businesses.
- Enable planned growth in the Gosport and Stubbington area – including job creation at the Solent Enterprise Zone at Daedalus.
- Improve quality of life and reduce severance for residents in Stubbington.

**Project Costs:**

Estimated scheme value £m:	30
LEP Local Growth Fund (LGF) contribution £m:	Tbc
Local match funding £m:	Tbc

**Outline Programme**

	2014/15				2015/16				2016/17				2017/18				18/19	
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Preliminary Design																		
Planning application																		
Detailed design																		
Advanced works																		
Construction works																		