

The Development Sites and Policies Plan

Issue 9: Facilities and Infrastructure (DSP48- DSP56)

Actions arising from hearing session

December 2014

DCD-26

Introduction

Chapter 6 of the Development Sites & Policies Plan is titled Facilities and Infrastructure, and covers issues such as Transport, Renewable Energy and Community Facilities. At the Development Sites & Policies Examination hearing session on Issue 9: Facilities and Infrastructure (DSP48-DSP56), a number of pieces of work were requested by the Inspector and some additional work was offered by the Council to address the points raised at the hearing session. These are set out in this note.

Specifically, this note addresses the following;

1. Council to produce a Joint Statement with Hampshire County Council regarding the implications of the reports (DCD-15 and DCD-16) regarding Improving Access to Fareham and Gosport. (This has been completed – see DCD-17).
2. Council to consider implications of DCD-17 including necessary changes to text and/or policies and the Policies Map.
3. Council to consider implications of HCC report (which is to be added as an Examination Document) regarding access to Whiteley, specifically with regards to DSP50.
4. Council to provide additional information on cycle/pedestrian links considered achievable through the Green Infrastructure Strategy.
5. Council to add description of “Sustainable Modes of Transport” to the Glossary.

1 Joint Statement with Hampshire County Council Regarding Improving Access to Fareham and Gosport

- 1.1 This has been completed – see document DCD-17.

2 Improvements to the Strategic Road Network

- 2.1 At the Examination hearings, Fareham Borough Council and Hampshire County Council prepared a Joint Position Statement (DCD-17) to clarify the implications for the DSP Plan of recent Hampshire County Council reports (DCD-15 and DCD-16).
- 2.2 Following consideration of the reports, and in consultation with the County Council, the Borough Council considers the report has implications for the DSP Plan policy DSP49 (Improvements to the Strategic Road Network).

Newgate Lane (Southern Section)

- 2.3 Following consideration of HCC report DCD-15, the Council considers that the DSP Plan should be amended to reflect the proposals for improvements to Newgate Lane. In particular, the proposed alignment of Newgate Lane should be added to the Policies Map, and the supporting text should be amended to reflect this. Policy DSP49 does not require amending in this regard. The revised wording of the DSP Plan is set out from paragraph 2.5 to this document, with the addition to the Policies Map in Appendix 1. Both the revised wording and additions to the Policies Map are proposed as Major Modifications to the DSP Plan.

Stubbington Bypass

- 2.4 The Council considers that the proposals for Stubbington Bypass are sufficiently advanced for safeguarding proposals to be justified and should be included in the DSP Plan. The proposed additional wording to Policy DSP 49, and changes to the supporting text, are set out from paragraph 2.5 of this document. A map showing the indicative alignment of the bypass to be added to the Policies Map, is set out in Appendix 1 to this document. Both the revised wording and additions to the policies Map are proposed as Major Modifications to the DSP Plan.
- 2.5 The following modifications to the supporting text and Policy DSP49 are proposed, with new text underlined and deleted text ~~struck through~~:

B3385 Newgate Lane (Northern Section)

- 6.11 ~~The extent and alignment of improvements to the southern section of the proposed Newgate Lane scheme are now being reviewed in conjunction with the consultation on the determination of a route corridor for the Stubbington Bypass.~~ Public consultation in summer 2014 identified support for improvements to the southern section of Newgate Lane along a new eastern alignment. The eastern alignment was approved for progression by the Hampshire County Council's Executive Member for Economy Transport and Environment on 4 November 2014.

Peel Common Roundabout Scheme

- 6.12 An improvement scheme is being progressed for Peel Common Roundabout that proposes signal control for some approach arms aimed at better balancing the flow of traffic into the junction together with improved pedestrian and cyclist crossing facilities to the south of the junction, aimed at reducing demand at the critical Newgate Lane crossing immediately to the north. The proposal also includes improved facilities for bus passengers boarding and alighting at this location. Future improvements at the junction ~~may~~ will be required to enable connection to an improved southern section of Newgate Lane and ~~or a Stubbington bypass in the longer term scheme following the identification of a preferred corridor for a Stubbington bypass.~~ Land requirements will be safeguarded if and where appropriate.

Stubbington Bypass

- 6.19 The bypass is a major transport scheme, which will be very challenging to implement. After assessment of a series of potential route options a preferred route has been identified which connects the B3334 Gosport Road, south of Stubbington to the B3334 Titchfield Road north of Stubbington. ~~The preferred route will be subject to further more detailed appraisal and consultation. The development work is being afforded a high priority by the County Council. Land will be required to deliver this scheme, if it proves to be feasible, and will be safeguarded once the requirements are known.~~ Following consultation in summer 2014, the County Council has identified an indicative corridor for the bypass, which is 100m wide to allow design adjustments as work progresses.

The actual corridor width will be approximately 20-25m.

- 6.20 The scheme will require careful consideration to ensure that the route does not undermine the purpose of the Strategic Gap and does 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, as the scheme progresses, will need to take account of the principles and criteria set out in Policy CS22 of the Core Strategy.

Newgate Lane (Southern Section)

- 6.21 Options for improving the southern part of Newgate Lane between Tanners Lane and Peel Common Roundabout are being given further consideration during work to assess the feasibility of a future bypass of Stubbington. These options include improvements to Newgate Lane South with or without a Stubbington bypass. Improvements based upon the current alignment of Newgate Lane and also a possible new alignment to the east are currently being considered including the line safeguarded for Strategic Road Network Improvements in the Fareham Local Plan Review 2000. It is likely that land outside the existing highway boundary, will be required to address the traffic issues on the southern section of Newgate Lane and work is progressing to provide a clearer understanding of requirements in order that the safeguarding can be confirmed once the detailed requirements are known. 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.

- 6.22 The scheme will require careful consideration to ensure that the route does not undermine the purpose of the Strategic Gap and does 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, as the scheme progresses, will need to take account of the principles and criteria set out in Policy CS22 of the Core Strategy.

Policy DSP49: Improvements to the Strategic Road Network

The alignments shown on the Policies Map, ~~is~~ are safeguarded for the following proposals, which will improve and maintain the effectiveness of the Strategic Road Network:

- (A) B3385 Newgate Lane, Palmerston Drive – Peel Common;**
- (B) B3334 Gosport Road– B3334 Titchfield Road (Stubbington Bypass)**

The parcels of land shown on the Policies Map, are safeguarded for the following proposals, which will improve and maintain the effectiveness of the junctions on the Strategic Road Network:

- (i) Segensworth Roundabout;**

- (ii) **A27/West Street/Station roundabout and Gudge Heath Lane Junction;**
and
- (iii) **Delme Roundabout and A27 approaches.**

2.6 To fully understand the potential implication of these proposed modifications an addendum to the combined Sustainability Appraisal (SA)/Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA) has been undertaken by Urban Edge Environmental Consulting (DSA06). This addendum concluded that these proposed modifications were not considered to alter the profile or scale of the predicted effects of the original policy.

3 Access to Whiteley

3.1 At the hearings session, the Council undertook to add to the Examination Library a County Council Report regarding the opening of Yew Tree Drive, and consider the implications for the DSP Plan. The County report has now been added to the Library under reference DCD-19. Following discussions with the Highway Authority (Hampshire County Council), the Council considers that the DSP Plan should be amended to reflect the Hampshire County Council decision to open Yew Tree Drive Bus Gate. Therefore the Council proposes the following modification to Policy DSP50 and the supporting text, with new text underlined and deleted text ~~struck through~~:

6.23 Rookery Avenue has been identified as the means of providing a southern access and distributor link between Whiteley Way and Botley Road. This is part of the overall transport and access strategy for Whiteley (which falls within both Fareham Borough and Winchester City Councils' areas). However, depending on the progression of the North Whiteley development proposals, both in terms of transport strategy and implementation, this policy position may need to be reviewed.

~~6.22~~ ~~Yew Tree Drive's status as a bus-only access route is currently under consideration. Following public consultation, consent has been granted for the route to be opened to all traffic except heavy goods vehicles, for a trial period of up to one year from September 2013. During this period, the impact on roads in the surrounding area will be assessed and the position reviewed. By then it is expected that the timing of completion of the Whiteley Way through to the A3051 Botley Road, north of Curbridge will be known and further transport assessment carried out in relation to the development of North Whiteley within Winchester.~~

Policy DSP50: Access to Whiteley

The parcels of land as shown on the Policies Map will be safeguarded for the following improvements to serve development:

- **The remaining section of Rookery Avenue linking the Whiteley Area Distributor Road to Botley Road.**

~~Road connections from Whiteley to Botley Road for general traffic via Yew Tree Drive will not be permitted before Whiteley Way is completed between~~

~~Junction 9 on the M27 and the A3051, Botley Road north of Curbridge, providing the outcome of the trial opening and further transport assessment, including the impact of the expansion of North Whiteley, does not indicate severe adverse impacts and it is demonstrated to be safe.~~

4 Cycle – Pedestrian Links

- 4.1 At the recent examination hearings, the Inspector requested that the Council identify achievable, cycle and pedestrian links which could be incorporated into the Local Plan. The Council accepted the Inspector’s request and is aware that by promoting Borough and PUSH wide, cycle and pedestrian schemes that are deliverable within the Plan period, it would help promote a more active and healthy lifestyle and achieve greater use of sustainable transport across the Borough.
- 4.2 The Council has subsequently conducted a small scale review of proposed cycle and pedestrian schemes contained within its Green Infrastructure (GI) Strategy 2014. The review was conducted to ascertain the plausibility of schemes becoming achievable within the time period of the Plan. This task produced a shortlist of potential schemes ranged from schemes for maintenance and upgrading, to new routes. Schemes were then shortlisted if they enable the Council to achieve long-term overall aims or they were considered to have the most beneficial potential impact for the community.
- 4.3 The Council has held meetings to discuss the viability and achievability of the shortlisted GI schemes with Officers from Hampshire County Council; who are the overall leading authority on many of the schemes. Of those schemes, a number have been indicated as potentially deliverable and as such, the Council now proposes to make the following changes to incorporate these achievable cycling and pedestrian schemes into the Plan. Specific details of these schemes can be seen in Appendix 2 of this document. The Council is seeking to make the following modifications to the text of the Plan (new paragraph after paragraph 4.29 regarding Green Infrastructure) to draw attention to these schemes. New text is underlined, deleted text ~~struck through~~:

6.30 The Council has identified from its own Green Infrastructure Strategy several pedestrian and cycle projects that are deemed strategic in nature and are anticipated to be achieved within the time period of the Plan. These projects are not exclusive and several have been bullet pointed below with a brief description of what is required in order to achieve Multi-user status. A Bridle way is the lowest legal status of Right of Way that would accommodate multi-user access. Some of the schemes require an upgrade of existing facilities whilst others are new schemes within the Borough. These proposals link towards the Council requirements to encourage sustainable modes of transport, promote use of multi-user green corridors and be in accordance with the Strategic Objectives set with the Core Strategy (2011)¹.

¹ Some projects are listed and detailed within Fareham Borough Council’s Local Plan Part 3: The Welborne Plan. This is because they provide linkages from the SDA to the rest of the borough and as such, are seen as strategic and aspirational to both Plans.

6.31 Strategic Multi-user pedestrian and cycle links expected to be achievable are:

- Pook Lane – Establishing a cycle and pedestrian route linking Welborne and Fareham Town Centre via Broadcut Industrial Estate.
- Forest Lane to West Walk - Establishing a Multi-user route between Welborne and West Walk providing access to the wider countryside;
- Welborne to Whiteley (inc Welborne to Meon Valley Trail) Links - Strategic east-west route linking two areas of Fareham Borough via Winchester District. A direct link to the Meon Valley Trail is also to be created.
- Welborne to Hill Park Link (Deviation Line) - Continuation of Rights of Way along old railway line near Knowle, providing a direct link to Welborne from Fareham Hill Park.
- Link over Fareham Common - Upgrade and enhance existing access under the M27 to provide a multi-user route from Welborne to Fareham.
- England Coast Path/Solent Way/NCN2 Warsash Link – Upgrading Rights of Way to provide full cycleway functionality required to meet National Cycle Network (NCN) Standards.

4.4 The Inspector made reference to the GI cycle and pedestrian projects that are to be proposed in the Plan, to be of an accessible Multi-User nature. The Council therefore proposes to include the following definition of what a “Multi-User Route” is, within the Glossary, to provide greater clarity. New text is underlined and deleted text has been ~~struck through~~:

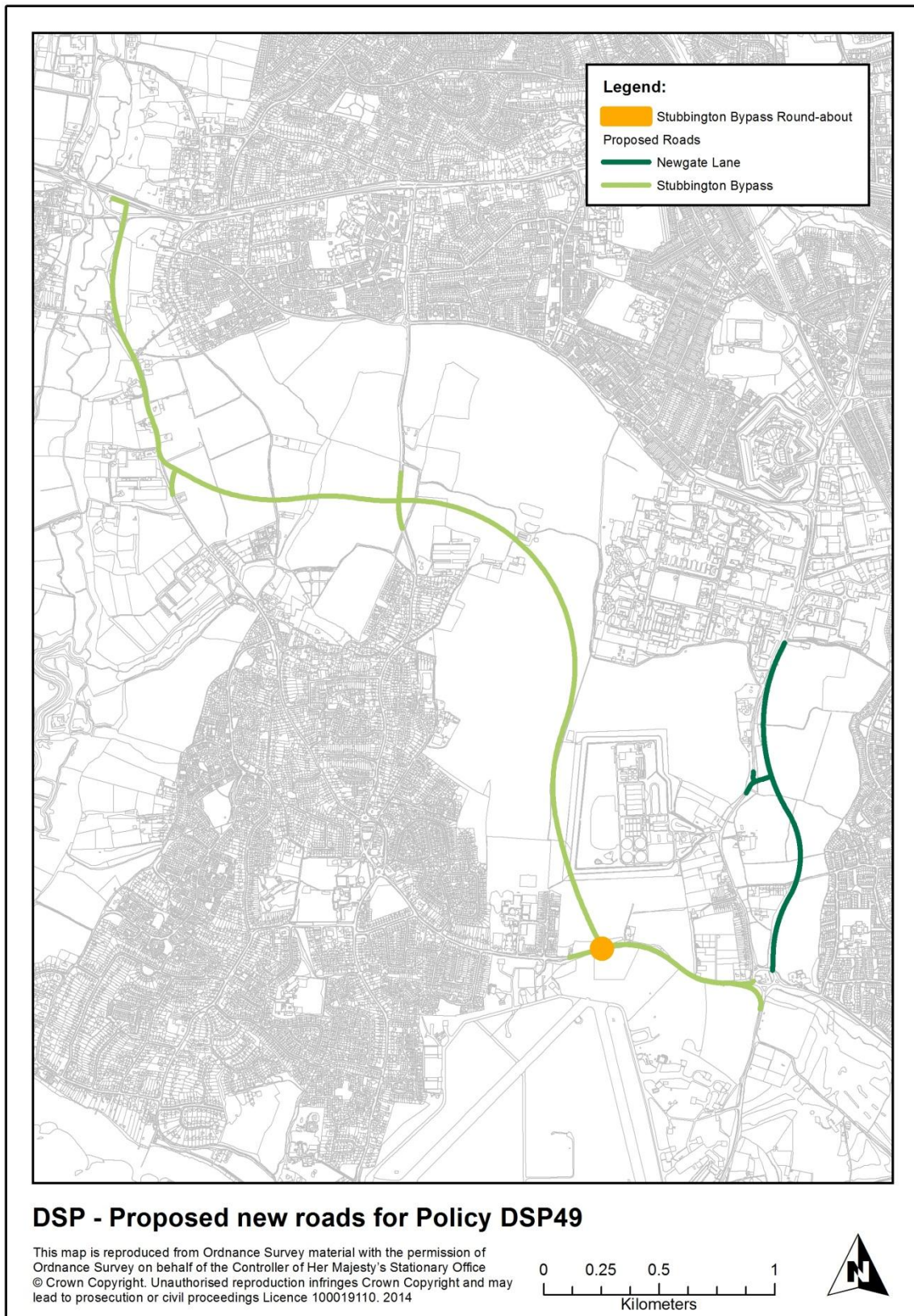
Multi- User Route: A Public Right of Way that can be used by a wide range of people for many different purposes such as walking, cycling and horse riding. (A Bridleway is the lowest legal status of Right of Way that could accommodate Multi-user activities).

5 Sustainable Modes of Transport

5.1 At the hearings sessions, the Council agreed to add a definition of “*Sustainable Modes of Transport*” to the Plan as per the request of the Inspector at the hearings. Therefore the Council proposes the following be added to the Glossary, with new text underlined and deleted text ~~struck through~~:

Sustainable Modes of Transport: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Appendix 1 – Proposed addition to DSP Plan Policies Map



Appendix 2 – Shortlisted Pedestrian and Cycle Schemes to be considered in the Plan.

Unique Reference Number (FBC GI Strategy 2014)	Project	Location	Scheme Proposal	Lead Organisation/ Supporting Group(s) and Organisation(s)	Estimated Cost	Potential Funding Source(s)	Delivery Timeframe	Viable
BW09	England Coast Path / Solent Way	Borough Wide	Creation of a continuous coastal route that meets the requirement of the Marine and Coastal Access Act 2009. Potential integration with Solent Way. Closing a sub-section of the route in Warsash (close to the landing point for the Hamble Ferry) to upgrade to provide full cycleway functionality of the route that runs alongside Passage Lane Car Park. Enabling area to meet NCN Standards.	HCC (Countryside Service & Strategic Transport) Natural England, Partnership project with Borough / District / County Councils. Solent Forum (have already carried out some work on improving access)	TBC	Developer Funding and other public grant schemes. Potential for joint bidding with seed funding available through the Solent Forum. Possible funding as part of SDMP	Long Term (5+ years)	Yes
BW41	Welborne - Whiteley connection	Welborne/ Whiteley	Develop a cycle link between Welborne and the Whiteley development. This would make use of existing rights of way to provide a low traffic link between the two sites for casual, leisure and commuter cyclists.	HCC Lead but also PUSH influence	TBC	Welborne Funding from Developers as part of SDMP	TBC	Yes
BW11	Welborne – Meon Valley Trail	Welborne/ Winchester	Link forms a key component of the Whiteley – Welborne route. The proposal can be justified on its own merits in providing a direct link to the Meon Valley Trail	HCC (Countryside Service & Strategic Transport)	Cost variable from £125,000 - £300,000	HCC/ Local Strategic Transport fund/ Developer Funding/SRMP	2011- 2032	Yes
F13/14	Pook Lane east & south route cycle/footway link (3)	Fareham/ Welborne	Route establishes a cycle and footway from Welborne to Fareham Town Centre via Broadcut Industrial Estate. Pook Lane is utilised for the section North of the M27 and provides access to a bridge over the motorway	FBC (Strategic Planning & Development Management)	Approx. £250,000	Developer Contributions / S106	TBC	Yes
F16	Kiln Road Link Under Motorway Cycle and footway	Fareham/ Welborne	Link under motorway- a key crossing point exists from Kiln Road to the proposed development at Welborne. This link will be enhanced to enable a direct cycle and walk link	HCC (Strategic Countryside and Transport service)	TBC	LEP/HCC funding as part of the M27 Junction 10 improvements plus developer contributions from Welborne.	By 2022	Yes
BW26	Hill Park - Welborne	Fareham/ wellborne	Continuation of the right of way along the Deviation Line rail track from the bifurcation lines near Knowle providing links to Welborne for Secondary school students	HCC Countryside Service Landowners, FBC	TBC	TBC	TBC	Yes