



**FBC039**

**Statement of Common Ground  
between Fareham Borough Council and  
Gosport Borough Council**

**Version 12.0**

**September-February 2021**

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# 1 Introduction

## What is a Statement of Common Ground?

- 1.1 The Duty to Co-operate, introduced by the Planning and Compulsory Purchase Act 2004 (amended by Section 33A of the Localism Act) places a legal duty on local planning authorities, county councils in England and other prescribed bodies to engage constructively, actively and on an ongoing basis to develop development plan documents, including activities that prepare the way or support the activities of preparing development plan documents, in respect of strategic matters.
- 1.2 The Duty to Co-operate in relation to planning of sustainable development as set out in Section 33A of the Localism Act 2011 specifically relates to 'strategic matters' which are defined as follows:
- Sustainable development or use of land that has or would have a significant impact on at least two planning areas, in particular in connection with sustainable development or use of land for or in connection with strategic infrastructure which has or would have a significant impact on at least two planning areas, and
  - Sustainable development or use of land in a two-tier area if the development or use— (i) is a county matter, or (ii) has or would have a significant impact on a county matter.
- 1.3 Paragraph 20 of the National Planning Policy Framework (NPPF) also outlines strategic priorities that a local plan should have to cover. They include:
- Housing (including affordable housing), employment, retail, leisure and other commercial development;
  - The provision of infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
  - Community facilities (such as health, education and cultural infrastructure); and
  - Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.
- 1.4 In accordance with the NPPF (paragraph 24), public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities set out above. This forms part of each local planning authority's evidence for their respective emerging Local Plans.
- 1.5 This Statement of Common Ground (SoCG) has been prepared in accordance with paragraph 27 of the NPPF and the section of the Planning Practice Guidance on Maintaining Effective Cooperation. It has also followed guidance prepared by the Planning Advisory Service (PAS) on this matter. It has been prepared in parallel with the Publication Local Plan (Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012<sup>1</sup>). This Plan, upon adoption, will supersede the existing Fareham Local Plan Parts 1 and 2. The new Local Plan will cover the period to 2037 and sets out the vision, objectives and policies to guide future development in the Borough over the plan period.

## What does this document include?

- 1.6 Section 2 outlines the administrative areas covered by the SoCG
- 1.7 Section 3 sets out the Strategic Issues which form the background to this SoCG.

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<sup>1</sup> <http://www.legislation.gov.uk/ukxi/2012/767/regulation/19/made>

1.8 Section 4 sets out the area of agreements which have been reached on the Strategic Issues.

What parties are involved with this Statement of Common Ground?

1.9 This SoCG is an agreed statement between Fareham Borough Council (FBC) and Gosport Borough Council (GBC) in relation to FBC's Revised Publication Local Plan.

**2.0 Strategic Geography**

2.1 This SoCG relates to the area covered by Fareham Borough Council and Gosport Borough Council as shown on the map below.

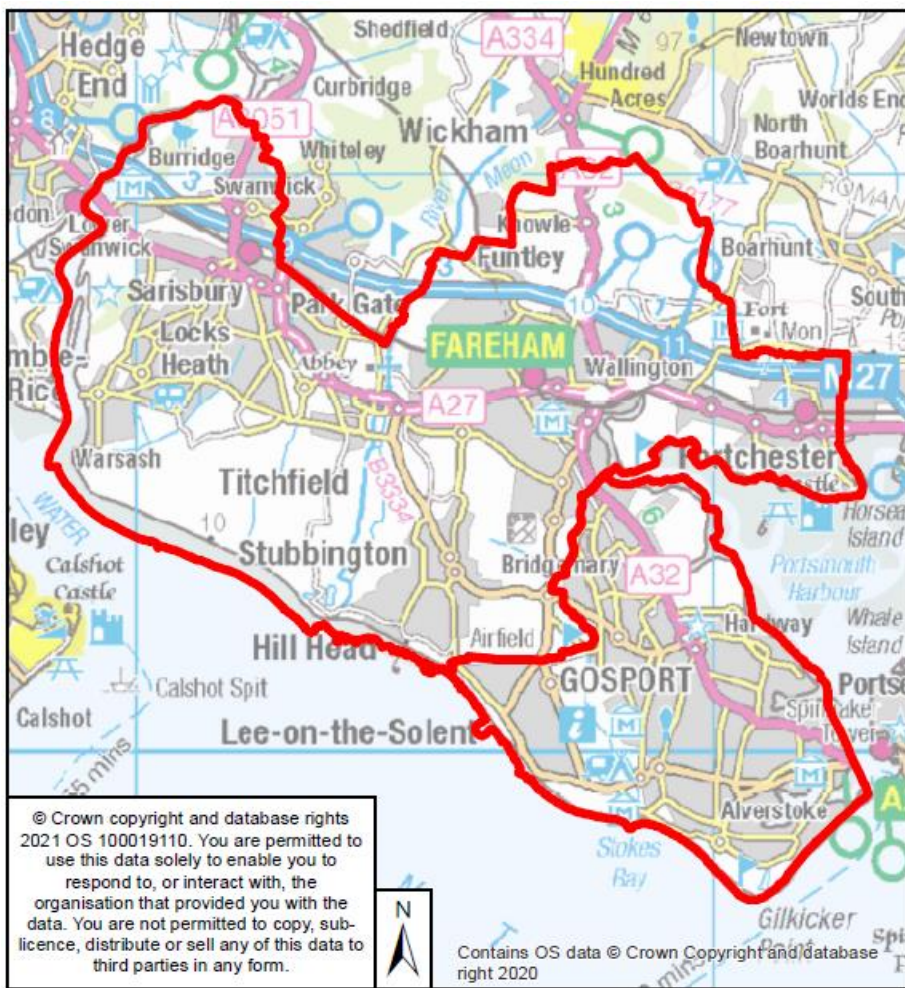


Figure 1: Fareham Borough Council and Gosport Borough Council Administrative Boundaries

2.2 The Planning Practice Guidance states that a SoCG will need to cover the area that policy making authorities and public bodies cooperate within, depending on the strategic matters being planned for and the most appropriate functional geography for the gathering of evidence and the preparation of planning policies. However, local planning authorities may have more than one Statement of Common Ground where there are strategic cross-boundary matters to be addressed.

### **3.0 Strategic Matters**

- 3.1 This section sets out where agreement has or has not been reached on cross border strategic matters.

#### **Housing Need and Supply**

##### Fareham Borough Council's Position

- 3.2 Fareham Borough Council's (FBC) Local Plan 2037 aims to deliver sufficient land to meet the housing need for the Borough and the Council has undertaken two Regulation 19 consultations and three Regulation 18 consultations on that basis.
- 3.3 The current standard methodology takes account of population growth and housing affordability with a cities and urban centres uplift for urban local authorities in the top 20 cities and urban centres. National policy currently dictates that Local Planning Authorities are to use the 2014 based household projections as the basis for calculating their housing need, unless there are exceptional circumstances where alternatives may be appropriate. The household projections are then adjusted to take account of affordability using the most recent affordability data (March 2021). Therefore, the housing requirement for the borough is 541 homes per annum.
- 3.4 The strategic housing provision, described in Strategic Policy H1 (Housing Provision) of the Revised Publication Local Plan (2021), is based on the standard methodology figure re-confirmed by the Government in December 2020. The level of housing provision in the Revised Publication Local Plan includes a contingency of 11% to address any potential slippages in delivery, and a contribution of 900 homes (plus 11%<sup>2</sup>) towards unmet need from neighbouring authorities. Therefore, the overall requirement for the Borough until 2037 is projected to be 9,556 new dwellings.
- 3.5 Strategic Policy H1 along with the Housing Allocations identified in the Revised Publication Local Plan (2021) show how FBC will deliver the above identified housing requirement. The stepped trajectory included in the Plan shows that whilst challenging, the housing requirement is deliverable and the contribution to unmet need is considered appropriate.
- 3.6 It is understood from the work on the revised Partnership for South Hampshire (PfSH) Spatial Position Statement (SPS) that, based on standardised plan periods of 2021-2036, there is a predicted shortfall in the region of 12,896 homes across the sub-region<sup>3</sup>. These numbers are based on the standard methodology for calculating housing need using the 2021 base date and includes the urban uplift for Southampton. They do not consider housing sites that have been included in emerging Plans that have not reached the Regulation 19 (Publication) stage. Table 4 of the Statement indicates that Fareham have a surplus of supply of 1,807. The SPS work is currently ongoing and the level of unmet need within neighbouring authorities and across the sub-region is therefore likely to alter as plans emerge within the sub-region and the government makes changes to the standard methodology.

##### Gosport Borough Council's Position

- 3.7 Gosport Borough Council (GBC) are currently preparing a new Local Plan which will ultimately replace its current adopted Gosport Borough Local Plan 2011-2029. The new plan will cover the period to 2038 and the Regulation 18 version was

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<sup>2</sup> Of the unmet need contribution.

<sup>3</sup> Based on figures released in October 2021 (PfSH Joint Committee).



presented to its Economic Development Board on 22<sup>nd</sup> September 2021 and is subject to a 10 week consultation period ending on 3<sup>rd</sup> December 2021. The latest GBC's Interim Local Development Scheme (September 2021) envisages that consultation on the Regulation 19 Local Plan will take place in October 2022.

- 3.8 The emerging Gosport Borough Local Plan 2038 (GBLP2038) identifies an unmet requirement of approximately 2,000 dwellings using the Government's Standard Method based on the 2014 projections rather than the more recent 2018 projections. The proposed 3,500 dwellings in the emerging Local Plan represents 205 dwellings per annum which is an increase from the 170 dpa currently set out in the Adopted Local Plan representing a 20% increase. The majority of this development will take place on the Government's preferred option of developing brownfield land. These sites have a number of challenges including the need to provide enhanced flood defences, restore historic buildings, address contaminated land issues and to ensure that adjacent internationally important habitats are not harmed.
- 3.9 The emerging Gosport Borough Local Plan 2038 identifies a supply of 3,344 dwellings and paragraph 2.3.28 of the Plan states that 'The Local Plan allocation of 3,500 dwellings will provide an achievable and realistic housing allocation, although it is recognised at this point in time there is a small shortfall'. GBC has highlighted these figures to PfSH as part of the ongoing study and has not requested any single local authority to meet its unmet need until such times as the PfSH evidence has been reported. GBC recognise that the distribution of housing need is broader than the GBC and FBC authority areas and will require consideration and co-operation at the sub regional scale.

#### Agreed Position

- 3.10 GBC and FBC will continue to work collaboratively to address strategic planning matters, both through PfSH and, as necessary, on a bilateral basis. Both FBC and GBC recognise there is ongoing sub-regional work in relation to housing need and supply and that the level of unmet need will alter as other Local Plans progress. Both parties agree to support the ongoing partnership working to address sub-regional unmet need being delivered through the PfSH Statement of Common Ground to produce a new Joint Strategy and will continue to contribute towards the project. PfSH is supportive of authorities proceeding with local plans before the production of the Joint Strategy has concluded and recognises the importance of partnership authorities having up-to-date Local Plans. Should the Joint Strategy work identify sites not considered suitable for development in the Fareham Local Plan technical evidence, this would be a matter for the Local Plan review. As a member of PfSH, GBC have signed a SoCG with FBC on the Fareham Local Plan accepting that the FBC contribution to unmet need is 'currently considered appropriate' [[Partnership for South Hampshire Statement of Common Ground \(fareham.gov.uk\)](https://www.fareham.gov.uk/partnership-for-south-hampshire-statement-of-common-ground)].

#### Matters to be Resolved

- 3.11 None

#### **Employment**

##### Fareham Borough Council's Position

- 3.12 The Revised Publication Local Plan (2021) uses an updated evidence base as the basis for the employment strategy within the Plan. An Economic, Employment and Commercial Needs (including logistics) study has been undertaken by PfSH which sets out the overall need and distribution of development in the sub-region to 2040. The Revised Publication Local Plan (2021) allocates 121,964 sq.m. of

employment floorspace across the borough over the plan period. The Plan allocates seven employment sites to meet the above requirement in addition to the employment allocation set out in the Welborne Plan. The development strategy proposed by the Revised Publication Local Plan (2021) is for a mix of large and small sites to offer a degree of flexibility and choice in size, location and availability of sites. In line with the PfSH findings, and to provide the maximum amount of flexibility to respond to changing circumstances all of the allocations are for employment uses and not restricted to any one use class.

- 3.13 Daedalus, including Solent Airport, falls within the administrative boundaries of Fareham and Gosport. The Fareham Local Plan allocates 77,900 sq.m. of employment floorspace and ancillary uses at Faraday Business Park and Swordfish Business Parks at Daedalus set out in the Daedalus Vision<sup>4</sup>. The allocation of these sites continues the commitment of Fareham Borough Council to support the ongoing success of Daedalus.
- 3.14 The Fareham Borough Local Plan 2037 includes a policy which relates to the Solent Airport at Daedalus (Policy E7). The policy protects the site for airport related uses to support aviation unless it can be demonstrated that such uses are no longer financially viable.

#### Gosport Borough Council's Position

- 3.15 The Gosport Adopted Local Plan (2015) focusses regeneration on a number of brownfield sites, which comprises a mix of uses including employment opportunities. This approach will continue in the forthcoming Local Plan and this is evidenced by the Economic Development Needs Assessment and the Employment Land Availability Assessment (EDNA/ELAA) which was published in February 2019 with the findings incorporated into the emerging GBLP2038 (Reg. 18).
- 3.16 GBC accepts the overall quantum of employment development proposed by FBC. GBC also supports the Revised Publication Local Plan (2021) vision and strategic priority 6 which seeks to protect employment areas and provides for future employment space.
- 3.17 The Fareham Borough Local Plan 2037 includes a policy on Boatyards in the Borough (Policy E6) which aims to protect marine-related employment uses. GBC's representations on the Draft Local Plan (2017) considers Policy E6 (then Policy E5) to be sound as the availability of waterfront sites around the Solent is limited and the marine businesses, they support contribute to one of the key sectors of the sub-regional economy of which Gosport marine sites form part of this cluster.
- 3.18 GBC's representations on the Revised Publication Local Plan considers Policies E1, E2, E3 and E7 to be sound and supports the allocations at Daedalus, including Solent Airport, as the borough has the lowest job density in the South East and one of the lowest in England. In addition, GBC also supports the existing employment sites in Fareham, as a number of the sites are on the Gosport-Fareham administrative boundary and provide employment to Gosport residents which are accessible by public transport, cycling and walking

#### Agreed Position

- 3.19 Both Councils agree that the Fareham Revised Publication Local Plan will allocate sufficient land, and that there is enough land to meet employment requirements particularly within the area around Daedalus. Both Councils support

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<sup>4</sup> [Daedalus Vision and Outline Strategy \(fareham.gov.uk\)](https://www.fareham.gov.uk)

the employment allocations at Daedalus set out in the plan. Both councils agree that there is currently no identified cross boundary need to be planned for.

3.20 Both FBC and GBC agree to liaise on future employment supply and demand in particular where sites are to be allocated or conversely released for employment use in the Daedalus area.

3.21 Both councils will continue to engage through the Partnership for South Hampshire Statement of Common Ground which will consider the wider economic needs of South Hampshire and distribution of economic development between authorities.

#### Matters to be Resolved

3.22 None

### **Transport**

#### Fareham Borough Council's Position

3.23 The Fareham Local Plan is supported by a Strategic Transport Assessment (TA) that assesses the cumulative impact of the Local Plan allocations. The methodology for the Transport Assessment was agreed with the Highway Authority (Hampshire County Council) and identifies a number of junctions requiring mitigation as a result of Local Plan development. The TA modelling uses the South Hampshire Strategic Regional Transport Model (SRTM) to test the cumulative impact of the Local Plan traffic at a macro-level. The model makes assumptions in relation to growth from sites identified in neighbouring authorities adopted Local Plan. The TA followed the standard methodology used by a number of Hampshire authorities, and although there were some junctions that flagged as potential as a significant or severe impact when mitigation was added the impact was found to be acceptable. Furthermore, the Highways Authority have raised no objection to the TA and the methodology used.

3.24 The TA is based on a Do Minimum scenario of 12,100 homes which is greater than the housing growth identified in the Revised Publication Local Plan (2021). Both the Stubbington Bypass and Newgate Lane are included in the model's baseline and no capacity issues have been identified as a result. There are no unacceptable impacts identified nor mitigation required to junctions near or in the Gosport administrative boundary from proposed allocations in the Fareham Borough Local Plan 2037. This includes the Peel Common roundabout, Gosport Road or roads that lead into Stubbington. A full list of the junctions that were considered for mitigation is included in the SRTM Modelling report and is included as Appendix 1

3.25 FBC is a partner in the South East Hampshire Rapid Transit (SEHRT) scheme which aims to provide improved transport links between Portsmouth, Gosport, Fareham and Havant. The rapid transit network will consist of busways (which builds on the Eclipse service running from Fareham to Gosport) or lanes that are dedicated to buses, and technology which gives priority to buses at junctions. Rapid transit services and bus stop infrastructure are designed to reduce delays caused to passengers and provide new and more direct routes.

3.26 The Revised Publication Local Plan (2021) is supportive of the SEHRT scheme and Policy TIN3: Safeguarded Routes identifies and safeguards the route of the scheme.



## Gosport Borough Council's Position

- 3.27 It is acknowledged by both parties that given Gosport's peninsula location with limited routes and transport choice, road congestion is one of the key cross-boundary issues of concern. The acute road congestion is characterised by significant out-commuting as the Borough has one of the lowest job densities in England following the contraction of MoD and defence-related employment in the Borough over recent decades.
- 3.28 Consequently, the Council considers it is essential to understand how proposed sizeable allocations in the existing Strategic Gap will affect the existing road network including recent improvements and the proposed Stubbington Bypass currently under construction. These improvements are being delivered to alleviate existing long-standing and well-documented access issues to the peninsula rather than facilitate significant new development, and it is important that the beneficial effects of new infrastructure are not undermined. It will also be important to understand this position in order to ensure that greenfield development at the north end of the Gosport peninsula in Fareham Borough does not impact on the economy of Gosport nor its potential to develop its brownfield sites.
- 3.29 GBC's representations on the Revised Publication Local Plan (2021) in relation to FBC's Transport Assessment (TA) included a request for further work to be undertaken in relation to GBC's holding objection relating to the two housing allocations in the existing strategic gap i.e. land south of Longfield Avenue and Land East of Crofton Cemetery. It is recognised that on 10th January 2022 a planning application for 206 dwellings on land east of Crofton Cemetery was allowed on appeal by a Planning Inspector and consequently the matter in hand now only pertains to the allocation south of Longfield Avenue.
- 3.30 The holding objection requested two elements of further work; firstly to understand the specific impact on the Stubbington bypass (under construction at the time of writing) and Newgate Lane East bypass (completed in 2018). Both bypasses were built primarily to alleviate traffic congestion into Gosport under the Highway Authority 'Improving Access to Fareham and Gosport strategy'. Additional assessment shows that the FLP2037 does not have an unacceptable impact on either journey times in and out of the peninsula, or the objectives of the new infrastructure investment at Stubbington Bypass and Newgate Lane when considering the unmitigated scenario. The minimal impacts that are identified will be reduced when further public transport and active travel measures as well as localised highway improvements are introduced.
- 3.2831 The second element was to consider the impact of both Fareham Local Plan 2037 growth and Gosport Local Plan 2038 growth in the same TA. Further clarification has been provided by FBC on the modelling used in the TA. GBC have considered this and have been satisfied that the number of dwellings included in the modelling would take into account the growth contained in the emerging GBLP2038; and that with appropriate localised highway mitigation and measures to support public transport and active travel the proposed allocation south of Longfield Avenue would not have a detrimental impact on the highway network when combined with growth in Gosport. GBC is satisfied by the comments contained in FBC's SoCG with HCC (SCG007) that states, 'The Do Something modelling is appropriate and demonstrates that mitigation schemes in the form of highway capacity enhancements are capable of mitigating the impact of the Local Plan development. Both authorities agree that further assessment will be required through localised junction modelling as part of site-specific transport

*assessments to fully assess the local impacts of Local Plan development.'* The work has been requested to take into account the growth proposed in the forthcoming Gosport Borough Local Plan 2038 to ensure the full implications of access to, and from, the Gosport peninsula are considered. It is acknowledged by both parties that given Gosport's peninsula location with limited routes and transport choice, road congestion is one of the key cross-boundary issues of concern. The acute road congestion is characterised by significant out-commuting as the Borough has one of the lowest job densities in England following the contraction of MoD and defence-related employment in the Borough over recent decades.

3.29 Consequently, the Council considers it is essential to understand how proposed sizeable allocations in the existing Strategic Gap will affect the existing road network including recent improvements and the proposed Stubbington Bypass currently under construction. These improvements are being delivered to alleviate existing access issues to the Peninsula rather than facilitate significant new development. It will also be important to understand this position in order to ensure that greenfield development at the north end of the Gosport peninsula in Fareham Borough does not impact on the economy of Gosport nor its potential to develop its brownfield sites.

3.30 Initial Transport Assessment work is currently underway which will incorporate growth identified in the emerging GBLP2038. This will need to provide a written interpretation of the modelling data and whether or not there is an impact on the relevant road junctions and wider network. This assessment will also need to be considered by Hampshire County Council as the highway authority.

3.3132 With regard to other transport matters GBC's representations on the Publication Local Plan (2020) considers TIN2 to be sound as it aims to ensure that development does not have an unacceptable impact on highways safety and the cumulative impact on the road network from the Local Plan development is not severe.

3.3233 GBC continues its commitment to the delivery of the Rapid Transit scheme and is a partnership organisation to improve the network. GBC's representations on the Publication Local Plan (2020) considers Policy TIN3 to be sounds as it safeguards land between Delme Roundabout and the Portsmouth Boundary and Quay Street Roundabout to support delivery of the SEHRT scheme and is a partner organisation to improve the network. The extension to the route will help improve public transport access to Gosport Borough.

#### Agreed Position

3.3334 Both Councils agree that the baseline information used to inform the transport models to make assumptions for growth in other areas is appropriate for the purposes of the Fareham Local Plan 2037. Both FBC and GBC acknowledge that the SRTM modelling takes into account allocations from Adopted Local Plans, not allocations from emerging Local Plans or recent planning permissions. These are standard inputs for the modelling process.

~~3.3435~~ As referenced above the baseline information used to inform the Transport Model used for the Fareham Borough Local Plan 2037 makes assumptions on growth in other areas, including Gosport. FBC's Transport Assessment has followed the agreed methodology and the model takes account of growth from sites in Gosport including additional growth identified in the emerging GBLP2038. Both Councils are satisfied that the allocation on land south of Longfield Avenue (policy HA55) will not have a detrimental impact on the highway network provided the relevant mitigation measures on local junctions- are implemented as set out by HCC and recognised in the FBC/HCC SoCG. In addition public transport and active travel measures will also be required as part of any mitigation package. When the Gosport Local Plan is further progressed, it is helpful that the Fareham Borough Local Plan 2037 is at an advanced stage and there is information that can be included in GBC's TA. In recognition of GBC's request for a sensitivity assessment, FBC is preparing an extract of information from the TA on the impact of the Fareham Local Plan 2037 growth on the Stubbington and the Newgate Lane Bypasses in terms of flow, delay and journey time. This information will be shared with GBC officers.

3.36 Both authorities agree that there will be no direct access onto the Stubbington Bypass from the allocation on land south of Longfield Avenue nor from the land east of Crofton Cemetery (now granted consent).

~~3.3537~~ Both authorities will continue to support delivery of the SEHRT scheme along the A27 corridor, safeguarding land and securing contributions towards the scheme where appropriate and necessary through respective Local Plan Policy. In addition, both Local Plans will proactively promote the use of public transport, along with encouraging active travel modes ahead of use of the private motorised vehicle through sustainable transport policy.

#### Matters to be Resolved

~~3.36 As outlined above GBC maintain their holding objection with regard to the potential impact of the two allocations in the existing Strategic Gap but this could be withdrawn if the revised transport information, which incorporates growth identified in the emerging GBLP2038, concludes there is not a significant impact on the relevant road junctions or that any impacts can be realistically and successfully mitigated. FBC maintain that the TA shows that there is no unacceptable impact on the junctions close to the Gosport border, but is willing to provide a sensitivity assessment in relation to the two bypasses as referenced above. It is therefore recognised that a subsequent Statement of Common Ground may need to be produced to address this matter.~~

### **Strategic Gap/Green Infrastructure**

#### Fareham Borough Council's Position

~~3.3738~~ The Council commissioned a Technical Review of Areas of Special Landscape Quality and the Strategic Gaps as part of the evidence base in support of the Publication Plan. This study was to consider the previous Fareham Landscape Assessment (2017) in support of the Revised Publication Local Plan. FBC remain committed to Strategic Gaps.

~~3.3839~~ The Technical Review of Areas of Special Landscape Quality and the Strategic Gaps (2020) recommends small boundary amendments to the existing Strategic Gaps. This designation is set out in Policy DS2: Development in the Strategic Gaps of the Revised Publication Local Plan which makes minor changes to the

existing boundaries of both the Fareham/Stubbington and the Western Wards (Meon Gap) Fareham/Bridgemary and Stubbington/Lee-on-the-Solent (Fareham – Stubbington) Strategic Gap. This includes minor amendments to the area to the South of Fareham and west of HMS Collingwood and an area to the north west of Stubbington – south of Oakcroft Lane and east of Ranvilles Lane. The policy ensures that development proposals will not be permitted where they significantly affect the integrity of the gap and the physical and visual separation of settlements or the distinctive nature of settlement characteristics.

3.4039 As noted in the Housing section of this SoCG and in the PfSH Statement of Common Ground, FBC is involved in ongoing work on housing need and supply as a partnership authority of PfSH, which includes the review of the Spatial Position Statement and production of a Joint Strategy. Part of this review involves the commissioning of new evidence, including green infrastructure opportunities and how these can be delivered within the sub-region.

3.410 In addition, the Council has worked to try and defend speculative development in the Strategic Gaps to date and there have been a number of successfully dismissed appeals. This includes one that straddles the border of GBC<sup>5</sup>. The Inspector concluded in paragraph 33 of the appeal decision that “the proposed development would harm the character and appearance of the area, including in terms of the strategic gap” but ultimately allowed the appeal due to the lack of five-year housing land supply

#### Gosport Borough Council’s Position

3.424 GBC’s representation on the Publication Local Plan (2020) considers Policy DS2 to be sound and strongly supports the extent of the Strategic Gap between Fareham/Bridgemary and Stubbington/Lee-on-the-Solent in relation to the land east of Newgate Lane East. This support was retained in GBC’s representation on the Revised Publication Local Plan (2021).

3.432 GBC previously raised an objection to Policy HA2 (Newgate Lane) in relation to the impact on the Strategic Gap during the Draft Local Plan consultation (2017). However this allocation has subsequently been removed and the Strategic Gap designation in this area re-instated. In its representations to FBC on this matter GBC appended its previous objections in order that the Inspector can understand GBC’s position on this issue, particularly as it is likely that the landowners and potential developers will be promoting this site through the EiP.

3.443 GBC raised an objection to the Strategic Growth Areas during the consultation on the Fareham Borough Local Plan supplement (2020). The in-principle objection was then removed at the Publication Local Plan (2020) consultation as no allocations were proposed in this area. Since this time the 2021 Local Plan identified two allocations within part of the area covered by the Strategic Growth Area i.e. land south of Longfield Avenue and East of Crofton Cemetery. However, in a detailed report presented to GBC’s Regulatory Board on 21<sup>st</sup> July 2021 to consider representations to the Local Plan GBC considered that sufficient detail was provided on two out of three matters in order not to raise an objection on these two particular matters. Firstly there would be no direct access onto the Stubbington Bypass and secondly the allocation policies included sufficient provision to ensure that a reasonable sized buffer adjacent the Stubbington Bypass would be retained to ensure a sense of gap between the settlements is maintained and when one is travelling along the Bypass there is a sense of moving between settlements in open countryside. The third matter relates to the holding objection on the road capacity and is covered in the transport section above.

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<sup>5</sup> (APP/A1720/W/21/3269030).

3.454 GBC's representation on the Revised Publication Local Plan (2021) supports the aims of Policy NE9 but GBC consider that additional opportunities can be made within the plan to deliver multi-functional green infrastructure for allocated sites. GBC are also a partnership authority of PfSH and recognise that there is ongoing work in relation to the evidence for green infrastructure requirements within the sub-region.

#### Agreed Position

3.465 Both Councils support the principle and maintenance of a strategic gap to maintain the separation of Stubbington and Lee-on-the-Solent from Fareham and Bridgemary.

3.476 GBC have maintained an objection to Policies DS1, HP4 and HP6 regarding the detailed wording of these policies which it considers has the potential to undermine the strategic gap, particularly east of Newgate Lane. FBC considers its wording for these policies to be sound and consequently this matter will need to be considered by the Planning Inspector.

3.487 FBC and GBC will continue to work collaboratively to address strategic planning matters. Both FBC and GBC recognise that there is on-going sub-regional work which will lead to the review of the Spatial Position Statement and the production of a Joint Strategy which includes green infrastructure opportunities.

## **4.0 Areas of Agreement**

### **Wastewater and Nitrate Neutrality**

4.1 Following recent case law and evidence creating uncertainty around the contribution of new development in Fareham to deteriorating water quality (eutrophication) in the Solent and the effect this is having on the internationally designated sites, there is greater emphasis on the burden of proof to demonstrate that new development will not cause a likely significant effect on the integrity of these sites. Development needs to demonstrate that it would prevent any net increase in nutrients and therefore be 'nutrient neutral'.

4.2 FBC and GBC have accepted that development draining to the Wastewater Treatment Works (WTW) at Peel Common could cause nutrient enrichment and lead to significant effects on the integrity of internationally designated sites in the Solent. FBC and GBC worked together in the early stages to understand the issues.

4.3 FBC and GBC continue to work with PfSH through the Water Quality Working Group to coordinate the provision of a strategic PfSH wide solution<sup>6</sup> in the medium to long term. PfSH have commissioned two reports to date, an Integrated Water Management Study (May 2018)<sup>7</sup> and a Technical Note on the Calculation of Nitrate Loading from Housing Growth (July 2020)<sup>8</sup>. Both reports recognise that the administrative areas of Fareham and Gosport use the Peel Common WTW. Furthermore, both authorities have signed a Statement of Common Ground with PfSH in relation to the continuing work on wastewater and nitrates as part of a review of the 2016 Spatial Position Strategy.

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<sup>6</sup> [\(Public Pack\)Agenda Document for Partnership for South Hampshire \(PfSH\) Joint Committee, 22/03/2021 18:00 \(push.gov.uk\)](#)

<sup>7</sup> [http://www.fareham.gov.uk/PDF/planning/publicationplan/PUSH\\_IWMS\\_Report\\_FINAL.pdf](http://www.fareham.gov.uk/PDF/planning/publicationplan/PUSH_IWMS_Report_FINAL.pdf)

<sup>8</sup> <https://www.push.gov.uk/wp-content/uploads/2020/10/Wood-Technical-Note-July-2020.pdf>

- 4.4 The PfSH work also includes the appointment of a Strategic Environmental Planning Officer to take forward the creation of a pilot sub-region mitigation scheme in relation to nitrates.

Agreed Position


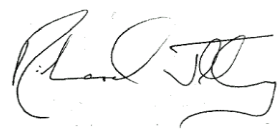
- 4.5 Both parties agree that the impact of the Fareham Local Plan 2037 on the Peel Common WTW are not strategic matters concerning this bilateral SoCG. These matters are addressed through FBC’s statement of common ground with PfSH and the PfSH statement of common ground to support the PfSH Spatial Strategy.

Matters to be Resolved

- 4.6 None.

**5.0 Signatories**

- 5.1 Both parties agree that this statement is an accurate representation of matters discussed and issues agreed upon.
- 5.2 It is agreed that these discussions will inform the Fareham Borough Council Local Plan 2037 and both parties will continue to work collaboratively in order to meet the duty to cooperate.
- 5.3 For Gosport Borough Council the Statement of Common Ground is signed by Debbie Gore. For Fareham Borough Council the Statement of Common Ground is signed by Richard Jolley.

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| Signed:   | Signed:  |
|  |  |
| Name: Debbie Gore   | Name: Richard Jolley   |
| Position: Assistant Chief Executive and Head of Planning and Regeneration           | Position: Director of Planning and Regulation  |
| <b>Gosport Borough Council</b>  | <b>Fareham Borough Council</b>   |
| Date: 10 <sup>th</sup> February 2022  | Date: 10 <sup>th</sup> February 2022   |





## Appendix 1

Extract from TA SRTM Modelling Report Appendices

TOI010

### Appendix A – SRTM Committed Schemes

| DISTRICT  | SCHEME  | 2019 | 2026 | 2031 | 2036 | 2041 |
|-----------|---|------|------|------|------|------|
| Eastleigh | Botley Road / Burnett's Lane  |      | ✓    | ✓    | ✓    | ✓    |
| Eastleigh | Allington Lane / B3037 Fair Oak Road                                  |      | ✓    | ✓    | ✓    | ✓    |
| Eastleigh | A335 Leigh Road / Passfield Avenue                                    | ✓    | ✓    | ✓    | ✓    | ✓    |
| Eastleigh | Sundays Hill Bypass   | ✓    | ✓    | ✓    | ✓    | ✓    |
| Eastleigh | St John's Link Road   |      | ✓    | ✓    | ✓    | ✓    |
| Eastleigh | Chestnut Avenue / Stoneham Lane Roundabout                            | ✓    | ✓    | ✓    | ✓    | ✓    |
| Eastleigh | Chestnut Avenue / Passfield Avenue                                    |      | ✓    | ✓    | ✓    | ✓    |
| Eastleigh | Burnett's Lane / B3037 Fair Oak Road / Sandy Lane                     |      | ✓    | ✓    | ✓    | ✓    |
| Eastleigh | Botley Bypass   |      | ✓    | ✓    | ✓    | ✓    |
| Eastleigh | North Stoneham Park Development Access                                |      | ✓    | ✓    | ✓    | ✓    |
| Eastleigh | B3037 Mortimers Lane / B3354 Winchester Road Junction                 |      | ✓    | ✓    | ✓    | ✓    |
| Eastleigh | B3037 Eastleigh Road / B3354 Botley Road / Stubbington Way Junction   |      | ✓    | ✓    | ✓    | ✓    |
| Eastleigh | Boorley Green development access                                      | ✓    | ✓    | ✓    | ✓    | ✓    |
| Eastleigh | Boorley Gardens development access                                    |      | ✓    | ✓    | ✓    | ✓    |
| Eastleigh | Maypole Roundabout Hedge End  | ✓    | ✓    | ✓    | ✓    | ✓    |
| Eastleigh | M27 J7 improvements   |      | ✓    | ✓    | ✓    | ✓    |
| Eastleigh | Winchester Road / Eastleigh Road / Stubbington Way junction, Fair Oak | ✓    | ✓    | ✓    | ✓    | ✓    |

| DISTRICT               | SCHEME                                       | 2019 | 2026 | 2031 | 2036 | 2041 |
|------------------------|--|------|------|------|------|------|
| Fareham                | St Margaret's Rbt.                           | ✓    | ✓    | ✓    | ✓    | ✓    |
| Fareham                | Peel Common Rbt.                             | ✓    | ✓    | ✓    | ✓    | ✓    |
| Fareham                | Gudge Heath Lane                             | ✓    | ✓    | ✓    | ✓    | ✓    |
| Fareham                | A27 Southampton Road, Fareham                | ✓    | ✓    | ✓    | ✓    | ✓    |
| Fareham                | Newgate Lane South, Fareham                  | ✓    | ✓    | ✓    | ✓    | ✓    |
| Fareham                | Station Roundabout (Avenue approach)         | ✓    | ✓    | ✓    | ✓    | ✓    |
| Fareham                | Stubbington Bypass                           |      | ✓    | ✓    | ✓    | ✓    |
| Fareham                | Peel Common Rbt.                             |      | ✓    | ✓    | ✓    | ✓    |
| Fareham                | A27 Downend Road, Porchester                 |      | ✓    | ✓    | ✓    | ✓    |
| Fareham,<br>Gosport    | Stubbington Bypass mitigation measures       |      | ✓    | ✓    | ✓    | ✓    |
| Fareham,<br>Winchester | M27 J9 and Parkway South roundabout          |      | ✓    | ✓    | ✓    | ✓    |
| Gosport                | Privett Road / Bury Road junction            | ✓    | ✓    | ✓    | ✓    | ✓    |
| Gosport                | Rowner Road / Carisbrooke Road junction      | ✓    | ✓    | ✓    | ✓    | ✓    |
| North Whiteley         | Whiteley Way Extension and speed limits      |      | ✓    | ✓    | ✓    | ✓    |
| Havant                 | Hulbert Rd/Purbook Way Jn (Dunsbury Hill)    | ✓    | ✓    | ✓    | ✓    | ✓    |
| Havant                 | Dunsbury Hill Farm Business Park             | ✓    | ✓    | ✓    | ✓    | ✓    |
| Havant                 | A3(M) J3                                     |      | ✓    | ✓    | ✓    | ✓    |
| Havant                 | Purbook Way / College Road                   |      | ✓    | ✓    | ✓    | ✓    |
| Havant                 | Interbridges                                 |      | ✓    | ✓    | ✓    | ✓    |
| Havant                 | Purbrook Way / Stakes Hill Road              |      | ✓    | ✓    | ✓    | ✓    |
| Havant                 | Purbrook Way f. Stakes Hill Rd to College Rd |      | ✓    | ✓    | ✓    | ✓    |