

**Introduction:**

This statement is made on behalf of Sustainable Land PLC and the Hammond Family who have interests in land east of Newgate Lane and north of Gosport Road, Fareham. It is accompanied by two maps showing 'Constraints and Opportunities' and 'Strategic Gap'.

The potential for sustainable residential development in this area has been promoted through successive stages of Fareham Borough Council's Core Strategy and Development Sites and Policies Plan. The case for residential development east of Newgate Lane has been reinforced by Hampshire Council's confirmation of their preferred route for the re-alignment of Newgate Lane, which will fragment agricultural land holdings, and by further evidence of future housing requirements in the South Hampshire Strategic Housing Market Assessment (SHMA) of January 2014.

This statement addresses the Inspector's Questions 9.1 and 9.2 (in relation to Policy DSP49). There are related statements on Issue 2 (Existing Settlements) and Issue 7 (Housing Allocations).

**9.1 Is the plan supported by robust and up-to-date information on infrastructure requirements and their delivery?**

**9.2 Do policies DSP49 and DSP50 accurately reflect the aspirations of the County Council as Highway Authority?**

A draft of the DSP Plan was the subject of public consultation between 14<sup>th</sup> October and 26<sup>th</sup> November 2012. The plan made no reference to highway improvements relating to Newgate Lane, although an improvement line had been included in the previous local plan.

Representations were submitted on behalf of landowners of land east of Newgate Lane by Strategic Planning Consultants. They referred to the need to secure improved road access to the Daedalus site as a strategic employment site (Solent Enterprise Zone); the need to consider all options for highway improvements relating to the Stubbington Bypass, Newgate Lane and the Peel Common Roundabout; and the opportunity for a housing allocation east of Newgate Lane, in a sustainable location for development, which could help to deliver highway improvements.

The Council's responses in its undated '*Draft Plan Response Statement*' included

commenting that Fareham Borough Council was not the highway authority and its role did not include considering options for highway improvements or consulting Gosport Borough Council on highway improvements; Hampshire County Council (HCC) was responsible for modelling transport options and identifying land to be reserved for highways purposes; it was consulted on the proposed site allocations and raised no objections to the plan; HCC was not certain which route they wished to use to relieve Newgate Lane and so Fareham Borough Council (FBC) was unable to reserve specific land in the Plan. The previously proposed route from Peel Common roundabout east of the existing highway had therefore been removed from the DSP Plan.

Preferred options for the Stubbington Bypass and improvements to Newgate Lane South were considered by Hampshire County Council's Executive Member for Economy, Transport and Environment (Sean Woodward) on 17<sup>th</sup> March 2014. There was public consultation in June/August 2014) on a preferred route for the Stubbington Bypass between Titchfield Road and Gosport Road (not affecting Newgate Lane) and on an '*off-line, eastern alignment*' (Option B) for improvements to Newgate Lane South.

Option B for Newgate Lane South would provide a new 7.3m carriageway from Woodcote Lane, via Tanners Lane, to the Peel Common roundabout. The existing Newgate Lane would become a local service road, accessed via a priority right-turn junction on the new alignment with a short link road connection to the existing Newgate Lane about half way between the Wastewater Treatment Plant and the Tanners Lane junction.

Option B follows a similar alignment to that identified in Fareham Borough Council's Local Plan of 2000 and the Gosport Borough Local Plan Review of 2006. HCC's aim is for a planning application in spring 2015.

HCC's web site indicates that Planning applications for Stubbington Bypass and the southern section of Newgate Lane are currently expected to be submitted in spring 2015, with other schemes in the package '*being progressed subject to appropriate funding and business case approval*'.

The submitted draft of the DPS does not reflect the latest HCC highways consultation. The Proposals Map shows the alignment of improvements to Newgate Lane North which have now been implemented, but not the preferred improvement line for Newgate Lane South or the preferred line for the Stubbington Bypass. Policy DSP 49 and the supporting paragraphs (6.16 to 6.20) are therefore in need of updating to reflect the fact that the preferred options and will need further updating as the road designs progress.

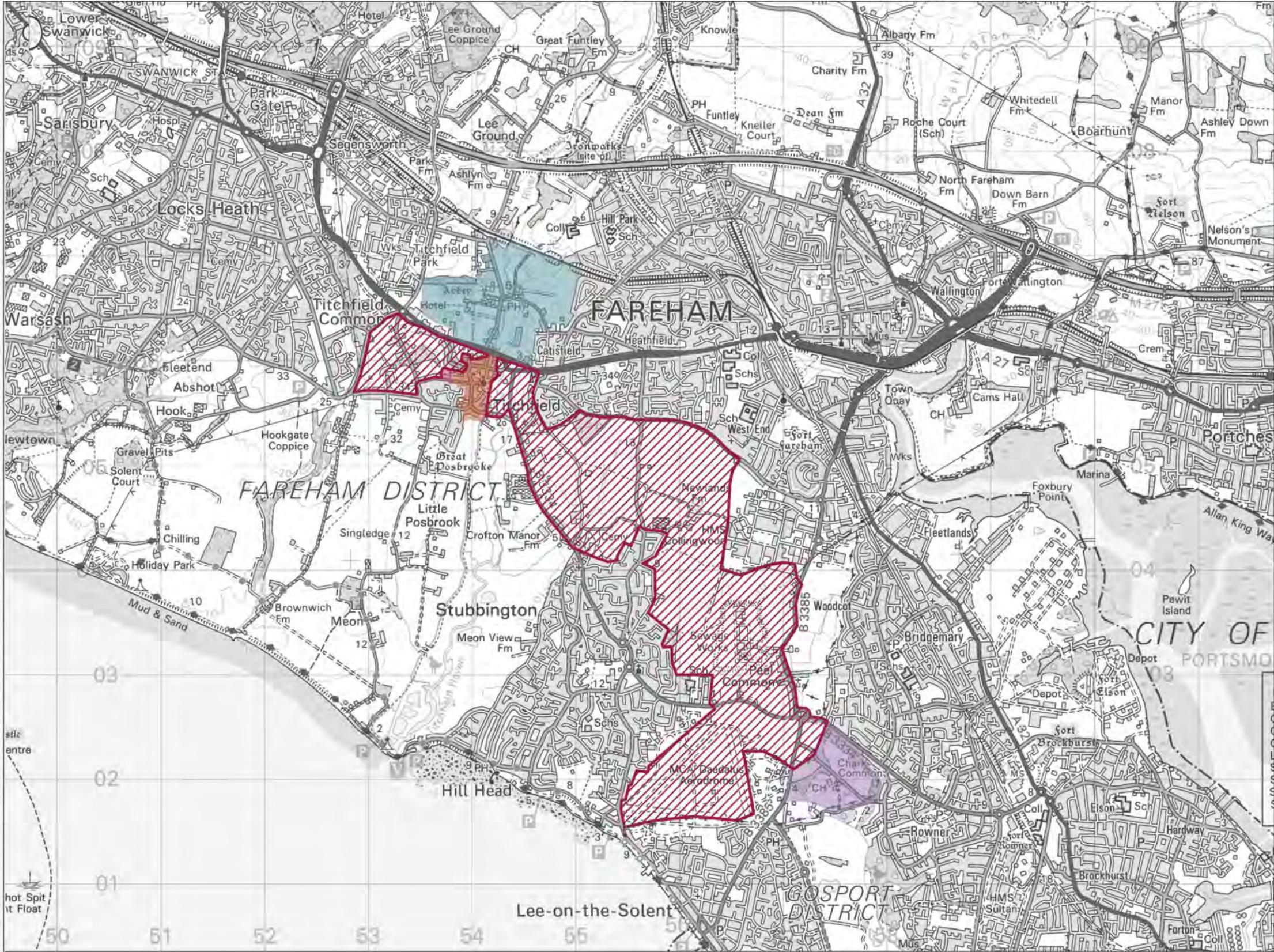
The programmes of the DSP and HCC's road proposals appear to be progressing independently and with little co-ordination of land-use and transport planning, for example to consider the potential impacts of road proposals on existing land use or the opportunities presented for future changes in land use and development proposals.

Exploratory inquiries with Hampshire County Council, Fareham Borough Council and Gosport Borough Council, on behalf of Sustainable Land PLC and the Hammond family, have not revealed any interest from the councils in exploring these issues in more detail. Their response has been to reiterate existing policies for land use planning, such as the Strategic Gap, and transport policies that seek to limit access to new roads for development.

There will be a need for discussions between the landowners and HCC in relation to land acquisition and planning. The re-alignment of Newgate Lane will entail some severance of agricultural land, which may preclude arable farming, and access arrangements for land east of the Newgate Lane are not yet clear.

The DSP should be more positive and forward-looking in addressing the opportunities presented by highway plans. A coordinated approach to land-use and transport proposals in this area would help with the funding and implementation of proposed highway improvements and related improvements to footpaths, cycleways and public transport. In particular, there should be a positive response to the road proposals for Newlands Lane in the DSP that recognises the land-use implications and opportunities and should include reviewing the Strategic Gap, as proposed in our hearing statements on Issues 2 and 7.

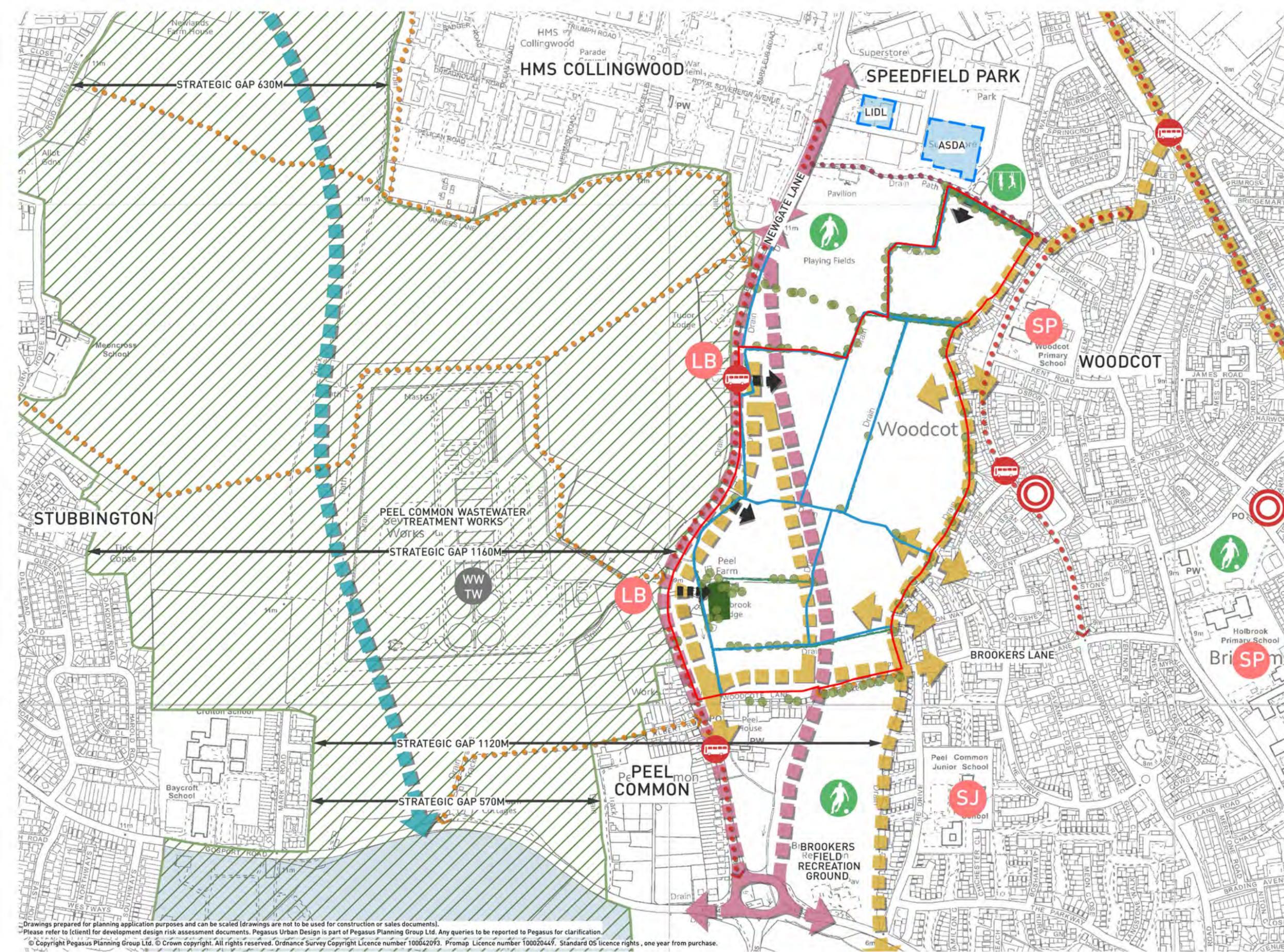
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- KEY**
-  STRATEGIC GAP
  -  SINC
  -  CONSERVATION AREA (TITCHFIELD ABBEY)
  -  CONSERVATION AREA (TITCHFIELD)

**NEWGATE LANE, FAREHAM, HAMPSHIRE - STRATEGIC GAP**





- KEY**
-  SITE BOUNDARY (36.41 HA)
  -  EXISTING LOCAL CENTRE
  -  EXISTING PRIMARY SCHOOL
  -  EXISTING JUNIOR SCHOOL
  -  PEEL COMMON WASTE WATER TREATMENT WORKS
  -  EXISTING SPORTS PITCHES
  -  EXISTING EQUIPPED PLAY AREA
  -  EXISTING BUS ROUTE/STOP
  -  EXISTING CYCLE/FOOTPATH
  -  EXISTING FOOTPATH
  -  INDICATIVE POSITION OF EXISTING TREES & HEDGEROWS (SUBJECT TO TREE SURVEY)
  -  EXISTING DRAINAGE DITCHES
  -  MCA DAEDALUS AERODROME
  -  DESIGNATED STRATEGIC GAP
  -  PROPOSED VEHICULAR ACCESS (SUBJECT TO HIGHWAYS ADVICE)
  -  OPPORTUNITY TO PROVIDE ATTRACTIVE PEDESTRIAN/CYCLE LINKS ACROSS SITE
  -  COMMITTED NEWGATE LANE HIGHWAY IMPROVEMENTS (NORTHERN SECTION)
  -  POTENTIAL NEWGATE LANE HIGHWAY IMPROVEMENTS (SOUTHERN SECTION)
  -  STUBBINGTON BYPASS (OPTION B)
  -  LISTED BUILDING
  -  TRADITIONAL ORCHARD (PRIORITY HABITAT)
- NOTE**  
 CONTENT OF PLAN SUBJECT TO FULL INVESTIGATIONS INTO SITE ISSUES CONSTRAINTS

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## NEWGATE LANE, FAREHAM, HAMPSHIRE - CONSTRAINTS AND OPPORTUNITIES