

**Agenda Item 9****Report to the  
Transport for South Hampshire Joint Committee****Date: 29 May 2012****Report by: Graham Wright, Senior Engineer, Hampshire County  
Council****tel: 01962 845148 email: graham.wright@hants.gov.uk****Subject: Support for Daedalus****Purpose of the Report**

The designation of part of Daedalus Airfield as an Enterprise Zone has signalled a step change in efforts to deliver rapid development and job creation at the site. This has required a review of the strategic access strategy to support early stage intervention and boost business confidence. This report describes recent progress with the access strategy, infrastructure scheme development and potential funding arrangements.

**Recommendations**

- 1. That the contents of this report be noted.**
- 2. That the access strategy for the Solent Enterprise Zone at Daedalus, adopted by Hampshire County Council on 6 March 2012 be endorsed.**
- 3. That, if invited to by Solent Local Enterprise Partnership, Transport for South Hampshire authorise Hampshire County Council to prepare a full business case on its behalf bid for Growing Places funding, to enable the early stage delivery of transport enhancements to the Newgate Lane corridor, linking the Enterprise Zone with strategic transport networks at M27, Junction 11 and Fareham Railway Station.**

**Introduction**

1. Daedalus Airfield was declared surplus to military use in 2004 when its management and ownership passed to the South East England Development Agency (SEEDA). The site has now transferred to the Homes and Communities Agency (HCA) under a 'stewardship' arrangement with the Partnership for Urban South Hampshire (PUSH). The location is illustrated in Figure 1.

2. Daedalus has long been seen as a key opportunity to regenerate the Gosport peninsula and the wider sub-region, with land suitable for employment redevelopment together with retail, leisure, hospitality uses and limited residential development. The HCA is currently funding a programme of works to deliver a site asset management plan.
3. Following completion of a masterplan, planning applications were submitted in Spring 2011 for redevelopment of the non-airfield parts of the site. The applications were for outline planning permission save for access for which full permission was sought. These applications were considered by the planning committees at Fareham Borough Council and Gosport Borough Council, at separate meetings on 29 March 2012, when in both cases, it was resolved to grant planning permission, subject to completion of legal agreements.

### **Transport Strategy Context**

4. The context for considering transport aspects of development at Daedalus has been provided by the Strategic Access to Gosport Strategy (StAG), approved by Transport for South Hampshire in June 2010 and by Gosport Borough Council in July 2010. The report to the Joint Committee, in approving StAG is included as Appendix A to this report. StAG identifies that the high levels of out-commuting and resultant congestion on traffic routes on the peninsula can be addressed in part through measures to regenerate local employment and encourage more sustainable travel. StAG also acknowledges that significant development sites such as Daedalus need to be adequately linked to strategic transport networks (M27).
5. StAG proposes the principal link between this part of the Gosport peninsula and the M27 as the B3385, Newgate Lane, A32 and A27 leading to Junction 11. This is complemented by traffic measures to manage the use of the B3334 western corridor to Junction 9 via Stubbington. Schemes have been developed by Hampshire County Council to improve Newgate Lane in line with this strategy and are estimated to cost £5.5 million. The Hampshire County Council Local Transport Plan 3 (LTP3) Implementation Plan has an indicative allocation of £3 million investment to fund on-line widening of the southern section of Newgate Lane.
6. The proposed access strategy for the Daedalus development is broadly compliant with StAG in that it creates local employment opportunities, and proposes the following off-site transport improvements:
  - (i) partial traffic signal controls at Peel Common roundabout to maximise junction capacity on the Newgate Lane arm whilst managing use of the Gosport Road arm in the direction of Stubbington;

- (ii) signal controls replacing the existing roundabouts at Stubbington Green and Mays Lane junctions which aim to provide safer facilities for cyclists and pedestrians and to manage the level of through traffic in Stubbington; and
  - (iii) measures to encourage access by public transport, walking and cycling, both within the Gosport peninsula and encouraging sustainable links from Portsmouth via the ferry.
7. Detailed assessment of this package during consideration of the planning applications has identified that, whilst it is policy-compliant, there are significant shortcomings. The proposed measures at Peel Common junction fail to do more than address development impact, (nil detriment), leaving significant delays at this junction arising from existing traffic conditions. The proposals at the two junctions in Stubbington have been found to cause significant traffic delays that outweigh benefits to non-motorised users.
8. In summary, whilst the County Council and HCA propose substantial investment in the Newgate Lane corridor, it is not clear that the schemes have compatible objectives or can meet the needs of the Daedalus EZ in the context of the already congested network conditions on the peninsula. Moreover, the strategy fails to adequately address the impacts of existing and potential future lorry traffic for residents in Stubbington and to promote schemes for Newgate Lane that will create an attractive alternative.

### **Solent Enterprise Zone**

9. Designation as the Solent EZ has signalled a step change in efforts to deliver at Daedalus the aspirations of the Solent Local Enterprise Partnership (LEP) and the Government for rapid development and job creation. The objectives of the Solent EZ are to create up to 3,500 additional jobs by 2026, promote a manufacturing and technology cluster based on marine, aviation and aerospace, and catalyse the regeneration of Gosport.
10. These objectives have been given added impetus by the award to Solent LEP of a £5 million Regional Growth Fund towards improving the airfield facilities and business grants at Daedalus, together with a 'Growing Places' allocation of £12.25 million (recently increased to £18 million to the Solent LEP to support regeneration opportunities within its area).
11. The combination of financial incentives and 'relaxed' planning regulations at Solent EZ is designed to stimulate rapid development and job creation. This demands that current transport policies are reviewed and refined to ensure that the strategy for delivery of transport infrastructure in this part of the Gosport peninsula is commensurate with Solent EZ objectives and timescales. Specifically, it

will be important to ensure that Solent EZ is provided with adequate links to the M27 and to Fareham Railway Station to encourage business relocation.

12. On 6 March this year, Hampshire County Council's Executive Member for Environment and Transport considered a report that reviewed and updated the StAG strategy for delivering transport improvements in the light of the emerging EZ proposals for redevelopment at Daedalus. On the basis of this report the Executive Member made the following decision:

- (i) that, in response to the emerging proposals for the Daedalus Enterprise Zone and in the light of existing traffic and access problems for the Gosport peninsula, the following access strategy be adopted as a basis for responding to the current Daedalus planning applications:
  - (a) to promote employment opportunities at Daedalus as a means of reducing out commuting from the Gosport peninsula;
  - (b) to promote local access to Daedalus from within the Gosport peninsula via sustainable travel modes; and
  - (c) to promote the Newgate Lane corridor as the link to Daedalus from the strategic road network and Fareham Railway Station and as a viable alternative for existing and potential future traffic (in particular lorries) utilising roads via Stubbington;
- (ii) that, in line with the strategy proposed above, the schemes currently being prepared by the County Council to improve Newgate Lane be reviewed, in tandem with the scheme prepared by the HCA for Peel Common junction, with the aim of identifying a major scheme with the potential to deliver capacity enhancements along the Newgate Lane corridor including the Peel Common roundabout.
- (iii) that, subject to the above review:
  - (a) indicative additional budget allocations be included in the County Council capital programme for a major scheme for Newgate Lane, based upon future receipt of transport contributions and other funding from the Daedalus Enterprise Zone; and
  - (b) traffic enhancements on the western approaches and the review of a potential second strategic (western) access to Gosport via Stubbington should be deferred to the longer term, post 2026;
- (iv) that, in securing developer contributions for transport from the developer of the Enterprise Zone, priority be accorded to

improvements to the Newgate Lane corridor with a focus on the Peel Common junction.

13. The full report considered by the Executive Member for Environment and Transport in adopting the above strategy review is provided at Appendix B.

### **Bus Rapid Transit**

14. Members of the Joint Committee will be aware of the recent launch of the first phase of the Bus Rapid Transit corridor between Fareham and Gosport. Work is also underway on future phases of Bus Rapid Transit (BRT).
15. A high-specification public transport link to the Enterprise Zone forms an essential part of the access strategy for the Daedalus site. There are opportunities for synergy between these proposals and BRT which will improve the public transport offer in the vicinity of the site and on the Gosport Peninsula generally by linking to key destinations, including interchanging with the ferry connections to Portsmouth. A direct public transport link to Daedalus will be able to take advantage of improvements to the Newgate Lane corridor and tie in with the BRT corridor at the northern end of the peninsula using priority measures linking with Fareham Rail Station, town centre and bus station.

### **Local Sustainable Transport Fund and Other Funding Initiatives**

16. Members of the Joint Committee will be aware that TfSH has bid for £18 million from the Department for Transport's Local Sustainable Transport Fund (LSTF) to deliver corridor improvements in South Hampshire, including pedestrian and cyclist measures between Fareham and Gosport. In addition, TfSH has been awarded £4.5 million from the DfT's Better Bus Area Fund to raise the quality of bus travel in South Hampshire. These packages of schemes have the potential to enhance access to Daedalus.

### **Growing Places Fund**

17. As noted above, Solent LEP has been awarded a 'Growing Places' allocation by Government of approximately £18 million to support regeneration opportunities within its area. The fund is intended to help stimulate growth by investment in infrastructure and development in a way that will support the area's economic and investment priorities. The basis of the fund is sustainable, revolving funds that require repayment for reinvestment.
18. The Solent LEP has established a two-staged process for bidders, with the first stage being an Expression of Interest (EoI). Bids received during the first stage will be considered by a Solent LEP Evaluation Panel towards the end of May and successful bidders will be asked to

submit a full application. The deadline for expressions of interest was 10 April and an EoI was submitted by Hampshire County Council on behalf of TfSH as project sponsor for funding of the Newgate Lane corridor enhancements. As the local Highway Authority for the Daedalus area, Hampshire County Council will be the delivery partner and as noted above has already identified additional, indicative funding resources from its own capital programme. There is no specified timeline for submitting a full bid although clearly the aim of the fund is to support early stage intervention.

19. The Expression of Interest project summary text is included at Appendix C to this report.

### **Summary**

20. Since cessation of military use, Daedalus Airfield has always been seen as a key opportunity to regenerate the Gosport peninsula. The HCA has recently been granted planning permission for employment-led redevelopment, subject to completion of legal agreements.
21. In June 2010 the TfSH Joint Committee approved an access strategy for Gosport based upon the Strategic Access to Gosport Study. In line with this strategy, the County Council has progressed the design of enhancement schemes for Newgate Lane and has made indicative funding allocations in its capital works programme for 2013/2014.
22. The success of Solent LEP in achieving Enterprise Zone status for Daedalus has signalled a step change for the rapid delivery of development and job creation. This has required a review of StAG, with a focus on early intervention to encourage business confidence. The County Council has updated the access strategy in the light of the Enterprise Zone and on behalf of TfSH has submitted an expression of interest for Growing Places funding to assist with early stage delivery. If invited to do so by Solent LEP, it is proposed that a full business case is submitted by the County Council on behalf of TfSH.

Section 100 D - Local Government Act 1972 - background papers

**The following documents disclose facts or matters on which this report, or an important part of it, is based and has been relied upon to a material extent in the preparation of this report.**

NB the list excludes:

1. Published works.
2. Documents which disclose exempt or confidential information as defined in the Act.

TITLE

LOCATION

None