

# **Gosport Borough Local Plan 2011-2029**

## **Statement on Issues and Questions**

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### **Issue 3.13**

Is it the Council's intention to prevent development on rear passageways and if so do relevant policies make this abundantly clear?

Date: 6<sup>th</sup> February 2015

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**GOSPORT**  
Borough Council

## **Introduction**

- 1.1 The Council's intention is to ensure that all new development is well designed and provides suitable access. In many instances the retention of rear passageways will be important in securing suitable access.

## **Local Plan Policies**

- 2.1 Policy LP10 of the Gosport Borough Local Plan 2011-2029 (GBLP) provides strong policy guidance on design and accessibility. Point 2 (f) of that policy seeks to improve accessibility of all users. This is further expanded in paragraph 8.26 which sets out the considerations that should be taken into when assessing new development in terms of ease of movement and accessibility. The considerations include the need to ensure:
- the development has, and/or is connected to, a network of well-designed spaces and routes for pedestrians, cyclists and vehicles;
  - transport routes reflect urban design qualities and not just traffic considerations;
  - the development's access and circulation contribute to a network of direct and connected routes within and beyond the site;
  - the development is laid out to encourage appropriate and safe traffic speeds;
  - the layout of the development helps increase accessibility to public transport;
  - the development is legible with appropriate focal points to help people find their way: This could include views and vista, memorable buildings or landscape features; and
  - the development is laid out to make it accessible for all including people with disabilities, elderly persons and those using pushchairs.
- 2.2 The importance of ensuring that new developments provide suitable access arrangements is also addressed in Policy LP22 which amongst other requirements seeks safe access for pedestrians and cyclists.
- 2.3 Whilst neither of these policies specifically requires rear passageways to be retained it is quite clear that the Council's requires new development to provide suitable access arrangements and not to prejudice the access arrangements of existing development.
- 2.4 The only location where the use of rear service areas is particularly identified is within the Marine Parade Area of Special Character in Lee-on-the-Solent. Due to the traffic issues associated with Marine Parade (the B3333 which one of arterial routes off the Gosport peninsula) Policy LP14 specifically seeks to achieve vehicular access via rear service areas. This together with Policy LP10 will seek to ensure appropriate access arrangements are maintained.

## **Design Guidance SPD**

- 3.1 To support policy LP10 the Council has produced a Design Guidance SPD (LP/E3/1). This SPD, following consultation, was adopted by the Council in February 2014.
- 3.2 Within the SPD there is a section on site accessibility (page 10) which provides guidance on the issues that should be taken into account when designing new development in terms of the quality of access and integrating the development with existing transport networks.
- 3.3 The section on layout – connectivity, legibility and route hierarchy (page 23) provides more guidance on how new development should allow for good connections, both within the site and the surrounding area. This could include the use of rear passageways.
- 3.4 The section on access, parking and services (page 43) recognises that in residential development, where possible, vehicular, pedestrian and cycle access in to the site should not be from a single point but should allow for the possibility of entering and exiting the site from several different locations. It goes on to provide guidance on the key considerations in providing access to the site. Again this could be through the use of rear passageways.

## **Conclusion**

- 4.1 Whilst the GBLP does not explicitly prevent development on rear passage ways it can be seen by the interpretation of policies LP10 and LP22, together with the Design Guidance SPD, that the Council's intention is ensure that new development is served by suitable access arrangements and that the access arrangements of existing development are not compromised. Therefore it is not considered necessary to have unduly prescriptive policy preventing development on all rear passageways.