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Sent: 02 December 2021 09:46
To: PlanningPolicyConsultation
Cc: Planning SE; [REDACTED]
Subject: 15045 Gosport Borough Local Plan 2038 (Regulation 18 Public Consultation draft)
Infrastructure Assessment Report

For the attention of: Planning Policy Team, Gosport Borough Council

Proposal: Gosport Borough Local Plan 2038 (Regulation 18) - Public Consultation draft

Our Reference: 14928

Dear Planning Policy Team,

Thank you for inviting National Highways to comment on the Regulation 18 Gosport Borough Local Plan 2038 Public Consultation Draft and associated Evidence Base documents including the Infrastructure Assessment Report (IAR).

National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Overall, in accordance with national policy, we look to Gosport Borough Council to promote strategies, policies and land allocations that will support alternatives to the car and the operation of a safe and reliable transport network. We would be concerned if any material increase in traffic were to occur on the SRN or at its junctions because of planned growth within the borough, without careful consideration of mitigation measures. It is important that the Local Plan provide the planning policy framework to ensure development cannot progress without the appropriate infrastructure being in place.

When considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. We will support a local authority proposal that considers sustainable measures, which manage down demand and reduce the need to travel. Infrastructure improvements on the SRN should only be considered as a last resort. Proposed new growth will need to be considered in the context of the cumulative impact from already proposed development on the SRN.

We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case there are no sections of the SRN within the borough of Gosport however to the north of the borough and accessed via the A32 and A27 lies the M27 which is part of the SRN. The IAR supplied for consultation provides the current and future infrastructure aspirations for the borough, specifically aiming to help deliver the core strategy and development proposals as laid out in the Gosport Borough Local Plan. National Highways has reviewed the IAR with a specific interest to transport infrastructure proposed and in the context of how any infrastructure proposals may effect the operation of the SRN.

The IAR serves to act not as definitive list of infrastructure improvements required but a guide to aid the council in managing the expectations in delivering sustainable growth over the period of the next local plan, up to 2038. This growth includes 90,000 sq. ft. of new employment floorspace and 3,500 new dwellings, as well as the reorganisation and regeneration of town centres. Chapter 4 of the IAR looks at specific development and regeneration sites, detailing the proposals and potential infrastructure requirements needed to help deliver each of them effectively; it is welcome to National Highways the identification of a need for a Transport Assessment of the Local Plan to effectively assess the need for mitigation of all major development coming forward. National Highways shall hopefully be part of the review of such an assessment once produced by the council.

The IAR also states that SYSTRA are currently undertaking a transport modelling work to highlight any areas where development proposals within the Local Plan may have a detrimental impact to the highway network. National Highways request we are consulted on the findings from this study, again to review the results in the context of the operation and safety of the SRN.

Chapter 6 looks at Transport Infrastructure requirements for the region and it is identified under the SRN element of this chapter that the A32 is a key route as part of this network. As identified, the National Highways SRN does not fall within the borough of Gosport, however the A32 (via the A27) is a key connection to it and specifically at Junction 10 and 11. Under this section there are no specific mitigation proposals identified, however it is stated that there is a need to encourage non-car based travel and an effort to encourage commuters on to more sustainable means to help mitigate heavy traffic flows on the A32. Whilst not a direct impact, National Highways welcomes this and the ambition and considers plan-led sustainable development is fundamental in providing a shift to more sustainable travel behaviour.

As there are no specific proposals detailed, National Highways does not offer any further comment on the IAR and the supporting information provided at this time. We look forward to being consulted on the Transport Assessment of the Local Plan. The same also applies to the aforementioned transport modelling work as currently being completed by SYSTRA.

Within the Draft Local Plan document policies, Policy SS4, Policy SS10 and Policy SS11 detail that It will be necessary to ensure that any development within the Haslar Peninsular, Rowner Regeneration Area and at Daedalus mitigates any adverse impact on the strategic road network (SRN). We acknowledge this and confirm that upon consultation we will provide an informed response to any development proposals.

To ensure that the Local Plan is deliverable, a transport evidence base should be provided to demonstrate the Local Plan impact on the SRN and as necessary identify suitable mitigation. This work will form a key piece of evidence to demonstrate the Local Plan is sound, therefore it is important that any identified mitigation has a reasonable prospect of delivery within the timescales of when the identified growth is planned. Once the transport impacts of the Local Plan

sites are understood, the Infrastructure Delivery Plan document should set out any SRN mitigation required to deliver the Local Plan development. We would welcome the opportunity to discuss this with Gosport Borough Council ahead of the next Local Plan consultation.

We look forward to working with all parties which include Gosport Borough Council, Fareham Borough Council and Hampshire County Council to identify and produce a robust transport strategy which would inform the size and scale of development that is deliverable within the Gosport area. This will form a key piece of evidence to demonstrate that the Local Plan is sound and therefore it is important that any identified mitigation has a reasonable prospect of delivery within the timescales of when the growth is planned.

I hope this is helpful.

Kind Regards

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