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13 July 2010

S U M M O N S

MEETING: Economic Development Sub-Board
DATE: 21 July 2010
TIME: 6.00 p.m.
PLACE: Committee Room 1, Town Hall, Gosport
Democratic Services contact: Chris Wrein

LINDA EDWARDS
BOROUGH SOLICITOR

MEMBERS OF THE SUB-BOARD

The Mayor (Councillor Allen)(ex-officio)
Chairman of the Policy and Organisation Board (Councillor Hook) (ex-officio)

Councillor Chegwyn	Councillor Lane
Councillor Edgar	Councillor Langdon
Councillor Mrs Forder	Councillor Ronayne
Councillor Mrs Hook	Councillor Wright

FIRE PRECAUTIONS

(To be read from the Chair if members of the public are present)

In the event of the fire alarm (single continuous sound) being activated, please leave the room immediately.

Proceed downstairs by way of the main stairs or as directed by GBC staff, follow any of the emergency exit signs. People with disability or mobility issues please identify yourself to GBC staff who will assist in your evacuation of the building.

IMPORTANT NOTICE:

- If you are in a wheelchair or have difficulty in walking and require access to the Committee Room on the First Floor of the Town Hall for this meeting, assistance can be provided by Town Hall staff on request

If you require any of the services detailed above please ring the Direct Line for the Democratic Services Officer listed on the Summons (first page).

NOTE:

- i. Members are requested to note that if any member wishes to speak at the Sub-Board meeting then the Borough Solicitor is required to receive not less than 24 hours prior notice in writing or electronically and such notice shall indicate the agenda item or items on which the member wishes to speak.
- ii. Please note that mobile phones should be switched off for the duration of the meeting.

AGENDA

PART A ITEMS

1. ELECTION OF CHAIRMAN FOR THE MUNICIPAL YEAR 2010-2011
2. ELECTION OF VICE CHAIRMAN FOR THE MUNICIPAL YEAR 2010-2011
3. APOLOGIES FOR NON-ATTENDANCE
4. DECLARATIONS OF INTEREST
All Members present are required to declare, at this point in the meeting or as soon as possible thereafter, any personal or personal and prejudicial interest in any item(s) being considered at this meeting.
5. MINUTES
To confirm the minutes of the meeting of the Sub-Board held on 9 March 2010 (attached).
6. DEPUTATIONS – STANDING ORDER 3.5
(NOTE: The Sub-Board is required to receive a deputation(s) on a matter which is before the meeting of the Sub-Board provided that notice of the intended deputation and its object shall have been received by the Borough Solicitor by 12 noon on Monday, 19 July 2010. The total time for deputations in favour and against a proposal shall not exceed 10 minutes).
7. PUBLIC QUESTIONS – STANDING ORDER 3.6
(NOTE: The Sub-Board is required to allow a total of 15 minutes for questions from Members of the public on matters within the terms of reference of the Sub-Board provided that notice of such Question(s) shall have been submitted to the Borough Solicitor by 12 noon on Monday 19 July 2010).
8. GOSPORT WATERFRONT MASTERPLANNING
To inform Members about the Gosport Waterfront Masterplan consultancy work currently being undertaken explaining the process being followed and give an update on the progress made to date (attached).

PART II

Contact Officer:
Damien Wilson
Ext 5682

Economic Development Sub Board
21 July 2010

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|-----|---|---|
| 9. | LDF CORE STRATEGY - PROGRESS REPORT | PART II |
| | <i>To inform Members on the progress of the Core Strategy and the next stage in its preparation (attached).</i> | Contact Officer:
Chris Payne
Ext 5216 |
| 10. | HASLAR - PROGRESS REPORT | PART II |
| | <i>To provide Members with an update on the ongoing Officer discussions with Our Enterprise regarding the regeneration and reuse of the Haslar site (attached).</i> | Contact Officer:
Rob Harper
Ext 5456 |
| 11. | STRATEGIC ACCESS TO GOSPORT STUDY | PART II |
| | <i>To inform Members of the Strategic Access to Gosport Study and to respond to Transport for South Hampshire on the transport measures recommended for future implementation (attached).</i> | Contact Officer:
David Duckett
Ext 5424 |
| 12. | ANY OTHER ITEMS
<i>-which the Chairman determines should be considered, by reason of special circumstances, as a matter of urgency.</i> | |

AGENDA ITEM NO. 8

Board/Committee:	ECONOMIC DEVELOPMENT SUB BOARD
Date of meeting:	WEDNESDAY 21ST JULY 2010
Title:	GOSPORT WATERFRONT MASTERPLANNING
Author:	DIRECTOR OF PLANNING AND ECONOMIC DEVELOPMENT SERVICES
Status:	For Information

Purpose

To inform members about the Gosport Waterfront Masterplan consultancy work currently being undertaken explaining the process being followed and give an update on the progress made to date. See attached plan highlighting the area to be encompassed in the study (included in Appendix 1).

Recommendation

The Sub Board is recommended to:

Note the information contained within the report.

1. Background

- 1.1 Gosport's Portsmouth Harbour frontage has been a key regeneration area within the South Hampshire sub-region for over a decade with significant development at the former MoD establishment at Priddy's Hard and Royal Clarence Yard.
- 1.2 The next phase of development will cover areas to the south of these sites and will include, South Street and Mumby Road, Coldharbour, the bus station and the land currently known as the retained area at Royal Clarence Yard. This area will be identified as a Strategic Site in the emerging Gosport Core Strategy.
- 1.3 A proactive approach by the Council, supported by PUSH and key private sector stakeholders is underway to set out a clear vision for the future of the Waterfront over the next twenty years that includes a comprehensive assessment of the appropriate uses for the area. The Masterplan will consider two key parts of the Waterfront.
 - the bus station site within the context of the new ferry pontoon, Falkland Gardens and the eastern end of Gosport High Street, to provide a vibrant gateway to Gosport with the potential for office, retail, leisure and residential uses, in particular exploring the potential for a public sector village complex

- the Cold Harbour and retained area at Royal Clarence Yard to provide a strategic mixed use development site with marine employment, retail/leisure and residential opportunities.
- 1.4 A Masterplan for the area will provide a framework for the regeneration of the Waterfront and Town Centre areas and offer an opportunity to position the Waterfront as the 'gateway' to Gosport and a key location within the Portsmouth Harbour visitor 'destination'.
 - 1.5 Future development of the area must help deliver the overall vision set out in the Sustainable Community Strategy for Gosport. Its prominent position within the Harbour provides the incentive as well as the opportunity for high quality, innovative design of buildings and the wider public realm, whilst opening up new waterside areas to the public and visitors.

2. Strategic Considerations

- 2.1 The regeneration and redevelopment of the Waterfront will meet a number of PUSH's objectives. The development will represent a high profile, urban brownfield, mixed use regeneration site which has the potential to provide new employment, retail, tourism, leisure and residential opportunities and could contribute towards the 'Creating Quality Places' ambition.
- 2.2 In line with PUSH objectives, the site has the potential to increase employment opportunities, particularly in relation to existing businesses and clusters such as the marine sector. The site has also been identified as a strategic marine site in SEEDA's Solent Waterfront Strategy.
- 2.3 In undertaking this key piece of work, along with the visionary framework and SPD for Daedalus there is an opportunity to package key development sites within the Gosport peninsular as a single strategic offer within the PUSH area. This is a position supported by PUSH and could potentially assist to unlock some of the infrastructure constraints in the future.
- 2.4 The Masterplanning of the Gosport Waterfront will compliment the work already being undertaken on the Portsmouth side of the Harbour around the Hard potentially continuing the partnership effort which developed and delivered the Millennium Project.

3 Progress

- 3.1 The programme of works to be undertaken to develop the Masterplan have been broken down into 3 stages.

3.2 Stage 1 – Baseline Study

In order to fully understand the brief and the context within which the masterplan should sit, the consultants carried out a series of reviews of key topic areas. This included,

- interviews with the key landowners
- a review of planning policy in the study area and beyond
- a review of community infrastructure issues
- a review of transport issues
- a review of retail, leisure and residential issues, and
- a review of ecological baseline information

3.3 Stage 2 – Masterplan Design Development

In order to develop design options for the site, the consultants held a number of workshops in February which included key borough, county and neighbouring council officers, along with representatives from partner agencies and local businesses to explore opportunities. This was followed up with a public exhibition held over a week in March to encourage members of the public to share their own ideas and ambitions for the Waterfront. This was an extremely successful event and resulted on over 350 formal responses being submitted.

Following on from the exhibition the responses and views were collated and a report was prepared summarising the issues raised.

The next phase of Stage 2 was to market test some of the ideas emerging against deliverability and viability criteria in order to understand if and how these ideas might be taken forward. As a consequence, various combinations of land use type, use quantum and designs were run through a development appraisal model and the results will help inform the final Masterplan.

Whilst this work was going on, other members of the consultancy team were researching and preparing other documentation to support the Masterplan. These included,

- a tourism and heritage strategy
- a transport strategy
- an open space and public realm strategy
- a delivery strategy

The final phase of Stage 2 is to hold a further public exhibition to present the options back to the community to test the appetite for support and to gain useful feedback on the options emerging. This will then be used to inform the draft Masterplan and report. This is the stage reached at the time of drafting this report for the Sub Board.

3.4 Stage 3 – Strategic Masterplan Report

The final stage involves compiling the draft Masterplan and a supporting report for consideration and approval by this Council. The current estimate is that this stage should be completed by the end of July.

4. **Financial Implications**

- 4.1 The costs to undertake the Masterplan for the Waterfront are being met from a combination of PUSH, Council and private sector sources and a budget of £150,000 has been provided.

5. **Risk Assessment**

The risks associated with not proceeding with the Masterplan include the following:

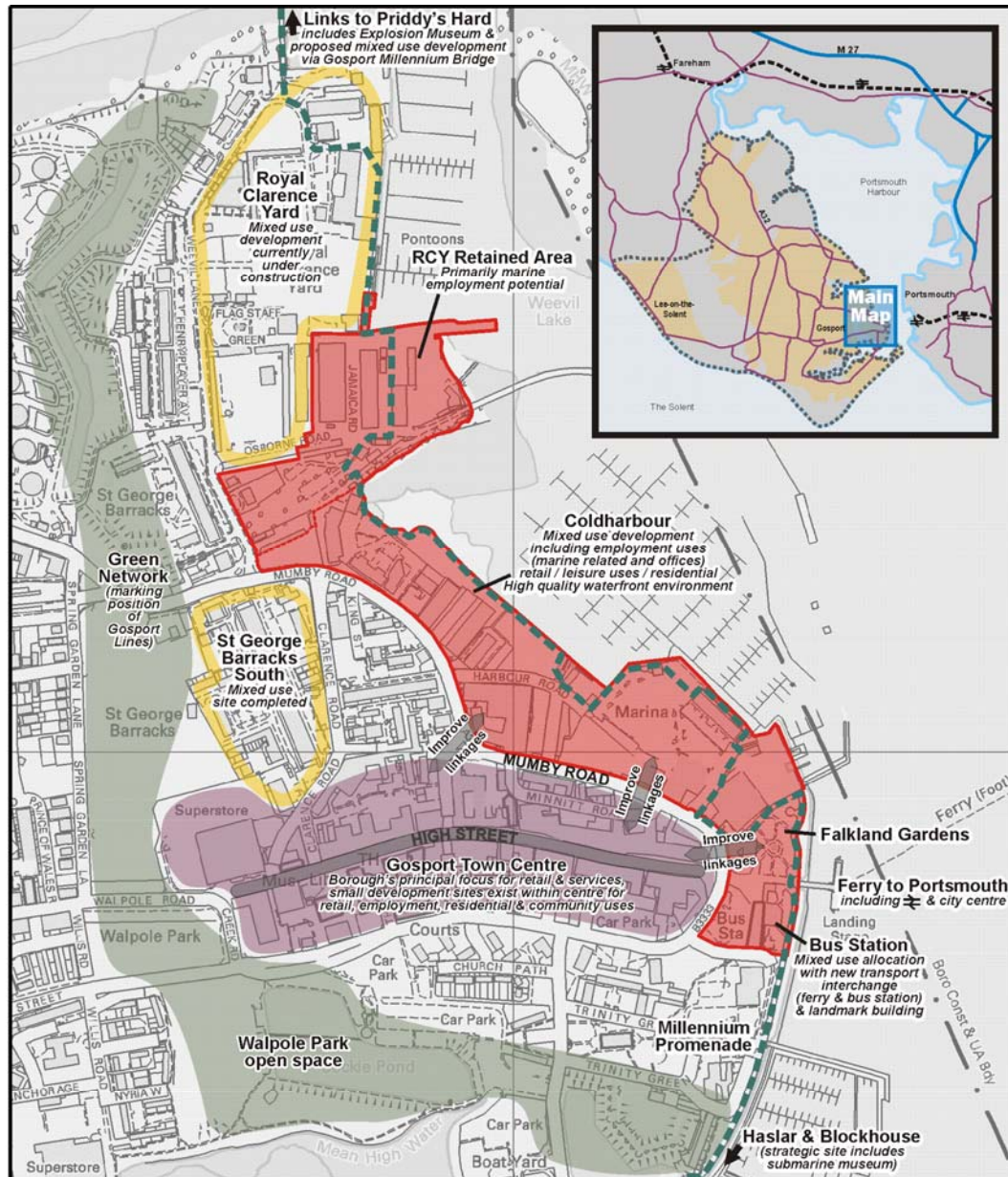
- 5.1 If this work is not completed leading to the production of a SPD for the area this will lessen its attractiveness as a strategic investment site for both public sector partners and more importantly private sector developers looking for key investment opportunities.
- 5.2 A key opportunity to shape the Gosport Waterfront as part of the Portsmouth Harbour 'destination' for visitors could be lost.
- 5.3 A key opportunity to develop the Gosport Waterfront as the 'gateway' to Gosport through a high quality and innovative design project creating a significant landmark with visual impact could be lost.

6. **Conclusions**

- 6.1 Gosport Waterfront is a key strategic site for Gosport and a key strategic development site for both South Hampshire and the South East region, in the context of the delivery of the South East Economic Strategy.
- 6.2 In completing this important Masterplanning exercise Gosport will enhance the potential to attract the type of investment required to regenerate the town centre and Waterfront by putting in place a clear spatial plan setting out an ambitious, innovative vision for the future.
- 6.3 Advancing this piece of work at this stage will also position Gosport favourably as and when the current recession ends and mirrors work already underway in relation the other strategic sites in the Borough such as Priddy's Hard and Daedalus.

Financial Services comments:	None
Legal Services comments:	None
Service Improvement Plan implications:	None
Corporate Plan:	Prosperity - Attracting Investment to Gosport's Economy
Risk Assessment:	See the body of the report
Background papers:	N/A
Appendices/Enclosures:	Yes
Appendix 1	Site Plan
Report author/Lead officer:	Damien Wilson

Location Plan of Gosport Waterfront



Strategic Sites

- Gosport Waterfront
- Gosport Town Centre

AGENDA ITEM NO. 9

Board/Committee:	Economic Development Sub Board
Date of Meeting:	21 st July 2010
Title:	LDF Core Strategy - Progress Report
Author:	Director of Planning and Economic Development
Status:	FOR INFORMATION

Purpose

To inform Members on the progress of the Core Strategy and the next stage in its preparation.

Recommendation

That Members note the contents of the Report

1 Background

- 1.1 Under current legislation the Council is required to prepare a Local Development Framework (LDF) as directed by the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Development) (England) regulations 2004. The LDF will eventually replace the Gosport Borough Local Plan Review. The LDF will comprise a number of documents with the most important document being the Core Strategy.
- 1.2 The Core Strategy has to be prepared in accordance with the procedures outlined in the Regulations. Members previously agreed a Draft Preferred Options version which was made available for public consultation from 5th October to 4th December 2009. A number of supporting background papers were published at the same time.
- 1.3 The key messages from the consultation were reported to Members in a Members Information Bulletin (No 17 - 08/01/2010). Nearly 50 detailed responses were received from residents and a wide range of organisations. Many of the responses were supportive but a number of key issues were raised that required further consideration.

The main issues raised were:

- Infrastructure Delivery including transport requirements;
- Ensuring that new development has adequate flood defence;
- Potential levels of development and its impact on infrastructure;
- The impact of new development on European designated habitats;
- Providing more flexibility on Strategic sites and other potential

- development sites;
- Protection of existing employment sites and the provision of new employment sites;
- Affordable Housing provision;
- Proposed Sustainable Development measures; and
- Structure and presentation of the document

1.4 The next stage is to prepare a final version taking into account the consultation responses and further evidence studies that the Council has been required to undertake to support the Core Strategy. The Council will then be required to undertake formal consultation on its final version of the Core Strategy. Then after 3 months this version of the Core Strategy together with a summary of any representations will be submitted to the Secretary of State and in a further 3 months it will be subject to an examination by an independent inspector. Upon receipt of the inspector's report the Council will be able to adopt the Core Strategy.

2 Report

2.1 It can be seen from paragraph 1.3 that there are number of issues that need to be fully considered before the final version of the Core Strategy is produced. Some of theses issues are dependent upon the completion of further studies, in some cases by third parties.

2.2 A key part of the Core Strategy is the identification of Strategic Sites. The Preferred Options version listed 5 strategic sites, Gosport Waterfront, Daedalus, Haslar, Rowner and Alver Valley. Whilst Preferred Options provided an indication of the nature of the proposal for three of these sites it was acknowledged that further work would be required with regard to Gosport Waterfront and Haslar. Currently, there are proposals being developed for the Gosport Waterfront and Haslar (as reported elsewhere on this Agenda). It is therefore important that the Core Strategy takes into account these proposals as they progress and particularly in the case of Gosport Waterfront Masterplan which will be made available for public consultation in the summer.

2.3 When all the policies have been finalised it is necessary to carry out a Sustainability Appraisal and due to the proximity of international sites of nature conservation importance a Habitats Regulations Assessment will need to be undertaken.

2.4 Notwithstanding the issues identified above there is a need to take into account changes that may result from the Coalition Government's proposals to the planning system. The Secretary of State has already abolished regional planning strategies (in Gosport's case this would be the SE Plan).

2.6 It is anticipated that a final version of the Core Strategy together with

its accompanying supporting documents should be available for Members to consider and approve by the end of the year. However this timetable will need to be subject to review in light of forthcoming studies and likely changes to the planning system.

- 2.7 In the interim Members can be reassured that the Local Plan Review which was adopted in 2006 looked forward towards to 2016. The key policies in the Local Plan Review were saved by the Secretary of State in 2009 and still remain valid as the statutory Development Plan.

3 Risk Assessment

- 3.1 The Core Strategy is a statutory requirement resulting from the Planning and Compulsory Purchase Act 2004. The preparation of the Core Strategy has been identified in the Gosport Local Development Scheme.

4 Conclusion

- 4.1 The Core Strategy will set the broad planning framework for the next 15 years. It is therefore important that all the relevant issues are fully considered before a final version is prepared and submitted to the Secretary of State.

Financial Services comments:	None
Legal Services comments:	None for the purposes of this Report
Service Improvement Plan implications:	Development Services SMP includes a task to prepare the LDF Core Strategy. There are no direct SIP implications.
Corporate Plan:	The aim of the Core Strategy is to provide a framework to reflect the Council's spatial corporate priorities
Risk Assessment:	This has been dealt with in section 3 of this report.
Background papers:	Members Information Bulletin (No 17 - 08/01/2010)
Appendices/Enclosures:	None
Report author/ Lead Officer:	Chris Payne

AGENDA ITEM NO. 10

Board/Committee:	Economic Development Sub-Board
Date of Meeting:	21st July 2010
Title:	Haslar - Progress Report
Author:	Director of Planning and Economic Development
Status:	FOR INFORMATION

Purpose

To provide Members with an update on the ongoing Officer discussions with Our Enterprise regarding the regeneration and reuse of the Haslar site.

Recommendation

That Members note the contents of the Report.

1.0 Background

- 1.1 Our Enterprise purchased the site from Defence Estates on the 17th of November 2009.
- 1.2 The last presentation to full Council was made by Our Enterprise on Wednesday 2nd December 2009 where the developer outlined their vision for the site.

2.0 Report

- 2.1 Officers have been involved in a series of meetings with the Development Manager of Our Enterprise and their appointed planning consultants, Terence O'Rourke Ltd. These meetings have enabled Officers to advise on the range of reports and background information required in support of a future planning application, in addition to discussing potential development opportunities.
- 2.2 With regard to development opportunities, the discussions to date have focused on the general principles of development as determined by the adopted local plan policy and the emerging Core Strategy. They have also included identifying the opportunities for redevelopment of buildings of no historic or architectural merit (for example the incinerator), and the importance of any new build being in accordance with the Conservation Area Appraisal guidelines. Broad discussions on the massing, scale, height and external texture of potential new buildings have been touched on.
- 2.3 No firm or detailed proposals have yet been put forward as the

project architects, Heber-Percy and Parker (www.hpandp.co.uk), have only recently been appointed. The initial meeting with the architects, held on 10th June 2010, was an opportunity to offer clear advice to them on the background information they would need to familiarise themselves with, and put together, before any effective discussions on the site could be held. The starting point being a clear understanding of the policy position and the significance of the historic buildings and landscape.

- 2.4 There are a range of complex issues to address on the Haslar site and Our Enterprise are in the process of commissioning a series of reports covering issues such as flood risk, ecology, the condition of the sea defences, hydrology, contamination, sustainability, archaeology and the built heritage. A landscape strategy, a transport study and travel plan, and an energy strategy are also underway or about to be commissioned.
- 2.5 The developer has been preparing a Conservation Management Plan (CMP) due to the many heritage assets on the site (heritage assets being buildings, structures, fixtures, fittings and landscape features of heritage importance). This CMP will determine the agreed full extent of the heritage assets and how these are to be preserved or enhanced as a result of any development proposals. This CMP would also address the importance of the estate as a Grade II Listed historic landscape and will explain how this landscape evolved and how best to ensure its special historic character is protected.
- 2.6 An Archaeological Management Plan will form the basis of future mitigation to ensure the protection and, where appropriate, recording of all archaeological features: including the sensitive and extensive historic burials.
- | 2.7 Having initially held meetings on an irregular basis with the Development Manager, the appointment of the architects has provided the opportunity to commence a series of more regular project planning meetings. These meetings have been set up on a fortnightly basis to discuss developing ideas and assess progress by the development team. These meetings will be used as an opportunity to review the proposals and begin to unravel the details of the Haslar vision.
- | 2.8 The development team have advised that they are working towards the submission of an outline planning application around the end of the year (December 2010). This should give sufficient lead-in time to prepare background reports and ensure an appropriate level of detail is submitted with the application. In the meantime, Our Enterprise has provided an appropriate level of security for the site to protect the many buildings and features of interest.

- 2.9 With the details of the scheme only being at a preliminary stage, the Local Planning Authority is not in a position to be able to evaluate the financial viability of any proposals.
- 2.10 Given the scale of the Haslar project it is unlikely that a detailed planning application would be submitted for the site. The model adopted on similar major sites would result in the submission of an outline application with an attached Masterplan and supporting documents (including those noted above). This Masterplan would need to provide sufficient detail to satisfy the Local Planning Authority that all planning issues had been addressed. The Masterplan would identify phasing and a detailed application would be submitted for each phase as the development progresses.
- 2.11 Members will be aware of the temporary consents granted by the Local Planning Authority, to date, which indicate a commitment to progressing proposals for the site:
- K17770 Change of use of 15 ancillary residential units to 15 no dwellings (Class C3) for a temporary period of 5 years (expiring 28th February 2015).
- K17770/1 Use of Building 40 as Class B1 Office for a temporary period of 5 years (expiring 28th February 2015).
- K17789 Change of use of Albert Block (Building 25) and the Senior Rates Mess (Building 36) from ancillary residential accommodation to student accommodation for a temporary period of 5 years (expiring 31st July 2015).
- 2.12 The Haslar website (www.royalhaslar.com) has been set up by Our Enterprise to keep the public informed of their proposals and outlines their vision for the site. This falls under the key headings of community, healthcare, residential, commercial and veteran's quarter. The scope of the proposals suggests that the developer is, to date, keen to follow the planning policy position as set out in the Draft Core Strategy-Preferred Options (Sept 2009) and the Gosport Borough Local Plan 2006. The initial Masterplan on this website also demonstrates an appreciation of the sensitive historic context.

3.0 Risk Assessment

- 3.1 There are no risks associated with this update report.

4.0 Conclusion

- 4.1 With the appointment of the project architects, and commencement of the series of key reports, an important stage in the planning of the site has commenced. Some clarification on the detail of the vision for Haslar may emerge over the next few months.

Financial Services comments:	None.
Legal Services comments:	None for the purposes of this report.
Service Improvement Plan implications:	The Service has a key role in protecting the Borough's built and natural heritage and offering pre-application advice.
Corporate Plan:	Regeneration, and enhancing Gosport's unique character and heritage are important elements of the Corporate Plan
Risk Assessment:	No risks have been identified.
Background papers:	None
Appendices/Enclosures:	None
Report author/ Lead Officer:	Rob Harper, Head of Conservation and Design

AGENDA ITEM NO. 11

Board/Committee:	Economic Development Sub Board
Date of Meeting:	21st July 2010
Title:	Strategic Access to Gosport Study
Author:	Director of Planning and Economic Development
Status:	FOR DECISION

Purpose

To inform Members of the Strategic Access to Gosport Study and to respond to Transport for South Hampshire on the transport measures recommended for future implementation.

Recommendations

That Members note the publication of the Strategic Access to Gosport Study (2010-2026) and authorise officers to respond to Transport for South Hampshire on the lines set out in paragraph 7.

1 Background & Study Objectives

- 1.1 Transport for South Hampshire (TfSH) on behalf of the Partnership for Urban South Hampshire (PUSH) have commissioned a study to identify transport measures to improve strategic access to the Gosport Peninsula. The resulting report entitled Strategic Access to Gosport (2010 – 2026) (StAG) has been approved by the TfSH Joint Committee. It is intended to inform the Borough Council's Local Development Framework Core Strategy and the next Local Transport Plan (LTP).

(A copy of the report has been placed in the Members Room)

- 1.2 The study aimed to be consistent with the policy goal of Delivering a Sustainable Transport System (DaSTS). Published by the government in 2007, DaSTS sets the future transport priorities as :-

- Supporting economic growth
- Tackling climate change
- Contributing to better safety security and health
- Promoting equality of opportunity, and
- Improving quality of life.

Accordingly the focus of the study was to identify deliverable measures which would contribute to the management of journey delays and improve accessibility by all modes with regard to the need to combat climate change, support the economy, and accommodate planned growth up to 2026.

1.3 More precise objectives set by TfSH were to identify deliverable actions and measures to :-

- Contribute to the reduction of car trips for journeys under 5 miles;
- Improve journey time reliability;
- Improve access to non car modes;
- Improve access to key existing and proposed development sites.

These criteria were used to subjectively assess a range of transport options and measures within a study area comprising Gosport, Stubbington and Fareham south of A27, and in particular upon the A32, Newgate Lane and B3334 Titchfield-Stubbington corridors.

2 The Current Situation

2.1 The study considered the current and future situation upon the peninsula with regard to the traffic and transport situation, population, land use and economy. A number of issues were highlighted including :-

- The acute peak hour capacity constraints at key junctions on the strategic highway network resulting in peak spreading, early commuting patterns and unreliable journey times.
- The decline in historical employment opportunities in the marine, manufacturing and defence industries combined with a lack of new employment promoting high levels of out commuting.
- The effects of congestion on the reliability and range of bus services which hampers the appeal of public transport as an alternative to car travel.

2.2 The study considered the destinations of traffic outside the study area and identified the following prime destinations :-

Whiteley & Swanwick	12%
Cosham & Drayton	9%
Portsmouth	9%
Portchester & Port Solent	8%
North Fareham & North Boarhunt	8%
Fareham Town Centre	6%
Southampton	5%
North Hampshire & Surrey	4%
Hayling & Emsworth	4%
South Fareham	4%

2.3 In terms of broader areas, Portchester, Port Solent, Cosham and Drayton attract 26% of trips; Fareham and North Boarhunt - 18%;

and Titchfield, Whiteley, Swanwick, Locks Heath and Segensworth - 16%.

- 2.4 Over 50% of AM peak hour trips were identified as work related. As expected the A32 is predominantly used for trips to the east and the B3334 corridor for journeys to the west. Average journey lengths via A32 are 12.5 miles with 26% of trips less than 5 miles. Average journey lengths via Stubbington are 10 miles, with 28% less than 5 miles.
- 2.5 Traffic flows were examined between 2004 and 2008. Flows northbound on A32 are persistently high between 0600 and 1700 and southbound between 0730 and 1900. The traffic data indicates that the traffic levels on A32, particularly in the AM peak period have reached capacity, with much evidence of peak spreading and little overall growth between 2004 and 2008. There has been growth in traffic on Newgate Lane and some peak spreading. The Stubbington Titchfield corridor also demonstrates a considerable AM peak.
- 2.6 The local public transport situation was examined and the key facts are as follows are :-
- There is no rail service directly serving Gosport and the majority of bus services do not serve Fareham Railway Station.
 - Local bus services only link Gosport to Fareham. Just one service (72) has a destination other than Fareham Town Centre.
 - Service coverage is mostly good in the core day hours although journey time reliability is severely compromised by A32 congestion.
 - The level of service provision on Newgate lane and the B3334 corridor is relatively poor.

3 The Future Scenario

- 3.1 The study does not incorporate traffic modelling but notes that future peak hour traffic demand will likely increase in accord with general growth trends and as a result of development, however capacity will be capped at current levels by the restraints of the network.
- 3.2 A slight population reduction is forecast from 80,000 to 77,764 at 2026, together with growth in the proportion of people above age 65 and a decline in those of working age. This trend would likely reduce the demand for jobs and peak hour trip making offsetting to some degree increases in trip demand arising from the planned growth of 2500 dwellings.

4 **Possible Measures**

- 4.1 The report advises that in the light of congestion there is a need for some form of demand management or smarter choices intervention to encourage transfer to non car modes and reduce car journeys. It advises that clusters of employment such as Portsmouth, Segensworth and Whiteley should be examined in more detail to consider specific access issues and solutions. It also noted that the proportions of short trips present opportunities for more cycling and walking.
- 4.2 The Study assessed a range of possible transport measures as shown in Appendix A to this report against the policy criteria as set out in paragraphs 1.2 and 1.3 above. The result was an implementation plan of 19 measures, together with 8 measures for further consideration as shown in Appendix B. The implementation plan contains a mix of car and non car based measures , seeking to better manage and utilise the network and encourage modal shift.
- 4.3 The plan identifies measures in the short medium and long term and was based on current best knowledge of what is achievable. Measures will evolve over time and schemes need to be developed to take advantage of funding opportunities.
- 4.4 Potential funding opportunities are identified as :-
- Local Transport Plan
 - Developer Contributions
 - Highways Agency
 - Regional Development Agency (or successor organisations)
 - Community Infrastructure Levy
 - Transport Operators
- 4.5 The Study notes that most of the measures do not have any certainty in terms of programme as the delivery is heavily dependent on funding availability and ongoing policy review.

5 **Western Access to Gosport / Stubbington Bypass**

- 5.1 Particular regard was given in the study to the potential for delivering improvements to the western access. The case for the Stubbington Bypass was reviewed with regard to how it would contribute to improving accessibility. The evaluation considered the benefits the scheme would provide to travellers and the performance of the network, and the cost and affordability of the scheme, in order to test its deliverability. However the scheme's environmental and design details were not considered.

- 5.2 The study notes that the scheme is likely to provide a benefit in terms of journey times for users. The exact level of benefit would be determined by the alignment and the form of the bypass. In principle the alignment is likely to be relatively circuitous compared to the existing route through Stubbington village, but is likely to have higher average speeds. However, the bypass would still be subject to existing causes of delay along this corridor, such as the Segensworth Gyratory, Titchfield Gyratory and Peel Common Roundabout. If, as would be expected, the bypass attracts additional and new users, these junctions would be subject to increased levels of congestion and delay. This potential additional delay would have to be balanced against any journey time advantage provided by the bypass
- 5.3 A bypass improvement will have a significant cost, estimated at £8-10 million in 2004, but likely to be considerably higher once costs associated with environmental regulations, land and project fees are taken into account. The planned level of development on the peninsula will not be able to fund the measure and, in the current economic climate, central or regional government funding is unlikely to be forthcoming.
- 5.4 Stubbington Bypass is therefore included within the Implementation Plan as a policy commitment. The scheme will be reviewed periodically in line with the Implementation Plan timescales in recognition that the funding situation could change.

6 StAG Recommendations

- 6.1 The StAG Study report recommends that:
- (i) the contents of the StAG Implementation Plan are reviewed and agreed in terms of measures and timescales;
 - (ii) the measures identified within the StAG Implementation Plan are taken forward to enable proactive allocation from future funding opportunities when they arise;
 - (iii) the StAG Implementation Plan is monitored and reviewed as part of the on-going LTP and LDF policy/measure review process; and
 - (iv) the StAG study report and implementation plan are considered as an input into the Fareham and Gosport Borough Council's Local Development Framework processes, and are considered during future rounds of LTP formulation and future development of TfSH strategy/policy.
- 6.2 The recommendations were accepted by the Transport for South Hampshire Joint Committee on 21st June, 2010. However the Hampshire County Council Executive Member for Transport noted that LTP funding was not expected to be available in the short term in

the light of required budget cuts.

7 Officer Comment

- 7.1 It is disappointing that current policy priorities and funding opportunities do not result in the programming of the Stubbington Bypass in the Implementation Plan before 2026.
- 7.2 Whilst acknowledging the need for a shift towards more sustainable transport there has to be recognition that public transport cannot cater effectively for a high proportion of movements off the peninsula to the dispersed destinations and in such circumstances highway improvements are required.
- 7.3 Options for significantly improving the capacity of the A32 for car trips off the peninsula are obviously limited by the physical restraints on the route, the environmental impacts, and ultimately the bottleneck imposed by the Quay Street roundabout. However A32 has good potential for some relief by BRT and cycling, particularly for journeys to Fareham. In contrast there appears to be little prospect of effective public transport provision to the west, but there are opportunities to improve the highways through the Stubbington Bypass.
- 7.4 The criteria (ref. Paragraph 1.3) used for assessing the bypass and other schemes are narrow, and recognition should be given in the StAG to other benefits of the scheme. The bypass would provide a road much better suited for strategic access to Gosport. It would :-
- Remove HGV's and other traffic Titchfield Road and Stubbington roundabouts, which are narrow and ill suited;
 - Enhance the perceptions and the reality of accessibility to Daedalus which would make the site more competitive and help generate local employment to reduce the need to travel.
 - Reduce the environmental impacts upon Stubbington which result from the substantial vehicle movements and peak hour queuing;
 - Reduce unwelcome rat running through Cuckoo Lane;
 - Afford opportunities to improve the safety and the convenience of travel within Stubbington by non car modes.

Clearly the bypass does need to be supplemented by improvements to the adjoining junctions, which would appear to be feasible.

- 7.5 Considering the issues above the StAG does not give full credit to the merits of the bypass and these factors should be accounted for in future reviews.
- 7.6 The other measures identified in the Implementation Plan are generally supported, particularly the focus on improving the Newgate

Lane corridor which is line with past LTP policies.

- 7.7 The difficulties of programming schemes in the current financial climate are understood. However a clearer indication of priorities and costs for schemes within each 5 year implementation period would assist in preparing a more robust delivery plan for the LDF Core Strategy. Further the Implementation Plan requires immediate review in the light of expected cuts in LTP capital funding which inhibits the delivery of the measures planned for the short term.
- 7.8 It is evident that no reliance can be placed upon the delivery of these measures through government funding and there is significant reliance on future developer funds. However the study does not identify if the measures are desirable, necessary or essential to facilitate development.
- 7.9 The County Council's planning policies and studies place considerable emphasis on the need for Smarter Choices to reduce the need to travel by car. This is a measure identified for future consideration and there is a need to identify adequate funding and a delivery mechanism.
- 7.10 Information is required on the amount of developers funds already held and hence the opportunity to progress measures in advance of further development.

8 Risk Assessment

- 8.1 Due to government funding restraints and issues of affordability for developers the measures identified in the delivery plan may not be achievable in their entirety or in a timely manner. Even if delivered they may be insufficient to address the current and future transport needs of the Borough to the detriment of inward investment and local job retention.

9 Conclusion

- 9.1 The StAG has looked at the transport issues facing Gosport and has identified those improvement measures most likely to be delivered with regard to the difficult economic climate and policy priorities. However the StAG does not adequately prioritise or cost the measures and further information and guidance is required from TfSH to better inform the LDF.
- 9.2 It is recommended that the Officer comments above are conveyed to TfSH.

Financial Services comments:	
Legal Services comments:	None
Service Improvement Plan implications:	Development Services SMP includes a task to prepare the LDF Core Strategy including transport policies and measures which this report informs.
Corporate Plan:	The objectives of the measures identified in the StAG are consistent with the corporate priorities of tackling congestion, responding to climate change, attracting investment to Gosport's economy and maximising local employment opportunities.
Risk Assessment:	This has been dealt with in section 8 of this report.
Background papers:	Mott Gifford / Hampshire County Council, Strategic Access to Gosport Study (2010 – 2026) published February 2010.
Appendices/Enclosures:	Appendix A – Table of possible measures considered by the StAG. Appendix B – Implementation Plan and Funding Streams Options
Report author/ Lead Officer:	David Duckett

Appendix A – Table of possible measures considered by the StAG.

(Table 4.1 abstracted from the Strategic Access to Gosport Study (2010 – 2026))

Appendix B – Implementation Plan and Funding Streams Options

(Table 6.1 abstracted from the Strategic Access to Gosport Study (2010 – 2026))

Table 4.1: Measures Identified Through Transport Policy

Measure	Description of Measure	Reference Document(s)
Newgate Lane Improvement A	Replacement of roundabouts at Longfield Ave and Speedfields Retail Park with signalised junctions.	Gosport Draft Core Strategy Preferred Options / LTP2
Newgate Lane Improvement B	Widening of the southern end of Newgate Lane on the eastern side and provision of a shared use cycle track.* ²⁶	Gosport Draft Core Strategy Preferred Options / LTP2
Peel Common Roundabout	Specific details yet to be decided, but likely to include traffic control measures and road widening to improve conditions for buses, goods vehicles, pedestrians and cyclists	Gosport Draft Core Strategy Preferred Options LTP2
Quay Street / Fareham AQMA	Proposal from TSCO to redesign roundabout and introduce pedestrian and cycle crossing facilities	Gosport Draft Core Strategy Preferred Options / LTP2
Brockhurst Roundabout	Provision of a Toucan Crossing and cycle track.	LTP2
Access to Daedalus	No specific proposals as yet, but could include an internal east/west link road along the southern site boundary linking Marine Parade and B3385 (Broom Way) and associated improvements off site to routes through Stubbington Village along Newgate Lane.	Daedalus Visionary Framework SEEDA (Jan 2009)
ITS Strategy	Various measures including review of and developing the operation and maintenance regime of traffic signalled junctions and formal pedestrian crossings and developing strategies to improve the monitoring and operation of traffic signal junctions and traffic control techniques.	LTP2

²⁶

This scheme is for widening only, replacing the historical bypass scheme which has been discounted on policy and cost grounds

Measure	Description of Measure	Reference Document(s)
Phase 1 -South East Hampshire Bus Rapid Transit (BRT)	Phase 1, off road busway running on a section of disused rail line between Redlands Lane and Titchbourne Way, with planning permission to extend southwards to Military Road. Also providing an advisory cycle route. Part of South East Hampshire BRT Network	PUSH Business Plan 2009/11 / TfSH Towards Delivery / Gosport Draft Core Strategy
BRT Vision / Future Phases	Future phases of BRT to provide connections to Fareham Town Centre, Fareham Rail Station, North Fareham SDA, Gosport Waterfront, Queen Alexandra Hospital and A3 corridor to form South East Hampshire BRT Network	PUSH Business Plan 2009/11 / TfSH Towards Delivery / Gosport Draft Core Strategy
New transport interchange at Gosport Waterfront	High quality bus / ferry interchange as part of the Waterfront redevelopment	TfSH Towards Delivery / Gosport Draft Core Strategy Preferred Options
Western access to Gosport	Bypass of Stubbington village. Historical alignment from Newgate Lane (B3385) to north of Stubbington Titchfield Road (B3334).	LTP2 / Gosport Draft Core Strategy Preferred Options
A32 Access to Gosport	Pedestrian and cycle provision. ITS optimisation solutions including VMS and Traffic Management. Including Wych Lane provision of a right turn lane from the A32 onto Wych Lane.	TfSH Towards Delivery / Gosport Draft Core Strategy Preferred Options
New Ferry Service – Portsmouth to Southampton	Serving intermediate communities including Gosport	TfSH Towards Delivery / LPT 2
Delme Roundabout	Measures to address traffic congestion, road safety and severance	Gosport Draft Core Strategy Preferred Options
Stubbington Village Centre Improvements	Improve pedestrian and cycle links, including provision of crossing facilities to address accessibility, segregation and safety issues	Gosport Draft Core Strategy Preferred Options

Measure	Description of Measure	Reference Document(s)
A27 Bus Priority and Traffic Management	Range of measures to address heavy traffic flows, including public transport, walking, cycling and road based improvements	LTP2 / Fareham Borough Council,
Access to North Fareham Strategic Development Area	Proposals including the realignment of the A32 to Junction 11, converting existing A32 to bus only route and only allowing HOVs and Buses to use east facing slips on to M27 Junction 10 (presently being evaluated).	PUSH Business Plan 09/11 / TfSH Towards Delivery / LTP2
Fareham Rail Station Interchange	New public transport interchange at Fareham Rail Station	PUSH Business Plan/ Fareham Borough Council Preferred Options
Walking and Cycling improvements (Gosport)	Provision of cycle facilities at Holbrook – Titchborne Way, Newgate Lane, Gomer Lane and Stokes Bay No. 2 Battery, Browndown Road, Marine Parade East and West Lee-on-the-Solent	TfSH Towards Delivery / Gosport Draft Core Strategy Preferred Options

Table 6.1: Implementation Plan and Funding Stream Options

		Short (2010 - 2015)				Medium (2016 -2020)					Long (2021 – 2026)			
	Measure	Policy	Planning	Funding	Imp	Policy		Planning	Funding	Imp	Policy	Planning	Funding	Imp
1a	Newgate Lane (A)			LTP / DC										
1b	Newgate Lane (B)			LTP / DC										
2	Peel Common Roundabout			LTP / DC										
3	Quay Street / Fareham AQMA			DC										
4	Access to Daedalus			RDA										
5	ITS Strategy			LTP / DC					LTP / DC				LTP / DC	
6	Brockhurst Roundabout			DC										
7	BRT Phase 1			CIF										
8	Gosport Waterfront Interchange								LTP/DC					
9	Western Access to Gosport *													
10	A32 Access to Gosport								LTP/DC					
11	Portsmouth to Southampton Ferry												RDA/OP	
12	Delme Roundabout								LTP/DC					

		Short (2010 -2015)				Medium (2016 -2020)				Long (2021 – 2026)			
	Measure	Policy	Planning	Funding	Imp	Policy	Planning	Funding	Imp	Policy	Planning	Funding	Imp
13	Stubbington Village Centre							LTP / DC					
14	A27 Bus Priority + TM							LTP/DC					
15	Access to North Fareham SDA							CIL				CIL	
16	Fareham Rail Station Interchange							NR/CIL				NR/CIL	
17	Walking and Cycling Improvements			LTP/DC				LTP/DC				LTP/DC	
18	BRT Vision / Future Phases			CIL/Op				CIL/Op				CIL/Op	
Areas Identified (through StAG) for Future Consideration													
A	Western Boundary Severance Study							LTP / DC	STS			LTP / DC	STS
B	Quay St/Newgate Lane Pedestrian Links Study							LTP/DC	STS			LTP/DC	STS
C	Cycle Network for Gosport			LTP/DC				LTP/DC				LTP/DC	
D	BRT Future Phases			CIL/Op				CIL/Op				CIL/Op	
E	A27 Route Management Study							LTP / DC	STS			LTP / DC	STS
F	M27 Route Management			HA				HA				HA	
G	Gosport Smarter Choices			LTP/DC				LTP/DC				LTP/DC	
H	Gosport to Whiteley Study							LTP / DC	STS				

Abbreviations and Funding Streams:

STS	Subject to Study
CI ^F	Community Infrastructure Fund (or other forms of Central Government Funding)
CIL	Community Infrastructure Levy
DC	Developer Contributions
HA	Highways Agency
Imp	Implementation
LTP / DC	Local Transport Plan / Developer Contributions
RDA	Regional Development Agency
RFA	Regional Funding Allocation
SEEPB	South East England Partnership Board
Op	Transport Operator

Notes:

* = Any reassessment of WAG will be based on the policy and funding context at the time of review.

DC = Developer contributions for schemes are subject to agreement with external parties.

LTP / DC = It is unlikely that funding for subsequent LTPs will be of the same magnitude as for LTP1 and LTP2. It is therefore likely that schemes will require some level of developer contribution to make up the deficit.
