

P/15/0718/CC

HAMPSHIRE COUNTY COUNCIL

STUBBINGTON

AGENT: HAMPSHIRE COUNTY
COUNCIL

CONSTRUCTION OF A BYPASS FOR STUBBINGTON, PROVIDING A CONNECTION FROM TITCHFIELD ROAD TO GOSPORT ROAD TOGETHER WITH ASSOCIATED IMPROVEMENTS/ENABLING WORKS TO TITCHFIELD ROAD, AND GOSPORT ROAD AND NEW/IMPROVED JUNCTIONS AT TITCHFIELD GYRATORY, BRIDGE STREET, PEEL COMMON ROUNDABOUT & PEAK LANE AT TITCHFIELD ROAD/GOSPORT ROAD, STUBBINGTON HAMPSHIRE

STUBBINGTON BY PASS STUBBINGTON HAMPSHIRE

Report By

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Introduction

This item is a consultation from Hampshire County (HCC) on the proposed Stubbington Bypass.

The views of Fareham Borough Council are being sought as the Local Planning Authority, with HCC being the actual determining body.

Site Description

The application site is broadly a sweeping "S" shape extending south from the Titchfield gyratory junction through arable farmland around the north and eastern sides of Stubbington and the southern edge of Fareham before joining Gosport Road and then extending east to the Peel Common Roundabout.

In terms of geographical context, the land to the north of the proposed bypass route is, in part, that of the Newlands Farm application site (P/14/0222/OA refers). This application remains undetermined at the current time.

Description of Proposal

The application proposes a new 3.5km (2.3 miles) long road to the south of Fareham and to the north and east of Stubbington through an area of predominantly arable farmland. The proposed road will be a 7.3m wide single carriageway road with a 2.5m wide shared footway/cycleway and verges. The submission indicates that the bypass would take approximately three years to construct. The total corridor width will be approximately 20m to 25m, and the road has a design speed of 50mph. The submitted plans show the following elements of the scheme:

1) The A27/B3334 Titchfield Gyratory will be redesigned to provide a new right turn, signalised junction from the A27 eastbound into the B3334 Titchfield Road. This right hand turn lane will head south through the centre of the existing gyratory. Two lanes are to be provided for southbound traffic and a third lane for turning movements back towards the A27, Titchfield Hill.

2) The B3334 Titchfield Road is to be widened to provide two lanes in each direction with a new southbound carriageway constructed to the east of the existing road. Construction of the new southbound carriageway would require cutting into the higher ground to the east of

Titchfield, with appropriate remedial measures necessary to mitigate the visual impact of the new cutting. This four lane section of the road will continue to the signalised junction with Bridge Street, which is also to be improved with crossing facilities being included in the junction upgrade. South of the junction with Bridge Street the lanes merge down to single carriageway.

3) A new traffic signal controlled junction will be constructed opposite the nursery glasshouses on Titchfield Road. The junction will include a new T junction for Titchfield Road traffic with the alignment of the new bypass diverging from Titchfield Road at this point heading east.

4) The bypass continues east as a 7.3m wide single carriageway road with a shared foot/cycleway at 2.5m wide on the northern side of the road.

5) An uncontrolled crossing with an island refuge is to be provided where the bypass crosses Ranvilles Lane. The crossing is also designed to allow for equine crossing. Ranvilles Lane is currently closed to through traffic and the application sets out that this will remain to be the case with the dwellings located on the northern section of the Lane continuing to use the existing access points to the north. Access from the bypass is to be provided only to the land north of the bypass via Ranvilles Lane and there is to be no access to the southern section of the Lane from the bypass.

6) Between Ranvilles Lane and Peak Lane the bypass requires a new box culvert to be constructed over the existing ditch. This has been designed to satisfy ecological constraints as well as the necessary highway construction.

7) A new signalised junction with left and right turn flare lanes for turning in each direction is proposed for the junction of the bypass with Peak Lane. Pedestrian/cycle phases are to be included with the shared pedestrian/cycle way transferring from the north side of the bypass to the south.

8) The bypass alignment starts to turn south after Peak Lane. There are a further three new uncontrolled crossing points with island refuges along this section of the bypass. The first is by Newlands Farm, the second near the south west corner of HMS Collingwood and the third is to the west of the sewage works. These three crossing points are to accommodate existing public rights of way.

9) A new roundabout is to be constructed at the southern end of the bypass to connect to the B3334, Gosport Road. This will be sited between Marks Road and Rome Farm Cottages. The roundabout is designed incorporating a segregated left turn lane linking the southern end of the bypass with the eastbound lane of Gosport Road with Gosport Road merging back to single carriageway after Rome Farm Cottages. Crossing points are located on the roundabout to allow connections between the proposed pedestrian/cycleway constructed with the bypass to connect to the existing routes along Gosport Road.

10) The proposal also includes improvements to the Peel Common Roundabout. From the bypass, the Gosport Road approach will be signalised and flare approach widened. Broom Way northbound traffic heading west will be provided with a new two lane road enabling traffic to bypass the main roundabout. These improvements will represent a separate phase of development to the works currently underway on the roundabout.

There are areas along the route where bunds are also proposed with acoustic fencing to

help mitigate the impact of the new road on nearby properties. Planting is also proposed to help mitigate the impact of the fencing in the landscape.

The application is supported with a Planning Statement, Design & Access Statement, Transport Assessment and an Environmental Statement (ES). The ES considers the environmental impacts of the scheme alone and also in combination with other projects such as the proposed Newgate Lane South improvements.

Policies

The following policies and Guidance apply to this application:

The National Planning policy Framework (NPPF)

Approved Fareham Borough Core Strategy

CS5 - Transport Strategy and Infrastructure

CS14 - Development Outside Settlements

CS22 - Development in Strategic Gaps

Development Sites and Policies

DSP49 - Improvements to the Strategic Road Network

Representations

Publicity and neighbour notification has been carried out by Hampshire County Council. The County Council has written to all properties within 500m of the application site.

An exhibition was also held on 3rd September where the County Council Officers were available to assist members of the public. The County Council also attended, and presented the scheme, to the Community Action Team (CAT) meeting in the evening of 3rd September.

The Borough Council has assisted the County by facilitating the CAT meeting and exhibition as well as displaying the drawings for the bypass in the main reception of the Civic Offices.

The Borough Council has received 1 letter directly and this has been sent on to HCC:

- I am concerned about the combined impacts of all proposed developments within the Solent region on the designated areas around the Solent, particularly the SPAs, SACs and Ramsar sites such as Titchfield Haven NNR.
- Not enough is being done to mitigate the potential impacts of increased development and disturbance on these designated areas
- The increased impacts from development, combined with the other coastal squeeze factors will have a large negative impact on the bird populations.
- Concern about the decreasing strategic gap separating Fareham and Stubbington, including Newlands Farm. It is rather depressing to watch the small amount of remaining gaps between developments disappear and become evermore fragmented.
- I am concerned about the increased congestion of the A27 around the Titchfield area once the Stubbington Bypass has been built, as the noise pollution is already very notable,

especially during the rush hours.

· The Titchfield gyratory is already a difficult junction, especially when it is busy so I fear this will get much worse after the completion of the bypass.

Consultations

Director of Planning & Development (Highways):

No objection is raised to the application, although there are a number of improvements that could be made. These points have been raised with the County Council and any response will be provided through the update paper.

Director of Community (Environmental Health - Pollution):

No objection in terms of air quality. Final comments on noise are awaited

Director of Community (Environmental Health - Contamination):

No objection subject to conditions

Hampshire County Council (Ecology):

Response Awaited

Planning Considerations - Key Issues

The main planning considerations in the determination of the application are:

- Background
- The principle of development
- Landscape impact and the strategic gap
- Impact on Daedalus
- The historic environment
- Noise
- Air quality
- Transport implications
- Ecology
- Drainage

BACKGROUND:

The proposed scheme forms part of a wider overarching strategy to improve access to Fareham and the Gosport peninsula where traffic congestion has existed for many years.

The potential for a bypass for Stubbington was first considered in detail during 2004 when HCC assessed three broad corridor options however the proposal never progressed further. The Design and Access Statement in support of the application sets out that "...the recent shifts in planning policy and the establishment of the Solent LEP have meant that the scheme has been afforded priority again".

A summer consultation was held in 2013 with three possible routes identified. Based on the feedback from the consultation a new route was drawn merging different parts of two routes from the three proposed. The submission sets out that then a significant amount of transport modelling work was then undertaken.

Further public consultation was undertaken in the summer of 2014 on the preferred option as a result of the modelling of the revised route from the previous summers consultation. FBC provided comments to HCC after both of the 2013 (Executive Meeting 02/09/2013) and 2014 (Executive Meeting 07/07/2014) consultations.

As a result of this 2014 consultation the Executive Member for Economy Transport and Environment at HCC determined that the preferred route should be approved as Council policy and that the application should be made for planning permission in spring 2015.

THE PRINCIPLE OF DEVELOPMENT:

The site is, for the entirety of its length within the defined countryside such that policy CS14 of the Core Strategy applies. CS14 seeks to restrict new built development outside of the defined urban settlement boundaries to that essential to agriculture, forestry or essential infrastructure. The provision of the bypass would contribute to the infrastructure needs of the Borough and wider area such that the scheme is considered to be an acceptable form of development when assessed against policy CS14.

Policy CS22 of the Core Strategy seeks to protect strategic gaps through resisting development that would diminish the gap both visually and physically. The Stubbington - Fareham strategic gap surrounds the entirety of the route of the proposed bypass. However the implications for the gap are considered further below.

Policy DSP49 of the Development Sites and Policies Plan safeguards a route, broadly followed by the application proposals, for a Stubbington Bypass to improve and maintain the effectiveness of the strategic road network. The supporting text to policy DSP49 sets out that the scheme will require careful consideration as to the impact upon the strategic gap (para 6.20).

Transport strategy and infrastructure is dealt with as part of Core Strategy policy CS5. This policy sets out how the Council will work with the Local Highway Authority to permit development which contributes towards or provides necessary and appropriate transport infrastructure.

Subject to an assessment of the relevant material considerations set out in the development plan, the principle for the bypass is considered to be acceptable.

LANDSCAPE IMPACT AND STRATEGIC GAP:

The application is supported by an Environmental Statement (ES) as part of the Environmental Impact Assessment (EIA) of the proposal. The ES includes a "landscape" chapter. The Landscape and Visual Effects Assessment (LVEA) within the ES acknowledges that the strip of land that forms the site for the bypass is seen to "...serve a strategic separation function" between settlements and that "To maintain this function the bypass should maintain open views from the adjoining settlements and maintain connectivity of the public rights of way which cross the gap" (para 11.4.3).

The LVEA does not assess the impact of the development upon the gap as a whole but, given the length of the site, the LVEA reviews the different landscape character areas along the route and considers the sensitivity to change of each character area and in turn the magnitude of the impact of the development on that landscape character area.

The Fareham Borough Landscape Assessment was adopted as Supplementary Planning Guidance in May 1996. It provides an audit of the landscape character areas of the Borough along with their defining key characteristics. The route of the bypass passes through three different character areas:

- Area 6 - Meon Valley;
- Area 7 - Fareham / Stubbington Gap; and
- Area 8 - Woodcot / Alver Valley.

The change in site character, within Area 6, from open fields to highway with the associated infrastructure, traffic movements, noise and headlights will increase the area of built development and highway into the wider setting although road infrastructure is a familiar element in the local landscape already.

The LVEA concludes that the sensitivity of Landscape Character Area 6 to change is high. However mitigation is also proposed such that whilst there will be a permanent, long term change to the landscape, it is assessed as being a minor magnitude of impact after the mitigation is implemented.

The mitigation measures include:

- Lighting strategy to minimise light spill;
- Landscape management to retain planting where possible and allow for new planting to establish;
- Replacement of trees that die within three years;
- Replacement of any grassland or wildflower meadow that die within two years; and
- Landscape management to ensure optimum establishment of the species for wildlife benefits

Landscape Character Area 7 is identified as comprising mainly flat, open farmland creating a gap between settlements. The LVEA acknowledges that this gap will be directly affected by the operation of the application proposal. The proposal will create both audible disturbance to the tranquillity of the local area but would also cause visual disturbance through traffic movements.

The LVEA concludes however, that on operation of the proposal the landscape will "...retain a good degree of openness, with only minor alterations in topography undertaken and varied planting along its route allowing views across the highway to be obtained. As the route, in this part, will be unlit the openness of the landscape will not be interrupted by lighting columns, glare or light spill. The operational activities of the site will not introduce any uncharacteristic elements into the landscape, as highways are a feature of the surrounding suburbs as well as being present in the open coastal plain character area" which adjoins Area 7 (para 11.6.128).

The LVEA concludes that the sensitivity of Landscape Character Area 7 to change is also high. However the same mitigation measures are also proposed for this area. Therefore, as with Area 6, there will be a permanent, long term change to the landscape however it is assessed as being a moderate magnitude of impact after the mitigation is implemented.

Landscape Character Area 8 is the least affected of the three by the proposed bypass. The setting of the Character Area is likely to be affected more than the Area itself by the hard standing, infrastructure and traffic movements in the gap to its west. The LVEA concludes that the sensitivity of this landscape is moderate-high. Through the implementation of the same mitigating measures the change to this landscape is considered to be low.

The LVEA also considers the sensitivity of receptors to the proposed bypass as well as the physical impact upon the landscape. The most sensitive being the residential dwellings that look out towards the site. Part of the Assessment looks at the growth and establishment of mitigating planting by year 15 and an assessment of the magnitude of the change in visual amenity. It is accepted that there will permanent changes to the landscape and thus the outlook from these receptors will also change. However the assessment concludes that the significance of the effect of the development by year 15 is an almost neutral impact as a

result of the proposal with its matured and established planting. The only exception is adjacent to the dwellings in Marks Road which will still be aware of the presence of the bypass even with the established landscape planting.

The very fact that the Council has safeguarded the route for the bypass (in policy DSP49) through the Strategic Gap must acknowledge that there will be some impact in terms of the physical diminishing of the gap as a result of the development.

However the route of the bypass is such that along the first half of the route the road follows the alignment of Titchfield Road and then broadly follows the northern edge of Stubbington. This leaves the open fields that comprise the northern extent of the gap up to Longfield Avenue open such that the landscape continues to operate in the manner the planning policy intends; preventing the coalescence of the settlements of Fareham and Stubbington.

The second half of the route sits adjacent to the solar farm and sewage treatment works such that this also provides for a relatively open landscape which helps resist the coalescence of the settlements. Through appropriate mitigation, as identified in the LVEA and the management of the lighting strategy, the proposal is not considered to visually diminish the gap, especially at year 15 for the majority of the bypass route, such that when weighed against the transport benefits (discussed further below) the limited landscape harm resulting from development and the physical reduction of the gap is considered to be acceptable.

IMPACT UPON DAEDALUS:

It is proposed that the northern approach to Peel Common Roundabout along Broom Way will be adjusted with a new west bound lane onto Gosport Road being constructed to avoid the roundabout. This work appears to clip the corner of the field secured by the Daedalus outline planning permission as the Site of Alternative Natural Green Space (SANGS). The SANGS is secured by the outline permission to provide an alternative recreational space to the shoreline for the future occupants of the residential units permitted in the Waterfront part of the Daedalus site but also as new public open spaces for the residents of Fareham. The SANGS is required to try and reduce the pressure on the sensitive coastal habitats which are protected for their internationally important bird habitat.

The loss of the land from the SANGS by the proposed road alignment on the approach to the Peel Common Roundabout is small and the land would have, in any event, been the north eastern corner of the SANGS and adjacent to Broom Way, Gosport Road and the roundabout in any event such that the effectiveness of this small parcel of land as a green space may have already been compromised by the existing highway infrastructure.

The County Council is recommended to take further advice on the matter from Natural England.

THE HISTORIC ENVIRONMENT:

During both construction and operation of the bypass there will be an impact on the historic environment. The impacts being upon archaeology and the setting of listed buildings.

The ES addresses the matter of archaeology and concludes that this constraint can adequately be addressed through appropriately drafted planning conditions.

The impact upon the listed buildings and their setting will depend on the value of their "significance". The NPPF (para 132) advises that "significance can be harmed or lost

through alteration or destruction of the heritage asset or development within its setting". Policy DSP5 of the Local Plan seeks to retain listed buildings and their setting by ensuring development does not "...harm, and if desirable, enhances their settings".

The ES assesses each of the affected listed buildings by considering their significance as existing and how that will be affected by the development. The main impact of the proposed bypass on the listed buildings is the relationship of the building to the surrounding agricultural landscape. It is this landscape that will inevitably change as a result of the new road construction.

The construction of the bypass is likely to affect the wider rural setting of the listed buildings, however, their significance and therefore their historic value is primarily within their immediate setting and in some cases their grouping with agricultural buildings. The non-farm related listed buildings affected tend to already have a relationship with the existing highway infrastructure or other non-historic buildings.

Paragraph 134 of the NPPF indicates that if a development leads to "...less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal". In this case the harm to the significance of the listed buildings is considered to be primarily to the wider landscape setting and this is already eroded to an extent by the existing highway network and the growth of the surrounding settlements. The harm to the significance of listed buildings is therefore considered to be less than substantial. The balance of this harm is therefore weighed against the public benefits of the proposal and as set out above in the assessment of the impact of the bypass on the gap and landscape, the public benefits of the bypass outweigh any small amount of harm or "less than substantial harm" to the significance of the setting of listed buildings.

Hollam House, along Titchfield Road as well as being grade II listed itself, benefits from a historic wall to Titchfield Road. The proposed alterations along Titchfield Road come very close to this wall. The applicant is to be reminded, through this consultation response, that this wall should be retained as part of the new highway works.

NOISE:

The ES acknowledges that during construction the scheme has the potential to cause significant noise and vibration impacts. Measures are included in the ES to reduce this possible impact such as with a Construction Environmental Management Plan (CEMP), a lighting strategy and a limit on hours of work.

The scheme includes, along the route, a number of noise barriers built to reduce the noise impact of the scheme on properties along Titchfield Road, Ranvilles Lane, Newlands Farm and parallel to Marks Road. The ES concludes that with these barriers in place the negative impacts of noise during the operational use of the road will be reduced. However the submission accepts that some homes, those along Marks Road primarily, are likely to experience a significant increase in noise levels.

Whilst this is a significant increase in the existing situation, the proposal is not considered to be so harmful to the amenity of those properties that the proposal would justify a reason for refusal. It is noted that the comments of the Environmental Health Officer on noise issues are awaited and these will be presented to the Committee in the update paper.

AIR QUALITY:

There are two elements to air quality assessed by the Environmental Statement. The first is air quality during construction. The ES concludes that any risk to air quality can be adequately mitigated through good site practice and suitable mitigation measures. The ES concludes that the construction period would be temporary over the short - medium term with only local impacts which can be mitigated against.

The second element is the use of the road after its construction. In terms of the road being operational, there is a potential net benefit in reduced air quality for a large number of dwellings in the Stubbington and Hill Head settlements as a consequence of the anticipated reduction in traffic going through these parts of the Borough.

In terms of receptors that will now be closer to the traffic using the bypass, the ES sets out a number of air quality assessments at a number of different locations including the properties in Marks Road and along Titchfield Road. The results indicate that there would be no significant harm arising in terms of air quality. As per the previous matter, it is noted that there is no objection raised against the scheme by the Director of Community (Environmental Health - Pollution).

TRANSPORT IMPLICATIONS:

In addition to the ES the application is supported by a Transport Assessment (TA). The TA considers the existing transport conditions and the forecast transport conditions including the forecast growth with existing commitments for improvements; the forecast growth with commitments and the proposed bypass for Stubbington; and the forecast growth with commitments, the bypass and other highway improvements.

High levels of delay are experienced along Titchfield Road and Gosport Road through Stubbington; on a significant proportion of Newgate Lane, particularly the southern section; on the A32 Fareham Road / Gosport Road and on all approaches to the Peel Common roundabout.

The modelling undertaken as part of the TA has included ten key junctions in the vicinity of the bypass area that are likely to experience significant changes in traffic flow as a result of the bypass being constructed. The Model has been used to assess the highway network in 2019 (the anticipated year of the bypass opening) and 2036 which represents approximately 15 years after opening. The model has assessed these two dates with and without the bypass.

Overall it is clear from the TA that as a result of the bypass the typical route from Rowner Road to junction 9 of the M27 will benefit from a decrease in journey time (approximately 108-149 seconds / 2.5 minutes northbound in the AM peak and 166-167 seconds / 2.7 minutes southbound in the PM peak) when compared to simply implementing the existing highway commitments and forecast growth.

The proposed bypass is part of a larger highway improvement plan such that the highway mitigation schemes proposed at other junctions in conjunction with the Bypass works are all intended to further improve the journey times and traffic speeds into and out of the Gosport peninsula.

The model indicates a slight increase in journey time on Titchfield Road heading north from Stubbington although this is likely to arise from the new junction of this road with the bypass. There are only minor changes in journey time along Newgate Lane as a result of the proposed bypass.

The new bypass and all associated junctions will be designed in accordance with the required standards. The comments and suggested amendments made by the Director of Planning & Development (Highways) have been shared with the County Council. Any comments received in response will be shared with the committee in the update paper. The application submits that the bypass will include the latest technology in terms of signal controllers and lighting. Signals, the application submits, will be responsive to demand and will optimise movements of traffic through the junction in accordance with the specified priorities.

The creation of the bypass will, according to the application, significantly reduce the volume of vehicular traffic routing through Stubbington Village. Furthermore it is proposed that modifications are made to the two roundabouts in the village to provide new crossing facilities and reduce vehicle speeds. The detail of traffic calming measures for Stubbington are to be progressed further by HCC as Highway Authority following consultation with the local community.

ECOLOGY:

The application has been informed by a number of surveys to assess the impact of the development on protected species.

It is accepted that land will be lost to the proposed scheme and this will permanently affect the natural environment especially during the period of construction and in the time it takes for the landscaping to become established.

The primary impacts upon protected species is that of habitat loss and disruption to habitat such that the movement of certain species may be disrupted. The proposed design, however, provides for the creation of new habitat along the road side verge and the planted bunds features with appropriate under road tunnel provision also provided to allow for crossing and connection between habitats. The application submits that overall there is to be a positive effect on the surrounding ecological habitat once all the recommended mitigation is put in place.

In addition to the protected species and the ecology using the site, the bypass route is also identified within the Development Sites and Policies Plan, specifically within policy DSP14, as being "uncertain" in value for Brent Geese and / or Waders. These bird species use the internationally important over wintering locations along the Solent, part of which is within the Fareham Borough. Whilst the application site is outside of the Special Protection Area (SPA) itself, Brent Geese and Waders are dependant on a network of habitats which provide feeding and roosting areas outside of the SPA boundaries. Adverse human impact on these habitats through recreation or in this case the construction and use of a new road, may have an impact, in turn, on the integrity of the designated SPA sites.

Paragraph 4.42 of the DSP Plan details that site surveys will need to be undertaken to determine the level of importance that an "uncertain" site would be afforded.

If a site is not deemed to be of importance then development can be undertaken. Development on "important" sites can be acceptable providing there is no adverse impact on the designated sites or that appropriate mitigation measures can be secured and implemented.

It is noted that Natural England has commented directly to HCC and have raised no objection to the SPA impact of the proposal. Natural England notes that HCC is the

determining Authority for the purpose of the Habitat Regulations. It is therefore a "Competent Authority" whose responsibility it is to undertake the Habitat Regulations Assessment (HRA) on the impact of the proposal on the SPA before taking a decision. Natural England acknowledges, in the consultation response to HCC, that as the competent authority, HCC has screened the proposal for the likelihood of significant effects. This assessment concluded that significant effects are unlikely to occur either alone (from just this project) or in combination with other development proposals. On the basis of the information in the application and the ES Natural England concurs with the HCC view and as such raises no objection to the proposal.

The proposal has been reviewed by the Council's Ecologist. The final comments are however awaited and it is expected that the comments will be included in the update paper.

DRAINAGE:

The construction of a road through the current arable fields is likely to change the catchment and drainage pattern that exists on the site as a result of the increase in impermeable area.

The application submits that there are small areas along the length of the route of the bypass that are susceptible to surface water flooding such as at Crofton Ditch. In order to ensure that the proposed route does not result in an increase in surface water flood risk, the drainage design has been undertaken so that the discharge rates do not exceed the existing situation.

The application has been designed with a Sustainable Urban Drainage System (SuDS). The SuDS will process runoff and pollutants with appropriate filter mechanisms. The SuDS are designed with a series of water storage basins, swales, oversized pipes and flow control devices to limit the discharge of highway surface water into the existing system at the same rate as the current green field rate.

The proposal sets out through the ES that the drainage strategy will not have a large negative impact on the drainage of the area or the flood risk in the area. The scheme is also not considered, according to the ES, to cause any demonstrable harm to the sensitive environments or ecological designations close to the route.

CONCLUSION:

The proposed bypass for Stubbington will help manage the peak period traffic flows through the Fareham - Gosport peninsula. Whilst within the strategic gap, the development plan allows for infrastructure to be built in the countryside (policy CS14) and the route for the bypass is safeguarded through the Gap designation in policy DSP49. Through appropriate landscape mitigation and an appropriate lighting strategy the proposed bypass will not have a materially harmful impact upon the strategic gap and the gap will continue to operate as intended which is to prevent the coalescence of settlements. The ES accompanying the application has not identified any significantly adverse environmental impacts as a result of the proposal with an acceptable impact upon visual amenity and private amenity. The proposal will not exacerbate any surface water run off or flooding issues and the scheme provides for the onsite ecology.

Subject to appropriately worded planning conditions, the Local Planning Authority supports the application.

Recommendation

Subject to the receipt of consultation responses from the Director of Community (Environmental Health - Pollution) and the Director of Planning & Development (Ecology) and;

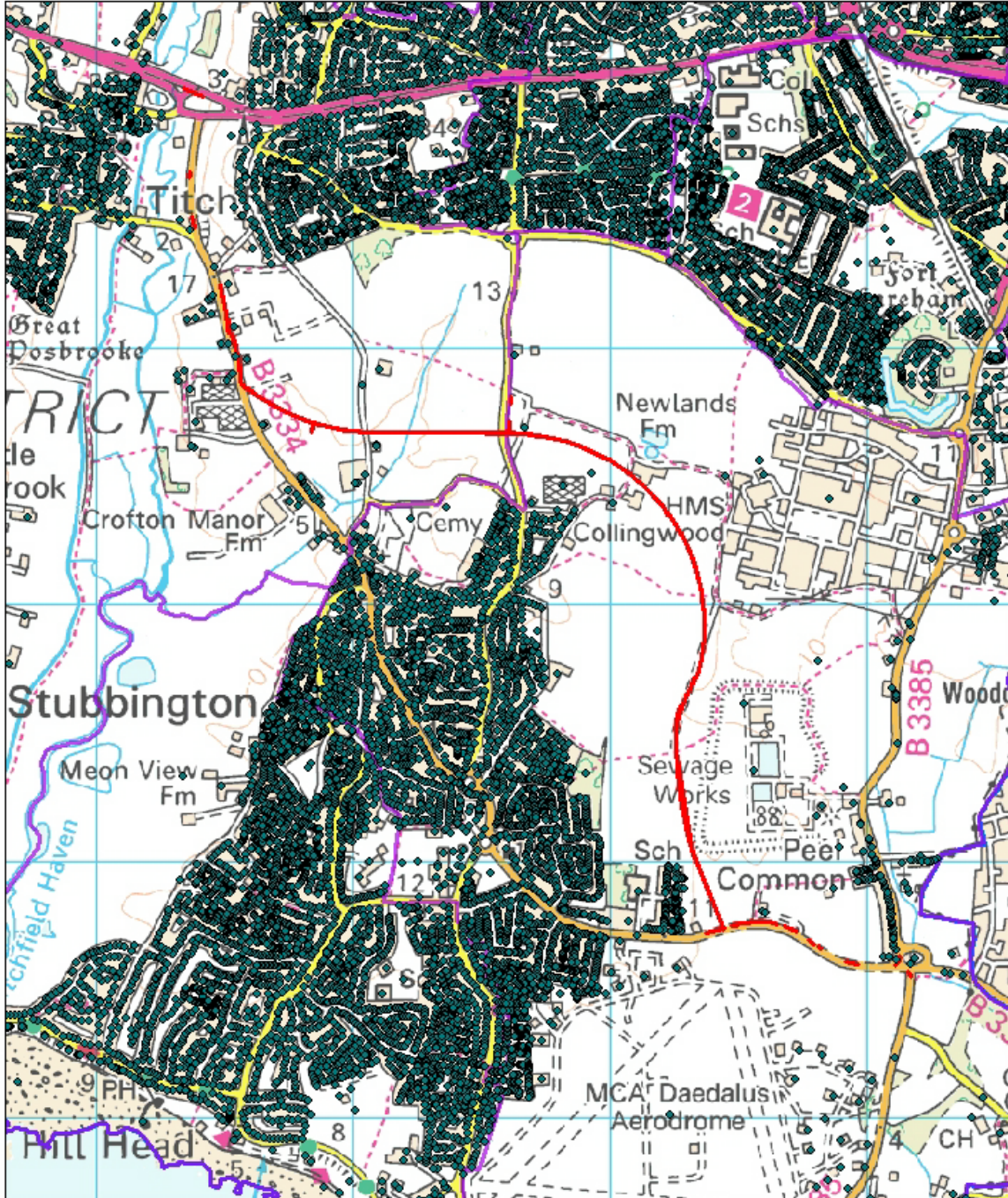
The County Council consulting with the Local Planning Authority on the details of the Stubbington Village traffic enhancement / calming scheme:

SUPPORT Subject to conditions:

- 1) Time to commence work
- 2) Work to be carried out in accordance with the CEMP
- 3) Strategy for the removal, re-use and/or disposal of spoil
- 4) Archaeology
- 5) Scheme for retention of and protection of historic wall to Hollam House
- 6) limits on the hours of construction work
- 7) Details of the lighting strategy for both construction and operation
- 8) Tree protection during construction
- 9) Limit on time for the clearance of vegetation (to avoid nesting birds)
- 10) Noise mitigation barriers to be erected prior to first use of the bypass
- 11) Planting to be undertaken in the first season following completion/opening of the bypass
- 12) Unexploded Ordnance (UXO) desk study and intrusive site investigation required prior to development commencing.
- 13) Risk assessment of the results of soil/ groundwater samples and UXO desk study taking into account people, environment, controlled waters, services and any mitigation / remediation measures
- 14) To be carried out in accordance with approved plans and documents

FAREHAM

BOROUGH COUNCIL



Stubbington By Pass
SCALE: 1:20,948

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