



**GOSPORT**  
Borough Council

## Development Management

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19th October 2018

Dear Ms Chambers

**GBC Ref: D.11/006/18**

**CONSULTATION ON PLANNING APPLICATION P/18/1118/OA  
OUTLINE PLANNING PERMISSION FOR THE DEMOLITION OF EXISTING  
BUILDINGS AND DEVELOPMENT OF UP TO 75 DWELLINGS, OPEN SPACE,  
VEHICULAR ACCESS POINT FROM NEWGATE LANE AND ASSOCIATED AND  
ANCILLARY INFRASTRUCTURE, WITH ALL MATTERS EXCEPT ACCESS TO BE  
RESERVED**

**Land At Newgate Lane (North) Fareham Hampshire**

Thank you for your email of 3 October 2018 consulting Gosport Borough Council on the above planning application.

This Council objects in the strongest possible terms to the application on the following grounds.

Firstly, the application site is located in the Strategic Gap separating the settlements of Fareham, Gosport, Stubbington and Lee-on-the-Solent and the planning application is therefore contrary to the statutory development plan, The Fareham Core Strategy. Policy CS22 Development in Strategic Gaps states that 'development proposals will not be permitted either individually or cumulatively where it significantly affects the integrity of the gap and the physical and visual separation of the settlements'. This proposal by its sheer scale and location will undoubtedly harm the integrity of the gap and will diminish the physical and visual separation of the settlements. The importance of gaps are recognised at a sub-regional level in the PUSH Spatial Position Statement (2016)). Statement S1 recognises gaps between settlements are important in maintaining a sense of place, settlement identity and the countryside setting for local communities. It is also recognised that gaps are important for delivering effective transport corridors, recreation uses and environmental mitigation.

Gosport Borough Council has identified the Settlement Gap between Fareham, Gosport,

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Stubbington and Lee-on-the Solent in its statutory development plan, the Gosport Local Plan (2011-2029) adopted in October 2015. It is considered that this Gap which spans land within both Fareham Borough Council and Gosport Borough Council fulfils a very important function in separating these communities in order that they retain their own identity and local distinctiveness.

In addition, this Strategic Gap is an important component of green infrastructure which serves existing communities and those developments that are already planned in development plans. The proposed development would diminish the opportunities to make the optimum use of this green infrastructure particularly in providing green linkages from Fareham to the coast via the Alver Valley Country Park.

The second point is that the proposal has the significant potential to negate the benefits being provided by the new improvements to Newgate Lane with a negative impact on traffic flows and increased congestion to the detriment of Gosport residents and the local economy including accessibility to the Solent Enterprise Zone at Daedalus.

The proposal would be very car dependent with little provision for public transport. This would exacerbate the amount of trips using Newgate Lane. Any additional traffic on Newgate Lane is likely to also have an impact on the Air Quality Management Area (AQMA) at the north end of Newgate Lane and Gosport Road and this may be difficult to mitigate given the scale of the allocation and limited public transport choice.

It is important to emphasise that this proposal alone, and in combination with other housing proposals in the strategic gap, will significantly undermine the ability of the transport routes to function effectively including the recently improved Newgate Lane and the proposed Stubbington Bypass. Specific consideration needs to be given to the acute transport and wider economic regeneration issues facing Gosport Borough and the need to understand the impact this development would have on the economic performance of the Borough.

The Gosport Peninsula has no mainland rail services and limited choices of road routes to and from the Peninsula. It has the lowest job density in the South East which results in high levels of out-commuting placing tremendous pressure on the road system. This in turn affects the attractiveness of Gosport as a place to invest and the ability to retain existing growing businesses.

Linked to the employment issue there has been a significant rationalisation of MoD and other Government sites in the Borough resulting in the release of very complex Brownfield sites, with further releases proposed. Many of the sites include nationally important heritage assets. These sites offer the potential of a mix of uses including housing development. Any remaining limited capacity on the routes to, and from, Gosport needs to be available to regenerate the Borough's Brownfield sites and stimulate its economy. New housing developments that are immediately adjacent these routes will impede Gosport's ability to do this and to gain access to the wider South Hampshire economy. The development of Greenfield sites in the strategic gap significantly undermines the PUSH Principle A which aims to maximise development potential within urban areas and minimise Greenfield land take. This proposal is therefore considered of strategic

significance and indeed has the potential to undermine the overall South Hampshire strategy outlined in the PUSH Spatial Position Statement.

I trust these comments will be taken into consideration.

Yours faithfully

A handwritten signature in black ink, appearing to read 'D Gore', written in a cursive style.

Debbie Gore  
**Head of Planning & Regeneration**