

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	9 July 2015
<b>Title:</b>	Newgate Lane Southern Section, Fareham, Update Report
<b>Reference:</b>	6743
<b>Report From:</b>	Director of Economy, Transport and Environment

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#### 1. Executive Summary

1.1 This paper sets out the detailed alignments for Newgate Lane Southern Section, in advance of the submission of a Planning Application later this month. The Planning Application will be determined by the County Council's Regulatory Committee later in the year. The paper also provides a summary of matters which have arisen through the progression of design work, iterative value engineering exercises, and discussions with residents.

#### 2. Contextual information

2.1. In November 2014 a report to the Executive Member for Economy, Transport and Environment regarding 'Improving Access to Fareham and Gosport' recommended that: 'the preferred schemes as outlined in the report were approved as Council policy, were formally safeguarded and were progressed with immediate effect.' Further to this recommendation, preliminary and early detailed design work has progressed to enable the scheme layout for Newgate Lane Southern Section, which includes details of junctions and access arrangements, to be developed within the broad corridor previously identified.

2.2. Design work is an iterative process evolving as more detailed survey work and environmental information becomes available. A fundamental part of the process is also discussions with adjacent and directly impacted land owners.

2.3. Engineering survey work has been undertaken to identify existing ground conditions and levels, existing water levels and drainage, and the location of statutory undertakings. Environmental surveys have been undertaken to identify: the location of particular habitats for different species and the propensity for protected species; the exact location of landscape features including trees etc.; and the location of built structures and potential features of archaeological significance.

- 2.4. The design has progressed being mindful of existing survey data and the resulting layout seeks to minimise impacts as far as possible and then to mitigate any impacts which remain. Mitigation measures take the form of acoustic fencing where appropriate along with other forms of fencing, screening, and landscape bunds and planting. Mitigation measures also relate to the treatment of habitat and the relocation or provision of suitable replacement habitat for protected species. Mitigation for highway water drainage and drainage interface with existing systems has also played a key part in the design process. The value engineering process is another fundamental part of the process throughout, seeking to minimise both impacts and costs pursuant to achieving the optimum all round outcome.
- 2.5. Discussions with land owners and impacted residents have been helpful and have informed the design of new access arrangements, and have also informed improvements to existing access arrangements onto the highway including areas notably around junctions, right turn lanes and field accesses. Mitigation works for noise, landscape bunds and planting have been discussed with property owners and impacted residents. Key areas which have emerged as design refinements through discussions with residents include modifications to access arrangements in the vicinity of Peel Common roundabout.
- 2.6. Further to the processes highlighted above, the resulting general arrangement plan is the culmination of the iterative design process which has been produced to reflect the best fit across a range of issues and sometimes competing perspectives. **The plan is attached at Appendix 1 for information.**
- 2.7. Subject to approval, the plan will be submitted as part of the Planning Application documentation later this month where as part of the statutory consultation process members of the public will have the opportunity to comment.

### **3. Financial Implications**

- 3.1. The cost of submitting the Planning Application and associated processes is contained within the existing budget.

### **4. Recommendations**

- 4.1. That the detailed alignment for Newgate Lane southern section, as set out in the appended plan, be approved.
- 4.2. That authority be delegated to the Director of Economy, Transport and Environment to submit an application for Planning Permission for the scheme and to progress other procedural matters as detailed in this report.

Rpt/6743/HW

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	yes
Corporate Improvement plan link number (if appropriate):	

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title: EMETE Improving Access to Fareham and Gosport – Report of Consultation</u>	<u>Reference</u> 6154	<u>Date</u> 4.11.14
<b>Direct links to specific legislation or Government Directives</b>		
<u>Title</u> None	<u>Date</u>	

**Section 100 D - Local Government Act 1972 - background documents**

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### **1.2. Equalities Impact Assessment:**

The proposals will have no or low impact upon groups with protected characteristics. The proposals are accessible to all road users. Mitigation has been identified to add value to accessibility over and above the existing provision.

### **2. Impact on Crime and Disorder:**

2.1. Not applicable.

### **3. Climate Change:**

3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

The proposed scheme seeks to improve access to Fareham and Gosport, reducing congestion and journey time delay, particularly in central areas including through Stubbington and in Fareham. As traffic problems reduce,

investment will be attracted into the area which will help generate jobs enabling residents to travel shorter distances to work.

- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Areas where traffic is less congested will experience reductions in air pollution.