

HAMPSHIRE COUNTY COUNCIL**Decision Report**

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| Decision Maker: | Executive Member for Economy, Transport and Environment |
| Date: | 9 July 2015 |
| Title: | Stubbington Bypass – Update Report |
| Reference: | 6718 |
| Report From: | Director of Economy, Transport and Environment |

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1. Executive Summary

1.1 This paper sets out the detailed design and alignment for Stubbington Bypass, 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. The update includes matters relating to third party land and property, which are set out in more detail in the exempted appendix. The County Council is in contact with the relevant property owners and they are aware of the current design proposals.

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.'

2.2. Further to this recommendation, preliminary and early detailed design work has been progressed in relation to the proposed Stubbington Bypass. The design work-stream has included engineering survey work which has been undertaken to identify existing ground conditions and levels, existing water levels and drainage, and the location of statutory undertakings. The survey work has enabled scheme layouts, which include details of junctions and access arrangements and mitigation works to be developed within the corridor previously identified.

- 2.3. 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 affected land owners.
- 2.4. An Environmental Impact Assessment and associated surveys have been undertaken taking into account topic areas including: ecology, landscape, archaeology, geology and soils, water and drainage, etc., in order to identify: the location of particular habitats for different species; the exact location of landscape features including trees; and the location of built structures and potential features of archaeological significance. The full and detailed assessment across all topic areas will be included as part of the Planning Application documents due to be submitted shortly.
- 2.5. The scheme has been progressed being mindful of all the existing survey data, and the resulting layout seeks to minimise impacts as far as possible and also 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. Scheme details and proposed mitigation measures will be included in the Planning Application documents to be submitted shortly.
- 2.6. Discussions with land owners and impacted residents have been extremely 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.
- 2.7. Further to the processes highlighted above, the resulting general arrangement plans are the culmination of the iterative design process and have been produced to reflect the best fit across a range of issues and sometimes competing perspectives. **The plans are attached at Appendix 1 for information.**
- 2.8. It should be noted that whilst third party land is required to deliver the scheme, there is no direct impact upon property in the design for Stubbington Bypass, in keeping with the original scheme objectives.
- 2.9. However, as design work has progressed in relation to the associated works along Titchfield Road, it has become apparent that an improved layout over that originally proposed can be achieved, which has an impact upon one dwelling. The detailed considerations in relation to this dwelling are discussed in Appendix 2, which is exempt.

- 2.10. Subject to approval, the plans 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 on them.

3. Financial Implications

- 3.1. The cost of submitting the Planning Application and associated processes is contained within the existing budget and funding set aside for the development of the scheme.

4. Recommendations

- 4.1. That the detailed alignment for Stubbington Bypass and associated improvements to Gosport Road and Titchfield Road as set out in the appended plans, be approved.
- 4.2. That authority be delegated to the Director of Economy, Transport and Environment to submit a planning application for the proposed bypass and to progress other procedural matters as detailed in this report.

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

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

Other Significant Links

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| Links to previous Member decisions: | | |
| <u>Title</u> EMETE Report 'Improving Access to Fareham and Gosport – Report of Consultation' | <u>Reference</u> 6154 | <u>Date</u> 4.11.14 |
| Direct links to specific legislation or Government Directives | | |
| <u>Title</u> | <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.)

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| <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. Pedestrians, cyclists and horse riders will be catered for as part of the proposals to improve access to Fareham and Gosport and mitigation will be identified to add value and improve accessibility over 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 which will enable 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.