Haslar IRC

Summary Proof of Evidence on
Transportation of [redacted]

Home Office

Planning Inspectorate Ref:
CROWN/2026/0000005

LPA Reference: 26/00216/CROWN

Date October 2026

Prepared for:
Home Office

Prepared by:
[redacted]

Project Number:
332613196

Registered Office: Stantec House, Kelburn Court, Birchwood, Warrington, WA3 6UT

Office Address: White Building, 7th Floor, 1-4 Cumberland Place, Southampton, SO15 2NP
T: 023 8214 0907 E: southampton@stantec.com

Contents

1.1 Qualifications and Experience 1
2.1 Application Background 1
3.1 Policy 1
4.1 Proposed Development Transport Strategy 2
5.1 Summary of Responses to Issues 2
5.2 Overview 2
5.3 Access 2
5.4 Highway Capacity and Safety 2
5.5 Parking and Overspill 2
5.6 Sustainable Travel 3
5.7 Rights of Way 3
5.8 Construction Impacts 3

Introduction

1.1 Qualifications and Experience

1.1.1 My name is [redacted] I am a Director of Land Development at Stantec, specialising in transport and development planning. I am acting as the transport witness in respect of this application.

1.1.2 I have visited the application site and am familiar with the application proposals, the site and its surroundings, and the local highway and transport networks in the Gosport area. This Proof of Evidence should be read alongside the evidence submitted by the other witnesses appearing on behalf of the Applicant.

1.1.3 The evidence which I have prepared and provide for this application reference CROWN/2026/0000005 (in this proof of evidence, written statement or report) is true and has been prepared and is given in accordance with the guidance of my professional institution and I confirm that the opinions expressed are my true and professional opinions.

1.1.4 On the day of exchange of the Transport Proof of Evidence Hampshire County Council has issued a letter to PINS stating below. Therefore, this POE needs to be read in conjunction with HCC's letter in that all points to be confirmed in this document have been agreed.

"The Local Highway Authority raises no objection to this proposal from a highways and transportation perspective, subject to the following conditions being included and the Applicant entering into a Unilateral Undertaking to secure the following mitigation package."

2.1 Application Background

2.1.1 The site, location shown below, was previously in operation as a youth offenders' facility, which became a removals centre in 1989 and an Immigration Removal Centre (IRC) in February 2002 (see Figure 2-1). The site was in operation until 2015.

2.1.2 The site lies to the south of Fort Road, with its eastern boundary adjoining Dolphin Way. Servicing and deliveries are routed via Dolphin Way, which is a private road and has historically provided on-street parking provision for the site. The western boundary of the site presently terminates at an unused parcel of land.

3.1 Policy

3.1.1 We have covered the appropriate National and Local policies, as per below:

- National Planning Policy Framework, 2026
- National Planning Policy Guidance, 2014
- Hampshire LTP4, Adopted February 2024
- Fareham and Gosport Transport Strategy, Approved March 2026
- Gosport Borough Local Plan 2011-2029, Adopted October 2015
- Gosport Local Plan 2042
- Gosport Borough Council – Local Development Framework, Parking: Supplementary Planning Document, February 2014

4.1 Proposed Development Transport Strategy

4.1.1 The earlier project phase included the refurbishment of a portion of the site for 130 residents (referred to as 'Haslar IRC Refurbishment') followed by the proposed extension of the IRC to accommodate an additional 470 residents (referred to as Haslar IRC Extension) giving a total site capacity of 600 residents.

4.1.2 The Haslar IRC refurbishment proposals have been the subject of a pre-application response from Gosport Council (Application No. P.103/026/25) dated 17th November 2025 and Hampshire County Council dated 18th March 2026 which have been considered as part of this assessment.

4.1.3 The planning application for the extension of the IRC will also include the following requirements to support the main building elements; refurbishment and replacement of perimeter fences, erection of internal zonal fencing, vehicular and pedestrian gates, car parking, new site entrance gates and barrier, and the creation of an internal road.

4.1.4 Car parking will be provided along Dolphin Way and an extension to the exiting Haslar Sea Wall car park, with access taken from the car park's existing access on Military Road.

5.1 Summary of Responses to Issues

5.2 Overview

5.2.1 Chapter 5 addresses the principal transport matters raised by Hampshire County Council, Gosport Borough Council and other consultees, organised under the themes of access, highway capacity and safety, parking and overspill, sustainable travel, rights of way, and construction impacts. The position reached on each theme is summarised below.

5.3 Access

5.3.1 Section 5.2 confirms that the existing accesses can safely serve the development. Visibility is achievable at the Haslar Sea Wall Car Park and Military Road/Fort Road junctions, with detailed access and footway designs to be secured at Reserved Matters stage. Another condition will ensure that large vehicle movements along Dolphin Way will be managed through temporary parking suspensions and banks persons, while the proposed formal priority arrangement represents an improvement over the existing informal operation.

5.4 Highway Capacity and Safety

5.4.1 Section 5.3 demonstrates that the Dolphin Way / Fort Road and Military Road / Fort Road junctions would operate within capacity in the 2030 sensitivity scenario. TEMPro growth incorporates strategic background growth, including Local Plan allocations, and the wider network distribution exercise identified no material additional impacts. A Stage 1 Road Safety Audit will be secured at Reserved Matters stage, while another condition for the agreed Traffic Regulation Order and associated index-linked contribution of £12,312 will extend the existing parking controls on Fort Road.

5.5 Parking and Overspill

5.5.1 Section 5.4 concludes that the proposed parking provision is sufficient to accommodate the forecast peak demand during shift changeovers. A condition has been agreed to that will ensure that at least 300 car parking spaces are provided in the Reserved Matters application. The detailed layout, including blue badge, electric vehicle and motorcycle provision, will be determined at Reserved Matters stage. The Travel Plan will monitor potential overspill and introduce control measures where necessary and this the inclusion of this will be conditioned. Visitors will be encouraged to use the minibus and any appointments in which parking is required will be managed to avoid staff shift changeover time.

5.6 Sustainable Travel

5.6.1 Section 5.5 records agreement to provide £131,533 towards local walking and cycling improvements, including Gosport LCWIP scheme 265.5.4, together with 44 secure and covered cycle parking spaces across the site. A public transport contribution is not required due to the viability. Instead, the Travel Plan will review extending the visitor minibus to serve staff shift changes and this inclusion has been secured via a condition. The £16,500 Travel Plan monitoring contribution will also be secured through the a condition.

5.7 Rights of Way

5.7.1 Section 5.6 confirms that the realignment of the public route through the Haslar Sea Wall Car Park and the associated access controls will be resolved through detailed design at Reserved Matters stage and the appropriate post-planning process. The design is anticipated to feature measures such as bollards and a gate to prevent unauthorised vehicle access, protect pedestrians, whilst retaining access for mobility-impaired users. Liaison is due to commence with the relevant route-management bodies.

5.8 Construction Impacts

5.8.1 Section 5.7 explains how parking will be phased during construction so that public, staff and contractor parking can continue to be accommodated on site while the permanent car park is delivered. A Construction Traffic Management Plan will be secured by condition and agreed with the Local Highway Authority before development commences, including measures to manage construction traffic and provide adequate dedicated contractor parking within the site.

6.1 Conclusion

6.1.1 HCC have issued a letter to PINS dated 20th October 2026 setting out the following

> "The Local Highway Authority raises no objection to this proposal from a highways and transportation perspective, subject to the following conditions being included and the Applicant entering into a Unilateral Undertaking to secure the following mitigation package."

6.1.2 Therefore, on the evidence which I have presented, agreement has been reached with HCC in these matters and conditions and legal agreements will be in place to support the application.