Haslar IRC

Proof of Evidence on Transportation of [redacted]

Home Office

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1 Introduction

1.1 Introduction

1.1.1 This submission by Stantec is in relation to an Outline application for the expansion of Haslar Immigration Removal Centre (IRC), submitted to the Planning Inspectorate through the Crown Development route.

1.1.2 The transport evidence provided in this document can be scrutinised within the Security Direction. Since the submission of their initial comments, Hampshire County Council has received unredacted material.

1.1.3 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."

1.2 Qualifications and Experience

1.2.1 My name is Alexander Thompson. 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.

1.2.2 I hold a Professional Certificate in Highway and Traffic Engineering from Nottingham Trent University and a Higher National Diploma in Building Studies from the University of the West of England. I am a Chartered Member of the Chartered Institute of Logistics and Transport (CILT) and a Member of the Chartered Institution of Highways and Transportation (CIHT).

1.2.3 I have over 28 years' experience in transport and development planning, working on public and private sector projects in the UK and internationally.

1.2.4 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.

1.2.5 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.

1.3 Structure of Evidence

- **Section 2** presents the background to this application:
- **Section 3** presents relevant transport policies;
- **Section 4** provides an overview of the transport strategy for the proposed development;
- **Section 5** provides the response to the issues raised;

- **Section 6** summarises these responses; and
- **Section 7** concludes my evidence.

2 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.

2.1.3 The site is located to the south of the wider Gosport area, with its southern boundary directly adjoining the coastline. To the west, the site is bordered by the Ministry of Defence's Fort Monkton, together with the surrounding Gosport and Stokes Bay Golf Course.

2.1.4 The local area can be characterised as largely residential with some governmental land, in particular land owned by the MoD which is common for the area.



Figure 2-1: Site location plan

2.1.5 Redevelopment includes refurbishment of a portion of the site for 130 residents (referred to as 'Haslar IRC Refurbishment') followed by an expansion of the IRC to accommodate an additional 470 residents (referred to as 'Haslar IRC Expansion') giving a total site capacity of 600 residents.

2.1.6 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 the assessment in this evidence.

2.1.7 Due to the nature of the current and proposed land use, coupled with shift patterns, the proposals have considered the requirement for the day/night usage of the site and how best to provide sufficient security for staff across the whole daily operation.

3 Transport Policies

3.1 Overview

3.1.1 This section states the relevant national and local policies. These policies are considered in detail in the Transport Assessment (Chapter 2).

3.2 National Policy

National Planning Policy Framework, 2026 (TA Page 2 – Subsequently updated)

3.2.1 The latest edition of the NPPF has been released on 18 August 2026. The following policies are related to transport:

- TR3 – Locating development in sustainable locations
- TR4 – Street design, access and parking
- TR6 – Assessing transport impacts
- TR8 – Public rights of way
- DP3 – Key principles for well-designed places
- GB7(1)(h) – Walking Distance to Station

National Planning Policy Guidance, 2014 (TA Page 2)

3.2.2 Planning Practice Guidance was published by the Government online in 2014.

3.2.3 The Travel Plans, Transport Assessments and Statements document provides advice on what transport information should be provided to accompany a planning application.

3.2.4 The NPPG states that Travel Plans, Transport Assessments and Statements can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

3.2.5 The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the NPPG suggests including the following:

- Information about the proposed development, site layout and access;

- Data about existing public transport provision, including services and frequency;
- A description of the travel characteristics of the proposed development, including movements by all modes;
- An assessment of trips from local committed development;
- An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3 or 5-year period;
- Ways of encouraging environmental sustainability by reducing the need to travel; and
- Measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities and physical improvements to existing roads.

3.3 Local Policy

Hampshire LTP4, Adopted February 2024 (TA Page 3)

3.3.1 The current Local Transport Plan for Hampshire is the LTP4, adopted in February 2024.

3.3.2 The overarching vision for the document is to support a transport system that is by 2050:

"*A carbon neutral, resilient and inclusive transport system designed around - and with - people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique natural and built environment*"

Fareham and Gosport Transport Strategy, Approved March 2026 (TA Page 3)

3.3.3 In March 2026, Hampshire County Council approved the Fareham and Gosport Transport Strategy. This document sets out priorities for investment in transport across the two boroughs up to 2050 and sits alongside the LTP4.

3.3.4 The strategy contains a list of planned interventions to improve access within Gosport, including a longer-term aspiration of a new bus service from Gosport town centre serving the Haslar Peninsula and a ferry service from Portsmouth Harbour to Haslar via Fort Blockhouse.

Gosport Borough Local Plan 2011-2029, Adopted October 2015 (TA Page 4)

3.3.5 The current adopted Local Plan is the Gosport Borough Local Plan 2011-2029, which was adopted October 2015. Policy LP22 refers to transport and new development:

POLICY LP22: ACCESSIBILITY TO NEW DEVELOPMENT

1. Development proposals that prioritise access for active and sustainable travel modes including walking, cycling and access to public transport services, will be supported.

2. Development proposals that are likely to generate significant levels of travel demand will be permitted, provided that:

a) The site is located where convenient public transport services exist or there is a commitment by the developer and public transport providers to deliver such service.

b) The site is, or will be made, accessible to pedestrians and cyclists.

c) Any new or improved road access and the traffic generated would not have any unacceptable environmental implications nor significantly prejudice the safety, function and capacity of the road network.

d) Local and strategic transport improvements will be provided, where necessary, to support the development and mitigate adverse impacts on the safety, function and capacity of the transport network.

e) Transport Statements or Transport Assessments are submitted in support of the planning application to evaluate transport impacts and to demonstrate that suitable transport improvements will be provided which meet the needs of the development and mitigate any adverse impacts.

f) A Travel Plan is provided in support of a planning application where appropriate in relation to the scale and type of development.

3.3.6 The Transport Assessment and the accompanying Travel Plan support this local plan policy.

3.3.7 The site is adjacent to (not within) the Haslar regeneration area, which is covered by Policy LP6. The transport related general principles of the policy for this area include:

d) opportunities to improve public transport services and cycling/pedestrian access to and from the site are taken as appropriate, and

e) any additional traffic generated by the development should be within the capacity of the existing road network and should not compromise the safety of existing roads

3.3.8 This assessment considers the impact of the proposed development on the operation of the local highway network and concludes that the impact of the proposed development would not have a severe impact.

Gosport Local Plan 2042 (TA Page 4)

3.3.9 The Gosport Local Plan 2042 is currently in draft and will replace the Gosport Borough Local Plan 2011-2029. The document was previously named the Gosport Local Plan 2038, with the Council stating that it has been necessary to extend the end date of the emerging Local Plan from 2038 to 2042 to ensure that there is at least a 15-year span from the date of anticipated adoption, in accordance with Government guidance.

3.3.10 The Gosport Local Plan 2042 is currently undergoing public consultation and, when adopted, will supersede the document from 2011-2029. The document states that it is committed to reducing transport emissions as one of its key ambitions. The document states that it aims to:

"*Focus development in locations which will provide the opportunity for travel by sustainable modes, and which can help to support strategic investment in improving public transport, walking and cycling*"

3.3.11 Policy LP22 of the current Local Plan has been retained as Policy D12.

Gosport Borough Council – Local Development Framework, Parking: Supplementary Planning Document, February 2014 (TA Page 5)

3.3.12 This Supplementary Planning Document (SPD) sets out the parking standards for Gosport Borough. Whilst this does not specify the requirements of the number of

parking spaces required for the land use proposed, it does state that the minimum width of parking bays should be 2.5m and have an aisle width of a minimum of 6m.

Summary

3.3.13 The above policy review summaries the transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be considered.

4 Proposed Development Transport Strategy

4.1 Overview

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.

4.2 Vehicle access arrangements

4.2.1 The primary vehicular access is currently and will remain from Dolphin Way for loading and unloading of persons and general servicing and deliveries.

4.2.2 There are no new proposed access arrangements for the Haslar IRC refurbishment. Dolphin Way is a private road under the control of the IRC with the Council Highway Boundary shown in pink below on Fort Road only (see Figure 4-1).

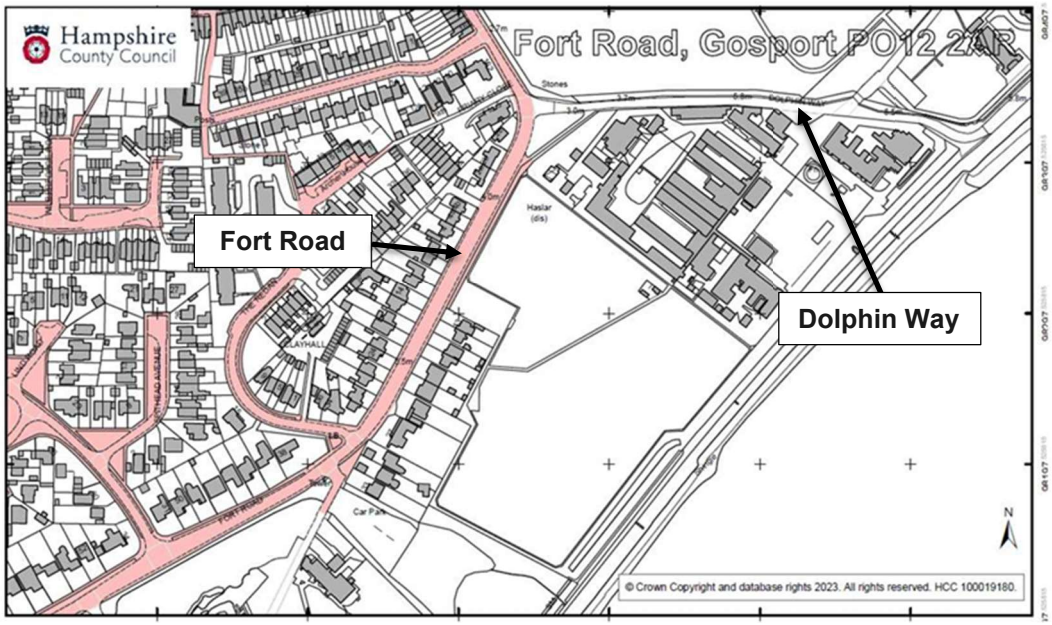


Figure 4-1: Adopted highway extent in the vicinity of the site

4.2.3 Vehicle swept path analysis as undertaken and included as part of the Transport Assessment (Appendix B). This demonstrated that a 10m rigid vehicle and a refuse vehicle could access and leave the site without obstruction.

4.2.4 The proposals will retain a direct access onto Fort Road for the purpose of "blue light" access. There is an existing gated/dropped kerb access, which will be upgraded as part of the development, and considered appropriate given that usage of this access will be infrequent.

4.2.5 The main alterations for day-to-day access will be at the Haslar Sea Wall Car Park, which has direct access to the public highway via Military Road/Fort Road and will form part of the car park extension to support the whole development.

4.2.6 The car park would feature separate car parking spaces for the public and a main staff car park accessible via a secure barrier.

4.2.7 Dedicated pedestrian access to the site will be provided from the car park into the facility.

4.3 Car parking

4.3.1 The parking demand and accumulation profiles are included in detail in the Transport Assessment (Section 4.4). The proposed car parking provision for the Haslar IRC are as follows:

- Dolphin Way: 35-43 spaces
- Haslar Sea Wall Car Park: 259 spaces

Total: 294-302 spaces

4.3.2 An additional 20 spaces are proposed at the Haslar Sea Wall Car Park for the use of the public. These will be in a dedicated car park away from the staff parking.

4.4 Cycle Parking Provision

4.4.1 Gosport Borough Council (GBC) parking guidelines, outlined within the 'Gosport Borough Council Parking Supplementary document', do not give specific guidance on the proposed development's land use, and therefore cycle parking is determined on a case-by-case basis.

4.4.2 Space for 26 cycles will be provided in the new car park, with an additional 18 spaces to be provided close to the Dolphin Way entrance. In total, 44 cycle parking spaces will be provided on-site.

4.5 Electric Vehicle Charging

4.5.1 To encourage sustainable travel, electric vehicle (EV) charging points will be provided at the proposed development. To satisfy BREEAM Tra 01 Sustainable Transport Solutions requires that at least 5% of the car parking spaces provided for the building users include electrical charging points, with a minimum of two spaces being provided.

4.5.2 The UK Government's Approved Document Part S (Adopted 2022). Part S states that for car parks of greater than 10 spaces one must have electric charging provision, and 20% of the spaces should have passive provision.

4.5.3 The proposal includes 259 standard bays and 15 electric vehicle charging bays, representing 5.8% of the total spaces.

4.6 Visitor Minibus

4.6.1 The IRC is considering the provision of a "Visitor" Minibus operation. All visitors will be encouraged to arrive on site via the minibus service which will run from 09:00-21:00 between the Gosport ferry/bus station and the site every 30-minutes.

4.6.2 This allows for visitors to arrive at the minibus pick up area by train to Fareham and use the Eclipse BRT system, or to Portsmouth Harbour and use the Gosport ferry. Alternatively, car parking is available within Gosport town centre a short walk from the proposed minibus pick up area.

4.6.3 Whilst visitors will be encouraged to use the minibus service from Gosport Ferry/Bus Station, some may drive due to mobility issues. During the day, there will be a surplus of spaces in the Haslar Sea Wall Car Park. These can be managed to accommodate visitors on site and appointments will be scheduled to avoid staff changeover times.

4.7 Deliveries and servicing arrangements

4.7.1 Deliveries and servicing will occur via the existing entrance from Dolphin Way. These vehicles were able to access the site when previously operational, and therefore it is understood from the IRC operator that there are no concerns regarding the ability to access the site.

4.8 Public Right of Way

4.8.1 Two routes are directly impacted by the proposed development, one along Dolphin Way and one that transects the Haslar Sea Wall Car Park.

4.8.2 The route that passes along Dolphin Way towards the Haslar Sea Wall is defined as routing along the southern kerbline of the link, using the partial narrow footpath which only runs along the western section of the road. It is considered that pedestrians typically will use the road space, noting that historically parking is located along the southern kerbline and the carriageway ends in a cul-de-sac with limited demand, hence low traffic. Therefore, access via Dolphin Way will not be affected by the proposals as it retains the current access principles.

4.8.3 The route which passes through the current Haslar Sea Wall Car Park uses the northern gravel path from the car park to the sea wall. There is a parallel southern path through the same area. As a result of the Haslar IRC Refurbishment works, the temporary construction car park has redirected the route through the grassed area via the southern path and temporarily closed the northern route.

4.8.4 The plan to deliver a new car park to support the IRC operation would result in this right of way being re-routed and the provision of a new path along the southern boundary of the new car, similar in nature to the Haslar IRC Refurbishment operation currently on site.

4.9 Traffic Regulation Order

4.9.1 The parking provision for the site has been designed to remove the demand for over spill parking on the public highway. However, Hampshire County Council has raised the issue of the junction of Dolphin Way/Fort Road and historical parking at this location, coupled with the requirement to secure the emergency access onto Fort Road, and that it would be appropriate to consider a Traffic Regulation Order for Fort Road.

4.9.2 The plan below sets out a provisional TRO layout with double yellow lines at the mouth of the Dolphin Way/Fort Road junction and an H-bar marking at the emergency access location. These measures would not preclude local residents from parking along Fort Road as per the current situation (see Figure 4-2).

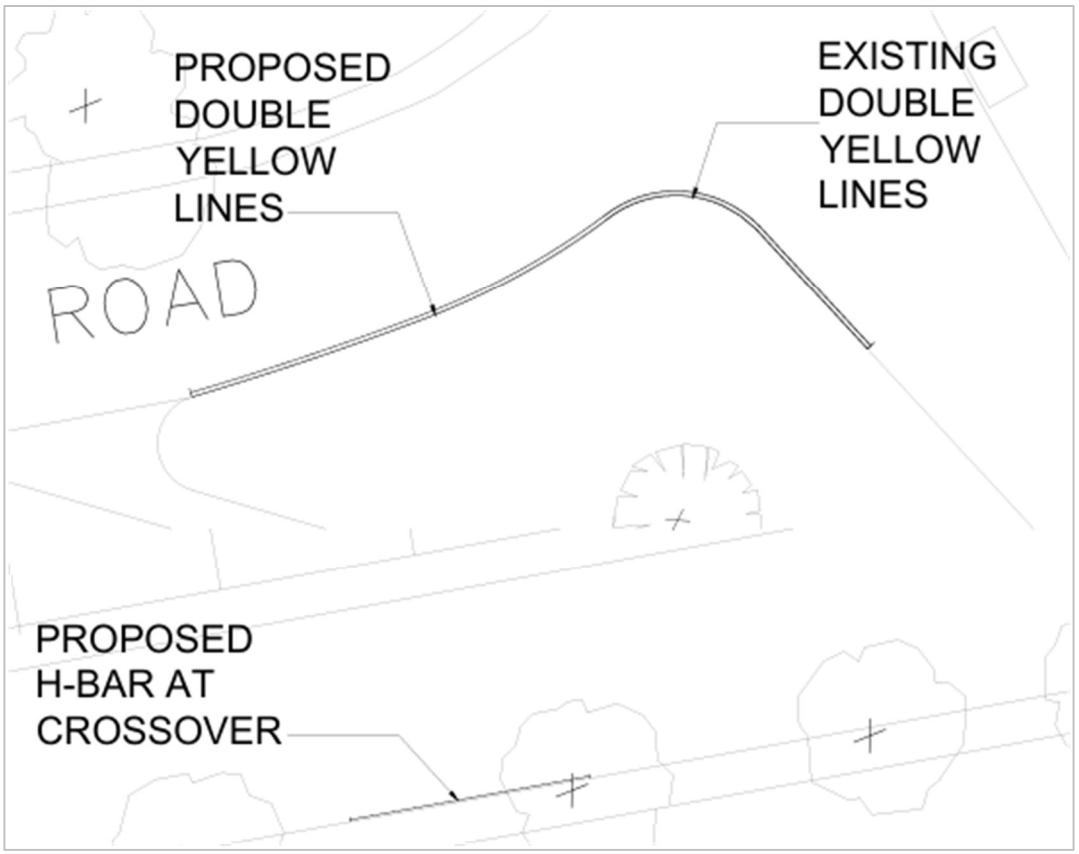


Figure 4-2: Provisional TRO option

5 Response to Issues

5.1 Introduction

5.1.1 This section of the report addresses the key issues raised by theme in turn. The identified themes are summarised:

- Access;
- Highway capacity and safety;
- Parking and overspill;
- Sustainable travel;
- Rights of way; and
- Construction impacts.

5.1.2 The full responses to consultees have been included as Appendices A, B and C.

5.2 Access

5.2.1 The Haslar Sea Wall Car Park, which will serve as the site's main car park, is set to utilise an existing access from Military Road. This is currently shown on the concept masterplan of the Haslar Sea Wall Car Park.

5.2.2 As this application is Outline with all matters reserved (except for access), HCC have requested a drawing showing visibility at both the Haslar Sea Wall Car Park access junction with Military Road and the Military Road / Fort Road junction.

5.2.3 Drawing 332613196_STA_XX_XX_DR_TP_0102 demonstrates that 2.4m x 43m visibility can be achieved at the Military Road / Fort Road junction, which is suitable for a 30mph speed limit in line with Manual for Streets.

5.2.4 At the Haslar Sea Wall Car Park / Military Road access, it demonstrates that 2.4 x 20.5m can be achieved to the left, towards vehicles egressing the Golf Course, and 16.5m to the right for vehicles turning into Military Road from Fort Road. This is considered suitable given that the Golf Course access is subject to an advisory 10mph speed limit which would require an 11.0m Stopping Sight Distance in line with Manual for Streets.

5.2.5 HCC have requested that a detailed design drawing of this access is provided at Reserved Matters stage and are seeking to secure this via a condition.

5.2.6 This drawing should also include details of footway provision to the car park from Fort Road, as currently there is no continuous footway.

5.2.7 I agree to the imposition of a condition that secures this detailed design drawing at Reserved Matters stage. This will be provided in line with Chapter 4 of HCC Technical Guidance Note TG2 - Alignment Design.

5.2.8 There is an additional 'blue light' emergency access which will utilise an existing access onto Fort Road. While this was not raised by HCC, detailed design of this access will be included as part of the Reserved Matters stage. Visibility will be demonstrated in line with Manual for Streets standards in Table 7.1.

5.2.9 The existing Dolphin Way access will continue to be used for deliveries and servicing, as well as continuing to support some staff car parking. This access is not public highway and is under the ownership of the Home Office.

5.2.10 When the site was previously operational, larger vehicles have been accommodated as part of a managed process and it is proposed that this would be the same in the future.

5.2.11 HCC requested additional information to support the proposed use of this access by larger vehicles.

5.2.12 Stantec have tracked a 16.5m articulated vehicle along the link with the parking in-situ, noting that this manoeuvre would be marshalled and at slow speed. The tracking suggests that, as a minimum, spaces 21 and 22 would need to be suspended allowing the vehicle to exit the site.

5.2.13 The tracking also indicates that the Dolphin Way junction does not require any amendments to the junction layout to support a larger vehicle. This is in line with Policy TR4 of the National Planning Policy Framework, which considers street design, access and parking.

5.2.14 HCC have stated that an approach in which parking will be suspended and banks persons will be used to manage access appropriately is acceptable and should be secured by condition.

5.2.15 I agree to the imposition of a condition that secures the management of large vehicle manoeuvres through the use of parking suspensions on Dolphin Way and marshalling through banks persons.

5.2.16 As stated previously, Dolphin Way currently and historically features informal parking along the southern kerb line and, in practical terms, operates as a one way with opposing vehicles giving way to each other.

5.2.17 HCC sought clarity on the proposed operation of Dolphin Way.

5.2.18 The proposals seek to formalise this operation, with designated parking bays (controlled by the IRC) and the introduction of formal traffic control with priority from Fort Road. This will minimise the risk of traffic queuing back onto the public highway as the traffic 'giving-way' will be egressing the IRC and therefore queued along Dolphin Way.

5.2.19 The give way control will be located between bays 17 and 18, which provides a full road width to allow vehicles to pass. This results in the formal one-way operation being limited to around 100m between the give way and Dolphin Way junction.

5.2.20 HCC noted that proposals for formal one-way operation, with priority given for those leaving Fort Road (adopted highway), is a betterment over the previous/existing situation. The LHA are content this will not give rise to an unacceptable safety impact when accessing and egressing the site.

5.3 Highway Capacity and Safety

5.3.1 It was highlighted by the local MP, Dame Caroline Dinenage, that the junction modelling contained within the Transport Assessment did not demonstrate how committed developments within the local area had been considered in the forecasting and assessment of future year traffic conditions.

5.3.2 The Transport Assessment includes capacity assessments of the two site access junctions at Dolphin Way and Military Road. An Automatic Traffic Count (ATC)

survey was installed on Fort Road between the Dolphin Way and Military Road accesses in February 2023 (See Figure 5-1).



Figure 5-1: ATC survey location on Fort Road

5.3.3 Manual Classified Count surveys were also conducted in February 2023 at the junctions of Fort Road with Dolphin Way and Military Road.

5.3.4 The Department for Transport's Trip End Model Presentation Program (TEMPro) is industry standard tool for forecasting the growth in traffic to a future yar based on the National Trip End Model (NTEM) dataset.

5.3.5 TEMPro was used to factor up the baseline traffic flows from 2023 for a future year of 2030, at which point it is anticipated that the full site could be operational.

5.3.6 The following selections were made to generate the TEMPro growth factors for the AM and PM peak hour which have been used to determine the future year base traffic:

- Car Driver
- Weekday AM peak (07:00-09:59) / Weekday PM peak (16:00-18:59)
- 2023 – 2030
- Gosport MSOA 010
- National Road Traffic Projections 2022 Core scenario
- Minor Roads

5.3.7 In order to produce as representative a future year growth factor as possible, the rates were determined specifically for the Gosport MSOA 010, which covers the site and the wider Haslar peninsula. The extent of this MSOA is detailed below (see Figure 5-2).

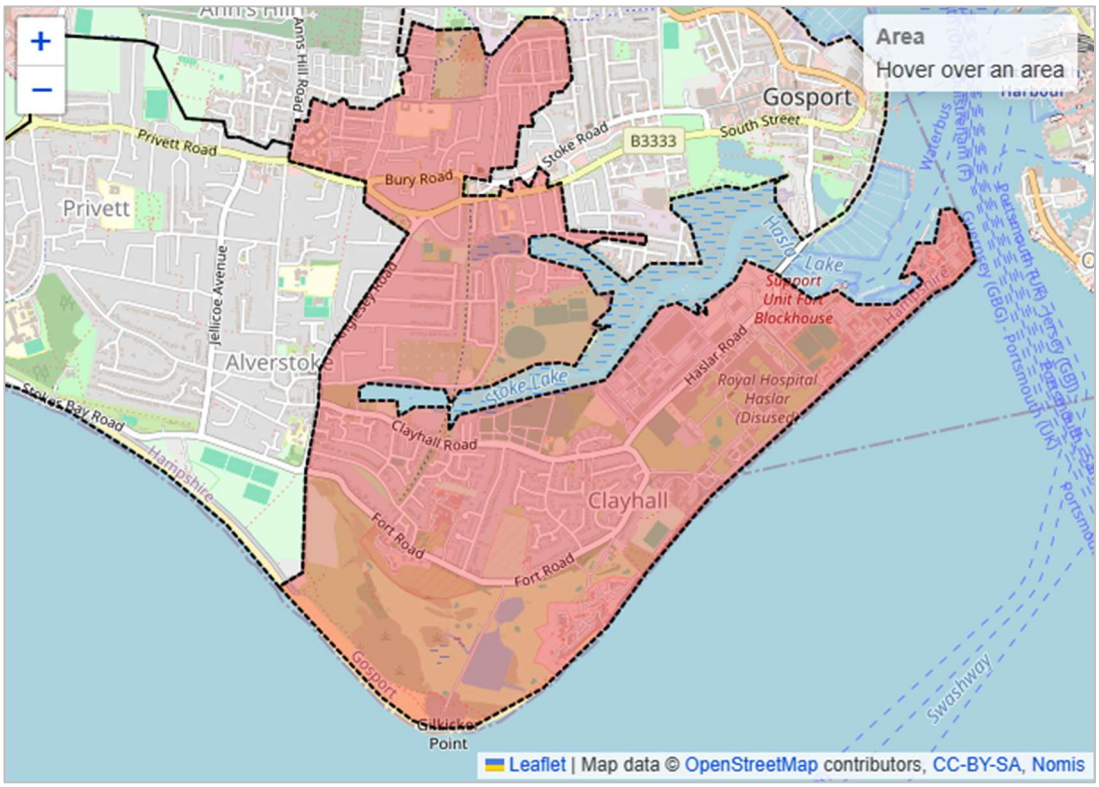


Figure 5-2: Gosport MSOA 010

5.3.8 As TEMPro growth factors already incorporate strategic national and regional forecasts for population, housing, and employment growth, Local Plan allocations and committed development sites are generally assumed to be reflected within TEMPro's background growth projections.

5.3.9 The TEMPro-adjusted traffic forecasts derived from the 2023 baseline data will incorporate background traffic growth associated with Local Plan allocations, including the Royal Hospital Haslar scheme.

5.3.10 It should be noted that HCC did not raise the consideration of specific local proposed developments during the pre-application discussions on junction capacity modelling. Instead, HCC requested that a sensitivity test be undertaken incorporating increased staff flows to evaluate the operation of the highway network under a higher-demand scenario. This is discussed below.

5.3.11 GBC requested that it be demonstrated that the forecast increase in traffic associated with the proposed development would not result in a significant adverse impact on the operation of the local highway network, including junction capacity. GBC also requested that consideration be given to impacts on the wider highway network, particularly roads and junctions likely to be used by development traffic that are already heavily trafficked and subject to existing, long-standing capacity constraints.

5.3.12 As requested by HCC in pre-application discussions, junction capacity modelling has been undertaken at both the Dolphin Way / Fort Road junction and Military Road / Fort Road junction.

5.3.13 Due to the shift patterns and organisation of minibus and servicing trips, the site is not anticipated to generate any trips during the AM peak hour, and a negligible number of two-way trips during the PM peak hour. The level of impact on the operation of the local highway network is therefore considered to be immaterial.

5.3.14 As no staff trips are forecast during either the AM or PM peak hour, this capacity modelling was based on an assumed a sensitivity scenario in which the staff trips forecast during 07:30-08:00 were shifted half an hour so that they coincided with the AM peak hour. The PM peak wasn't changed as there are no staff trips forecast within the hour either side of the PM peak hour. Minibus and servicing trips were kept the same.

5.3.15 While this scenario is unlikely, it provides an opportunity to test the operation of the site access junctions and therefore represent a more robust position.

5.3.16 This modelling found that these junctions would operate within capacity during both the AM and PM peak hours in the 2030 sensitivity scenario.

5.3.17 A network distribution exercise was undertaken using 2011 Census journey-to-work data to inform the assignment of development traffic across the wider highway network. The results did not identify any additional material impacts requiring further assessment, and no additional concerns were raised by HCC.

5.3.18 The requirement for a Stage 1 Road Safety Audit (RSA) was a key matter discussed during the pre-application process. Neither the Dolphin Way junction, nor the Military Road junction, are subject to any proposed physical alteration. The only highway change associated with the development is the extension of the existing double yellow line restrictions on Dolphin Way. As such, it is considered that an RSA is not required for either access junction, as both are existing arrangements and the proposals do not involve any geometric or operational modifications beyond an increase in traffic demand. The design is considered appropriate to accommodate the proposed traffic flows.

5.3.19 At the meeting with HCC, the potential effects of the proposed car park access arrangements on Military Road were discussed. It was noted that Military Road provides access solely to the Golf Course and that an alternative access route from the Golf Course onto Fort Road is available.

5.3.20 Given that the peak traffic associated with the IRC is not anticipated to coincide with peak Golf Course activity, HCC concluded that the proposals would not give rise to any highway safety concerns requiring assessment through an RSA.

5.3.21 HCC have requested that a Stage 1 RSA is provided at Reserved Matters stage and are seeking to secure this via a condition.

5.3.22 I agree to the imposition of a condition that secures the inclusion of a Stage 1 RSA at Reserved Matters stage.

5.3.23 It was noted by HCC that no reference had been made to the Traffic Regulation Order (TRO) and associated parking restrictions previously discussed as part of the application process. The Applicant has agreed to make an index-linked contribution of £12,312 to support the delivery of the TRO and the associated parking management measures.

5.3.24 HCC have requested that the TRO for the extension of the parking restriction is secured via a condition.

5.3.25 I agree to the imposition of a condition that secures the inclusion of a Traffic Regulation Order (TRO) and associated parking restrictions and an index-linked contribution of £12,312 to support the delivery of the TRO.

5.4 Parking and Overspill

5.4.1 In their response, HCC sought clarity on the number of parking spaces being proposed when compared to staffing numbers, especially during the shift change period.

5.4.2 The GBC Local Development Framework Parking: Supplementary Planning Document (Feb 2014) does not include a land use comparable to the IRC in terms of its operation and shift patterns. The Transport Assessment (Paragraph 4.4.6) sets out the parking requirement based on the staffing levels and shift patterns for the site's specific operation. This in turn has defined the parking provision for the site based on accommodating and managing the parking on site and minimising any risk of overspill, especially at shift change over times.

5.4.3 The submitted Transport Assessment (Section 4.3) set out a staff usage profile based on discussions with the Home Office Immigration Enforcement team and their target operational model to demonstrate the operational requirements for the site and based on the primary times of Day Shift Change at 07:00 and Night Shift Change at 19:00.

5.4.4 The daily profile of staff indicated that, on average, there will be 296 staff on site during the day and 118 staff on site at night.

5.4.5 The staff whose roles require attendance closer to office hours which work closer to office roles arrive half an hour after and depart half an hour before the other daytime staff. This 30-minute offset between staff results in a higher number of staff on site at shift change of between 368 (07:00-07:30) staff and 323 (19:00-19:30).

5.4.6 The proposed staff parking provision at the end of the Refurbishment and Expansion phase is for a total of 294-302 staff car parking spaces comprised of 35-43 along Dolphin Way and 259 in the Haslar Sea Wall Car Park.

5.4.7 The proposed car driver mode share for staff travel to work trips is 80%. This is to be achieved through a Staff Travel Plan which encourages active travel, car sharing and public transport use. At the peak shift change there will be 368 staff changing between 07:00 and 07:30. Therefore, the parking requirement for this period is around 295 spaces to manage the hand over. The scheme is proposing around 300 spaces in the two primary parking locations, noting there are some operational spaces on site in addition to the main staff parking areas. During the day, the additional spaces required for the hand over shift period, will be managed and not for use by day staff.

5.4.8 It is anticipated that the level of car sharing for staff travel to work trips will be high given the nature of the land use, likely residential locations and the shift pattern times. As such, the 80% car driver mode share, which is based on "driver only", is likely be an overestimate. The Travel Plan will seek to promote active travel through increased car sharing, walking, cycling and public transport, but the shift patterns and nature of the site security, may limit these modes.

5.4.9 Given that the documents they initially received redacted information relating to car parking provision, HCC requested the quantum of car parking be provided and broken down by type.

5.4.10 It was clarified that the detailed design and layout of the proposed car park would be determined through a subsequent Reserved Matters application, with the current Outline application seeking approval for access arrangements only.

5.4.11 Section 4.4 of the Transport Assessment confirms that the proposed Haslar Sea Wall Car Park would provide a total of 259 parking spaces, including dedicated

provision for blue badge users, electric vehicle (EV) charging, and motorcycle parking.

5.4.12 Following discussions with HCC, it was agreed that the parking provision would comprise 13 blue badge bays (including 11 standard bays and 2 EV charging bays), 15 active EV charging bays, 54 passive EV charging bays, and 10 motorcycle spaces. The scheme also maintains a separate public car park for 20 spaces.

5.4.13 HCC agreed that the car park layout is to be progressed at the Reserved Matters stage should the site come forward. They have requested that at least 300 car parking spaces are provided on site to prevent overspill parking on the local highway network and are seeking to secure this via a condition.

5.4.14 I agree to the imposition of a condition that secures the inclusion of at least 300 car parking spaces on site at Reserved Matters stage.

5.4.15 HCC requested that, in addition to the 300-space parking provision to be included at the Reserved Matters stage, the Travel Plan incorporate ongoing monitoring of parking activity to assess the potential for overspill parking on the surrounding highway network. In the event that development-related overspill parking is identified, measures would be implemented to appropriately manage and mitigate its effects.

5.4.16 I agree to the imposition of a condition that requires the Travel Plan to include provisions for the monitoring of overspill parking and, where necessary, the implementation of measures to manage and control any identified impacts on the local highway network.

5.4.17 Further information was requested regarding the expected levels and characteristics of visitor parking demand. Particular consideration was given to the potential for visitor parking activity to coincide with staff shift changes, which could result in increased parking stress within the site. Clarification was also sought regarding the nature of visitor movements, including whether these would primarily comprise personal visits from friends and family or professional visits associated with the operation of the facility, such as those undertaken by social workers, and solicitors.

5.4.18 It is proposed that visitors will be strongly encouraged to use the minibus to access the site in the first instance. If the visitor has mobility issues and it is flagged that there is a need to park on site, their visiting appointment will be scheduled to avoid staff shift changeover times.

5.5 Sustainable Travel

5.5.1 In their response, HCC considered a requirement for a contribution to the LCWIP schemes in the area. HCC have sought a proportionate approach to LCWIP cost for the IRC and a contribution of £131,533.

5.5.2 The Home Office welcomed HCC's response and are prepared to agree to the contribution on the proportionate approach at £131,533. However, rather than a general contribution, it was sought to propose that the majority of the contribution is utilised to secure LCWIP scheme 265.5.4, the 270m of segregated on-carriageway cycle track which is forecast to cost in the region of £108,000, with the remainder of the contribution utilised for the other localised schemes.

5.5.3 HCC and GBC both sought clarification on the quantum and location of cycle parking.

5.5.4 Section 4.7 of the Transport Assessment sets out the provision of 44 spaces across the site, 18 of which will be in a new bike store in the Haslar Sea Wall car park and

this will be covered, secured and under CCTV observation, the rest will be located on the site closer to Dolphin Way entrance. This too will be covered and secure.

5.5.5 On public transport, HCC initially requested a contribution towards the local bus service.

5.5.6 Section 3.3 of the Transport Assessment set out that the current bus route 11 is a limited service with a frequency of 90 minutes and no service provision during shift change over times. As such, any request for a contribution towards this service would be unworkable and not considered compliant with guidance in the NPPF.

5.5.7 Public transport has not been promoted as a major modal shift opportunity in either the Transport Assessment or the Travel Plan. As per the Transport Assessment and Travel Plan, it is likely that any increase in public transport mode share will be linked to a change in use of the visitor minibus and expanding for staff use at peak shift change.

5.5.8 After the meeting, HCC reviewed the request for a contribution towards public transport. HCC have concluded having taken advice from their PTG team, that the cost for running additional buses to coincided with the shift change, would be significant and, in the longer term, unlikely to become commercially viable. Therefore, on the basis of an agreement to review the possible, use of the minibus for staff, a contribution for PT is now NOT being requested by HCC.

5.5.9 HCC then raised the option of expanding the use of the visitor minibus for staff and if this could be reinforced in the TP as part of the future action plan for Home Office to review and seek to implement.

5.5.10 The applicant has confirmed they are happy to consider the potential to extend the hours of operation of the visitor minibus from the proposed 09:00-21:00 so that it can be used to provide a staff service to the site for staff traveling from Fareham via the Eclipse BRT or from Portsmouth Harbour via the Gosport Ferry, again subject to security requirements for the staff.

5.5.11 The Framework Travel Plan has been updated, and the potential extension of the minibus operating hours has been included within the document.

5.5.12 The contract for the minibus was agreed within the Phase 1 contract and will be therefore extended to meet the requirements of Phase 2.

5.5.13 HCC have requested that the potential for staff to use shuttle bus for shift changes is explored and are seeking to secure this via a condition.

5.5.14 I agree to the imposition of a condition that secures a review of the potential for staff to use shuttle bus for shift changes.

5.5.15 With regards to the Travel Plan, GBC stated that the LHA will need to comment on the suitability of the Travel Plan and any actions arising to reduce the reliance on the private car / increase access to the site by sustainable transport modes.

5.5.16 The Travel Plan and proposed mode share has been discussed and agreed upon with HCC.

5.5.17 The discussions with HCC resulted in the aforementioned agreement for a contribution of £131,533 to active travel schemes identified in the LCWIP.

5.5.18 HCC requested that the Framework Travel Plan wording, especially comments on targets, measures, TPC and overall costing, be updated. Please can an unredacted revised Framework Travel Plan be provided for review asap and once agreed, be secured in the UU.

5.5.19 The Framework Travel Plan has been updated and has been secured within the UU.

5.5.20 HCC confirmed that the costs of Travel Plan Monitoring are £16,500, comprised of the following:

- £1,500 initial fee
- £3,000 per annum for 5 years

5.5.21 HCC have requested that the funding of the Travel Plan Monitoring is secured via a condition.

5.5.22 I agree to the imposition of a condition that secures the funding of £16,500 for Travel Plan Monitoring.

5.6 Rights of Way

5.6.1 HCC sought clarification regarding the access controls for the new public route from along the western side of the Haslar Sea Wall Car Park from Military Road to the sea front in terms of preventing vehicular access to the sea front and protecting users of this new link.

5.6.2 The current application is Outline, with all matters reserved except for access. The design of the realigned path and proposed construction materials is currently unknown and will be agreed at Reserved Matters stage.

5.6.3 At the meeting, HCC stated that the public route through the current car park and grassland to the sea front, is not a formal Public Right of Way, but it is on the designated route plans and therefore, there will be a process required to amend the routing, which will be post planning.

5.6.4 I can confirm that this process is being commenced now and we are due to contact the relevant team.

5.6.5 HCC also sought clarification as to how the new route will be protected at either end, to prevent use by vehicles and how at the southern end the route through the car park will be managed.

5.6.6 This will be addressed at detailed design stage, but it is likely this will consist of the installation of bollards at the northern access to maintain access for mobility impaired.

5.6.7 There is an historical rear access gate to Fort Monckton which is currently not in use, but the option for access will be retained if required. The blue line in the Figure 5-3 below shows where a barrier or gate could be provided to prevent users of the car park interacting with users of the footpath, and this can be formalised during detailed design.



Figure 5-3: Potential barrier control

5.7 Construction Impacts

5.7.1 A temporary expansion of Haslar Sea Wall car park is proposed as part of the IRC refurbishment stage of development. HCC indicated that the layout and access arrangements of this car park has not been provided and should be submitted for review. Furthermore, it is assumed that this car park will not be available during construction of the permanent car park; as such, clarity on parking arrangements during this interim period should be provided, noting the current parking issues around the site.

5.7.2 The proposed phase 1 car park will be accessed in broadly the same way as the permanent car park.

5.7.3 It is proposed that the public car parking element of the scheme is provided alongside phase 1 staff parking in the northernmost area of the Haslar Sea Wall Car Park. To the south will be a compound for phase 2 contractor parking.

5.7.4 An additional contractor compound will be situated in the site and accessed from Fort Road. This is shown in Figure 5-4 below.

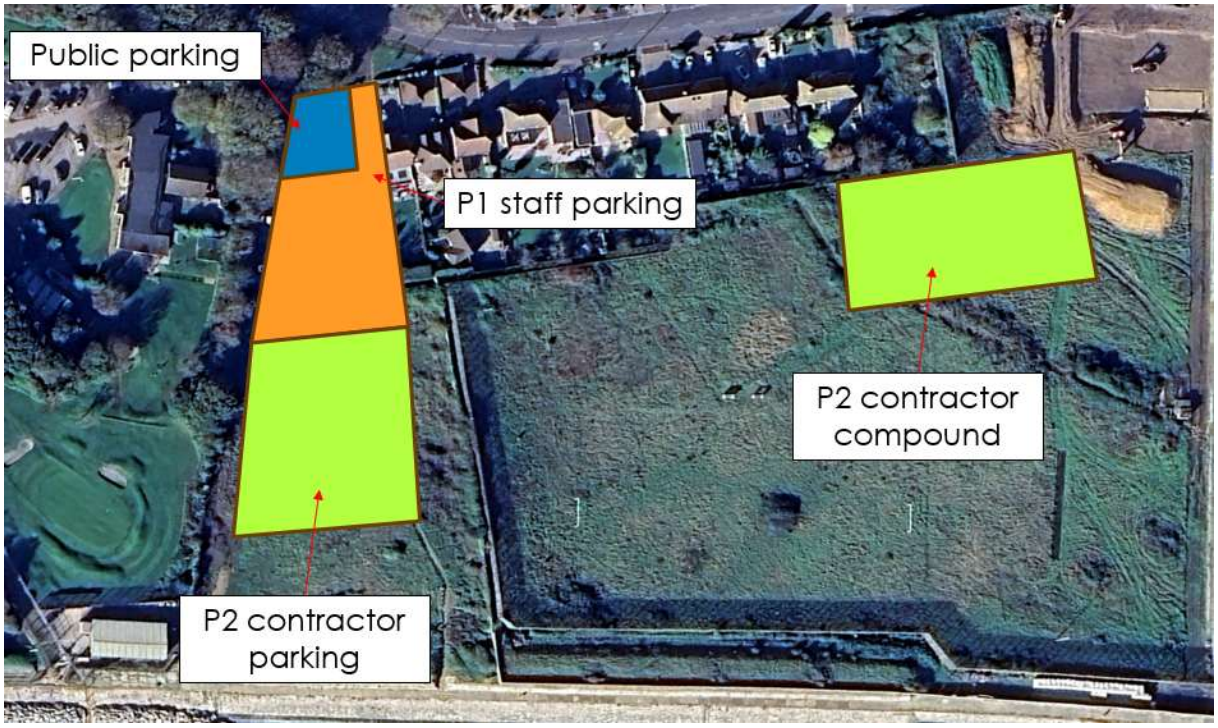


Figure 5-4: Indicative phasing of car parking

5.7.5 The final car park will be constructed following the completion of the phase 2 building works and phased to ensure that contractor parking remains in the Haslar Sea Wall Car Park.

5.7.6 It was noted by HCC that the Transport Assessment does not address construction-related traffic impacts. HCC further advised that complaints had been received regarding the current refurbishment works, highlighting the need for appropriate management of construction activities. Accordingly, HCC requested that a Construction Traffic Management Plan (CTMP) be secured through a planning condition and approved in consultation with the Local Highway Authority prior to the commencement of development. The CTMP should include suitable measures to manage construction traffic and provide adequate dedicated contractor parking within the site.

5.7.7 I agree to the imposition of a condition that secures a CTMP and agree that the document will identify a suitable location for contractor parking.

6 Summary of Responses to Issues

6.1 Overview

6.1.1 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.

6.2 Access

6.2.1 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.

6.3 Highway Capacity and Safety

6.3.1 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.

6.4 Parking and Overspill

6.4.1 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.

6.5 Sustainable Travel

6.5.1 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.

6.6 Rights of Way

6.6.1 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.

6.7 Construction Impacts

6.7.1 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.

7 Conclusion

7.1.1 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."

7.1.2 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.

Appendices

Appendix A Responses to Hampshire County Council

8 Stantec response to HCC - Part 1

8.1 Overview – Part 1

8.1.1 Hampshire County Council (HCC) issued their initial response as Highway Authority to the planning application with respect to the Transport Assessment and Travel Plan, which were the principal transport related documents.

8.1.2 Their response dated the 7th Aug 2026, is caveated on that the documents issued to HCC Highways were redacted and therefore not all the information sought was available to review.

8.1.3 Prior to a meeting with HCC on 23rd Sept 2026, a set of unredacted documents was issued to HCC for review and discussion at the meeting.

8.1.4 Stantec compiled a summary of the key points raised by HCC and sought to discuss these with HCC Officers at the meeting on the 23rd Sept 2026. This response therefore seeks to deal with both their formal response and the clarifications from the meeting.

8.1.5 In addition to HCC's response, Gosport Borough Council (GBC) have responded on car parking in their consultation response as the Local Planning Authority and, under Policy LP23 of the Gosport Borough Local Plan, are responsible for parking in accordance with their SPD.

8.2 Car Parking

8.2.1 Hampshire County Council: In their response, HCC sought clarity on the number of parking spaces being proposed when compared to staffing numbers especially during the shift change period.

Stantec response:

8.2.2 The GBC Local Development Framework Parking: Supplementary Planning Document (Feb 2014) does not include a land use comparable to the IRC in terms of its operation and shift patterns. The Transport Assessment (Paragraph 4.4.6) sets out the parking requirement based on the staffing levels and shift patterns for the site's specific operation. This in turn has defined the parking provision for the site based on accommodating and managing the parking on site and minimising any risk of overspill, especially at shift change over times.

8.2.3 The submitted Transport Assessment (Section 4.3) set out a staff usage profile based on discussions with the Home Office Immigration Enforcement team and their target operational model to demonstrate the operational requirements for the site and based on the primary times of Day Shift Change at 07:00 and Night Shift Change at 19:00.

8.2.4 The daily profile of staff indicated that, on average, there will be 296 staff on site during the day and 118 staff on site at night. However, there is a higher number of staff on site at shift change of between 368 (07:00-07:30) staff and 323 (19:00-19:30).

8.2.5 The proposed staff parking provision at the end of the Refurbishment and Expansion phase is for a total of 294-302 staff car parking spaces comprised of 35-43 along Dolphin Way and 259 in the Haslar Sea Wall Car Park.

8.2.6 The proposed car driver mode share for staff travel to work trips is 80%. This is to be achieved through a Staff Travel Plan which encourages active travel, car sharing

and public transport use. At the peak shift change there will be 368 staff changing between 06:30 and 07:30. Therefore, the parking requirement for this period is around 295 spaces to manage the hand over. The scheme is proposing around 300 spaces in the two primary parking locations, noting there are some operational spaces on site in addition to the main staff parking areas. During the day, the additional spaces required for the hand over shift period, will be managed and not for use by day staff.

8.2.7 It is anticipated that the level of car sharing for staff travel to work trips will be high given the nature of the land use, likely residential locations and the shift pattern times. As such, the 80% car driver mode share, which is based on "driver only", is likely be an overestimate. The Travel Plan will seek to promote active travel through increased car sharing, walking, cycling and public transport, but the shift patterns and nature of the site security, may limit these modes.

Hampshire County Council: In the meeting, HCC clarified that parking was the responsibility of GBC, but HCC sought clarity and sought clarification on the proposed parking numbers and their management at shift hand over, to minimise over spill onto the public highway.

Stantec response:

8.2.8 Stantec clarified the position in that parking provision is in excess of the daily and nightly requirements and based on the higher shift change peak (07:00-07:30). It was discussed that if HCC sought to secure a level of certainty on parking, that it may be appropriate for them to seek a "minimum" parking provision for the site.

8.3 Walking and Cycling

Hampshire County Council: Linked to Travel Plan Targets seeking to promote increase in walking/cycling over 5 yrs, HCC are considering a requirement for a contribution to the LCWIP schemes in the area. HCC have sought a proportionate approach to LCWIP cost for the IRC and a contribution of £131,533.

Stantec response:

8.3.1 The Home Office welcome HCC's response and are prepared to agree to the contribution on the proportionate approach at £131,533. However, rather than a general contribution, we would seek to propose that the majority of the contribution is utilised to secure LCWIP scheme 265.5.4, the 270m of segregated on-carriageway cycle track which is forecast to cost in the region of £108,000, with the remainder of the contribution utilised for the other localised schemes.

Hampshire County Council: HCC sought clarification on cycle parking.

Stantec response:

8.3.2 Stantec confirmed that the Transport Assessment (Section 4.7) sets out the provision, which provides 44 spaces across the site, 18 of which will be in a new bike store in the Haslar Sea Wall car park and this will be covered, secured and under CCTV observation as will the car park, the rest will be on site closer to Dolphin Way entrance.

8.4 Public Transport

8.4.1 Hampshire County Council: HCC request for a contribution towards public transport.

Stantec response:

8.4.2 The Transport Assessment (Section 3.3) set out that the current bus route 11 is a limited service with a frequency of 90 minutes and no service provision during shift change over times. As such, any request for a contribution towards this service would be unworkable and not considered compliant with guidance in the NPPF.

8.4.3 Public transport has not been promoted as a major modal shift opportunity in either the Transport Assessment or the Travel Plan. As per the Transport Assessment and Travel Plan, it is likely that any increase in public transport mode share will be linked to a change in use of the visitor minibus and expanding for staff use at peak shift change.

Hampshire County Council: Post meeting, HCC have reviewed the request for a contribution towards public transport. HCC have concluded having taken advice from their PTG team, that the cost for running additional buses to coincided with the shift change, would be significant and, in the longer term, unlikely to become commercially viable. Therefore, on the basis of an agreement to review the possible, use of the minibus for staff, a contribution for PT is NOT being requested.

Hampshire County Council: HCC raised the option of expanding the use of the visitor minibus for staff and if this could be reinforced in the TP as part of the future action plan for HO to review and seek to implement.

Stantec response:

8.4.4 Stantec confirmed that they are happy to consider the potential to extend the hours of operation of the visitor minibus from the proposed 09:00-21:00 so that it can be used to provide a staff service to the site for staff travelling from Fareham via the Eclipse BRT or from Portsmouth Harbour via the Gosport Ferry, again subject to security requirements for the staff. Also noting that this facility is under contract to the site operator, hence will require a review of the contract requirements.

8.5 Road Safety Audit

8.5.1 This was a key discussion at the pre-application stage, in that neither the Dolphin Way nor the Military Road junctions, which serve as the site main access and car park access, are being physically altered. The only change is proposal for an extension of the double yellows at Dolphin Way. Therefore, it is considered that there is no requirement for a Road Safety Audit linked to either of the two access points, given both are existing and the only change is level of use.

Hampshire County Council: At the meeting, HCC questioned the impact of car park access changes on Military Road. However, it was noted that this link only serves the Golf Course and is one of two access options to the course. Noting that the peak demands for the IRC will not conflict with the golf course operation, HCC agreed that safety audits would not be required.

HCC requested more detail of the car park access as the current TA includes a concept plan.

Stantec response:

8.5.2 As the application is Outline, this can be investigated or conditioned.

8.6 Public Rights of Way

Hampshire County Council: HCC sought clarification of the access controls for the new public route from Military Road to the sea front in terms of preventing vehicular access to the sea front and protecting users of this new link.

Stantec response:

8.6.1 As the application is Outline, this can be investigated or conditioned.

Hampshire County Council: At the meeting, HCC stated that the public route through the current car park and grassland to the sea front, is not a formal PROW, but it is on the designated route plans and therefore, there will be a process required to amend the routing, which will be post planning.

Stantec response:

8.6.2 Stantec confirmed that this process is being commenced now and they are due to contact the relevant team.

Hampshire County Council: At the meeting, HCC sought clarification as to how the new route will be protected at either end, to prevent use by vehicles and how at the southern end the route through the car park will be managed.

Stantec response:

8.6.3 Stantec confirmed that this will be addressed at detailed design stage, but for the installation of bollards would maintain access for mobility impaired at the northern access, and the southern section will be considered as part of a further design process.

8.6.4 A provisional option to manage the access between the footpath and the sea front is presented below. There is an historical rear access gate to Fort Monckton which is currently not in use, but the option for access will be retained if required. The blue line in the plan below shows where a barrier or gate could be provided to prevent users of the car park interacting with users of the footpath, and this can be formalised during detailed design.



Figure 8-1: Potential barrier control

8.7 Large Vehicles on Dolphin Way

8.7.1 Hampshire County Council: HCC sought clarity that “larger vehicles” will be able to access the site via Dolphin Way.

Stantec response:

8.7.2 Stantec explained about the previous site operation and that larger vehicles have been accommodated as part of a managed process previously and this would be the same with this situation.

8.7.3 Stantec have tracked a 16.5m articulated vehicle along the link with the parking in-situ, noting that this manoeuvre would be marshalled and at slow speed. The tracking suggests that, as a minimum, spaces 21 and 22 would need to be suspended allowing the vehicle to exit the site.

8.7.4 The tracking also indicates that the Dolphin Way junction does not require any amendments to the junction layout to support a larger vehicle.

8.8 Tidal flow in Dolphin Way

Hampshire County Council: HCC sought clarity on the operational proposals for Dolphin Way.

Stantec response:

8.8.1 Stantec set out that Dolphin Way currently and historically features informal parking along the southern kerb line and, in practical terms, operates as a one way with opposing vehicles giving way to each other.

8.8.2 The proposals seek to formalise this operation, with designated parking bays (controlled by the IRC) and the introduction of a formal traffic control tidal flow system with priority from Fort Road. This will minimise the risk of traffic queuing back onto the public highway as the traffic ‘giving-way’ will be egressing the IRC and therefore queued along Dolphin Way.

8.8.3 The give way control will be located between bays 17 and 18, which provides a full road width to allow vehicles to pass. This results in the formal one-way operation being limited to around 100m between the give way and Dolphin Way junction.

8.9 Car Park Layout

Hampshire County Council: HCC sought clarity on the car park layout, based on the limited information.

Stantec response:

8.9.1 It was clarified that detailed design of the car park would be subject to a further application, with this Outline application dealing with access only.

8.9.2 The Transport Assessment (Section 4.4) sets out that the car park provides 259 spaces with defined spaces for disabled, EV and Motorcycle (Post meeting 13 blue badge bays (11 standard, 2 EV), 15 active EV charging bays, 54 passive EV charging bays; and 10 motorcycle spaces).

8.9.3 The scheme also maintains a separate public car park for 20 spaces.

8.10 Travel Plan

8.10.1 Hampshire County Council: HCC requested that the Travel Plan be amended to include a specific action for the Home Office to investigate the option of extending the visitor minibus operational hours and for it to be utilised by staff especially during the shift change over periods.

Stantec response:

8.10.2 This has been discussed previously in this document. The Framework Travel Plan has been updated, and an unredacted revised version has been sent to HCC.

9 Stantec response to HCC - Part 2

9.1 Overview – Part 2

9.1.1 This section of response has been prepared to address additional comments from Hampshire County Council dated 13th Oct 2026.

9.2 Car Parking

9.2.1 Hampshire County Council: Your response does not address the disparity in the forecast data relating to parking numbers. Tables 4-1 and 5-1 and the attached note all state 118 staff at night and 296 daytime, totalling 414 staff on site simultaneously (for c. 30 minutes) at shift change. However, you state that the total staff on site 07:00-07:30 is 368 and 19:00-19:30 is 323. This is not explained in your note. From our meeting it is understood that this difference is due to some staff (office/ administration for example) not working 7am – 7pm. Is this correct and could your note be updated to reflect this please? This is key to understanding potential overspill parking as if 414 staff were on site simultaneously, with an 80% mode share, 331 parking spaces would be required to accommodate all staff and only 294-302 staff car parking spaces are proposed.

Stantec response:

The staff which work closer to office roles arrive half an hour after and depart half an hour before the other daytime staff. This 30-minute offset between staff is why there are 368 staff at 07:00-07:30 and 323 at 19:00-19:30.

Hampshire County Council: We also discussed monitoring and controlling overspill parking through the Travel Plan; I feel it is important this is added to the Framework Travel Plan to avoid unacceptable overspill parking given the staffing level and mode share are both forecasts and parking provision at shift change is likely very close to capacity requirements (also noting indiscriminate/ inappropriate parking is already a significant concern for local residents).

Stantec response:

9.2.2 We agree that measures to monitor and, if necessary, control overspill parking can be included in the Travel Plan.

Hampshire County Council: There is also the concern regarding visitor parking. Should this occur at shift change, this would put further pressure on parking capacity. Please can this point be addressed; is there visitor parking on site and if so, will this occur at shift change? Also, clarity about the nature of the visitors would be useful; is this friends/ family of residents, or official visits (social workers, solicitors, medical staff, etc) or both please?

Stantec response:

9.2.3 Visitors will be strongly encouraged to use the minibus to access the site in the first instance. If the visitor has mobility issues and it is flagged that there is a need to park on site, their visiting appointment will be managed to avoid staff shift changeover times.

9.2.4 It is understood that the term visitors apply to both friend/family visits, and also social workers/solicitors.

Hampshire County Council: You state that car sharing and sustainable mode use may result in less than the forecast 80% of staff driving to work. This may be the case if the Travel Plan includes both strong measures to promote methods other than car driving for travel to work

and monitoring and control of overspill parking (alongside active travel mitigation and staff minibus use, discussed below).

Stantec response:

9.2.5 The Framework Travel Plan has been updated and a revised and unredacted copy sent to HCC. This has been included within the document.

9.3 Walking and cycling

9.3.1 Hampshire County Council: Thank you for agreeing a contribution of £131,533. I note your comments about the preferred use of this and suggest UU obligation wording as below.

A contribution of £131,533 towards Gosport LCWIP scheme 265.5.4 (segregated cycle track at the Haslar Road junction and on South Street) or other walking and cycling improvement measures between the site and Gosport Town Centre.

Please could you confirm this is acceptable.

Stantec response:

9.3.2 This is acceptable.

9.4 Public Transport

9.4.1 Hampshire County Council: The applicant has confirmed:

they are happy to consider the potential to extend the hours of operation of the visitor minibus from the proposed 09:00-21:00 so that it can be used to provide a staff service to the site for staff traveling from Fareham via the Eclipse BRT or from Portsmouth Harbour via the Gosport Ferry, again subject to security requirements for the staff.

This is positive and should be explicitly included in the updated Framework TP, to follow.

Stantec response:

9.4.2 The Framework Travel Plan has been updated, and an unredacted revised version has been sent to HCC.

9.5 Safety Audit/Site Access

9.5.1 Hampshire County Council: It is noted that the only works proposed to existing highway is the emergency access on Fort Road; which is a simple scheme and raises no safety concerns. However, while not on highway land, amendments to the Haslar Sea Wall Car Park access off Military Road are significant and abut the public highway. Furthermore, the access should include suitable and continuous pedestrian facilities (particularly being the only pedestrian access to the site), which appear to require minor works to existing highway land. There are concerns that these amendments and the intensified use of this car park could impact on the safe operation of the highway; the LHA consider it necessary to review and approve in principle these works at this stage given the outline application deals with access in detail. The drawings and information requested in our original response should be provided asap to allow the LHA to review the proposed access arrangements for all modes.

Stantec response:

9.5.2 Drawing 332613196-STA-XX-XX-DR-TP-0102 has been provided showing the access arrangements at the Haslar Sea Wall Car Park.

HCC have requested a condition that a detailed design of the car park access junction is provided, featuring footway provision.

Stantec response:

9.5.3 Stantec agree to this being conditioned.

HCC have requested drawings of the showing visibility at both the car park access junction and the Military Road / Fort Road junction.

Stantec response:

9.5.4 Drawing 332613196_STA_XX_XX_DR_TP_0102 demonstrates the visibility can be achieved at both junctions.

Hampshire County Council: Please note, an RSA is not required at this stage; a planning condition should be included to secure provision of detailed design drawings and a Road Safety Audit to the LPA and agreement of the detailed access design by the LPA, in consultation with the LHA, prior to approval of any future Reserved Matters application.

Stantec response:

9.5.5 Agreed that the requirement for a Road Safety Audit could be conditioned to be provided at Reserved Matters stage.

9.6 King Charles III England Coastal Path

9.6.1 Hampshire County Council: The LHA is content that the exact arrangements for diverting the King Charles III England Coastal Path and restricting access from the path to the IRC car park can be resolved through a future Reserved Matters application should the site receive outline consent. It is recommended the applicant liaises with the King Charles III England Coastal Path management team (Alison.Perry@hants.gov.uk) to ensure they are content with this approach.

Stantec response:

9.6.2 Agreed and liaison is due to start with the relevant parties.

9.7 Dolphin Way - Large Vehicles

9.7.1 Hampshire County Council: The previous use of the site, with parking in situ and access by large vehicles occurring, is noted, as is the fact that Dolphin Way is owned, and can therefore be controlled, by the applicant. The proposed application is likely to intensify use over the previous levels. Tracking shows a 16.5m HGV can access the site, and egress the site if parking spaces 21 and 22 are vacant. The applicant has confirmed that should a large vehicle require access, parking will be suspended and banks persons will be used to manage access appropriately. This approach is acceptable and should be secured by condition.

Stantec response:

9.7.2 Agreed to condition.

9.8 Dolphin Way – Tidal Flow

9.8.1 Hampshire County Council: It is noted that proposals for formal one-way operation, with priority given for those leaving Fort Road (adopted highway), is a betterment over the previous/ existing situation. The LHA are content this will not give rise to an unacceptable safety impact when accessing and egressing the site.

Stantec response:

9.8.2 Agreed.

9.9 Car Park Layout

9.9.1 Hampshire County Council: Agreement of the car park layout to be progressed at the Reserved Matters stage should the site come forward.

Stantec response:

9.9.2 Agreed and agreed to a condition for a minimum of 300 car parking spaces.

9.10 Travel Plan

9.10.1 Hampshire County Council: As stated in the attached, the LHA requested that the Travel Plan be amended to include investigation of the visitor minibus bring utilised by staff during shift change over periods; this inclusion has been agreed by the applicant. However, there were a number of other outstanding matters in the LHAs response relating to the Framework Travel Plan wording (comments on targets, measures, TPC and overall costing) that should be addressed. Please can an unredacted revised Framework Travel Plan be provided for review asap and, once agreed, be secured in the UU.

Stantec response:

9.10.2 The Framework Travel Plan has been updated, and an unredacted revised version has been sent to HCC.

9.11 Other Matters

9.11.1 Hampshire County Council: There is no mention in your note of the Traffic Regulation Order (parking restrictions). We discussed this and the applicant has agreed to pay the contribution of £12,312 (index linked). Please can you add this confirmation to your note.

Stantec response:

9.11.2 This will be added to secure the TRO for the extension of the parking restriction.

Hampshire County Council: The comments below raised in relation to the operation of the visitor minibus have not been addressed and should be included in an updated version of your note please:

• Are visitors required to use the minibus? If not, and they choose to drive to the site, what, if any, parking is provided and/ or how will inappropriate overspill visitor parking be controlled?

• Does the Applicant propose provision of this minibus is secured in perpetuity through any forthcoming planning approval? The LHA considered this necessary.

Stantec response:

9.11.3 As stated previously, visitors will be strongly encouraged to use the minibus to access the site in the first instance. If the visitor has mobility issues and it is flagged that there is a need to park on site, their visiting appointment will be scheduled to avoid staff shift changeover times.

9.11.4 The contract for the minibus was agreed within the Phase 1 contract and will be therefore extended to meet the requirements of Phase 2.

The comment below has also not been addressed and should be covered in an updated version of your note please. Will this also be covered by a future Reserved Matters application?

A temporary expansion of Haslar Sea Wall car park is proposed as part of the IRC refurbishment stage of development. The layout and access arrangements of this car park have not been provided and should be submitted for review. Furthermore, it is assumed that this car park will not be available during construction of the permanent car park; as such, clarity on parking arrangements during this interim period should be provided, noting the current parking issues around the site.

Stantec response:

9.11.5 The proposed phase 1 car park will be accessed in broadly the same way as the permanent car park.

9.11.6 It is proposed that the public car parking element of the scheme is provided alongside phase 1 staff parking in the northernmost area of the Haslar Sea Wall Car Park. To the south will be a compound for phase 2 contractor parking.

9.11.7 An additional contractor compound will be situated in the site and accessed from Fort Road.

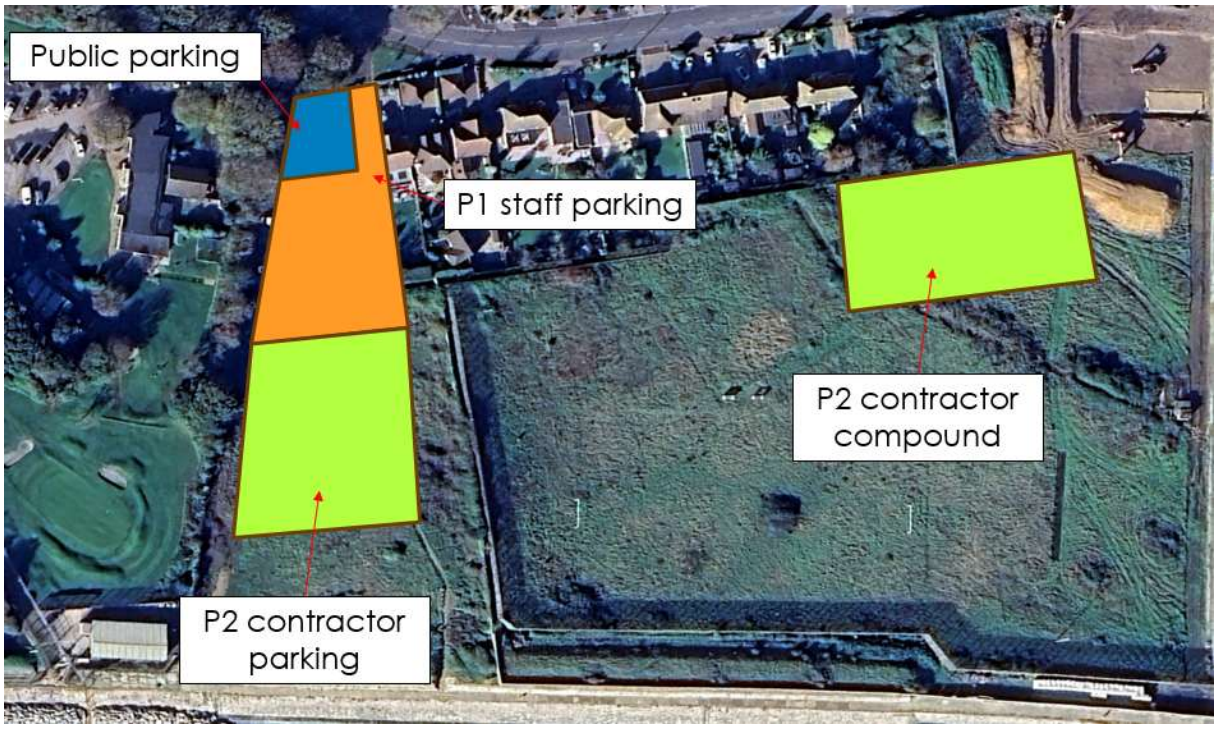


Figure 9-1: Indicative phasing of car parking

The final car park will be constructed following the completion of the phase 2 building works and phased to ensure that contractor parking remains in the Haslar Sea Wall car park.

9.11.8 Finally, the following comment has not been mentioned in your note. I presume a CTMP condition will be acceptable?

The TA does not consider construction traffic. The LHA have received complaints in relation to the current refurbishment. A Construction Traffic Management Plan should be conditioned to be provided and agreed in consultation with the LHA prior to commencement of development. This must include adequate dedicated contractor parking provision on site.

Stantec response:

9.11.9 Agreed, a CTMP can be conditioned with contractor parking shown.

HCC confirmed that the costs of Travel Plan Monitoring are £16,500, comprised of the following:

- £1,500 initial fee
- £3,000 per annum for 5 years

Stantec response:

9.11.10 Stantec agree to this payment.

Appendix B Responses to Gosport Borough Council

10 Stantec Response to GBC Comments

10.1 Overview

10.1.1 Gosport Borough Council (GBC) issued their initial response as Local Planning Authority to the planning application with respect to the Transport Assessment and Travel Plan.

10.1.2 Their response dated the 29th Jul 2026, is caveated on that that the documents issued to GBC were redacted and therefore not all the information sought was available to review.

10.2 Redaction

10.2.1 Gosport Borough Council: The Transport Assessment (TA) and accompanying Travel Plan (TP) that support the application have been heavily redacted, and as such limit any ability to assess the application.

Stantec response:

10.2.2 The redaction was undertaken by the Home Office to remove sensitive information and prevent it from entering the public domain. Unredacted transport documents have subsequently been issued to Hampshire County Council in their role as highways consultee.

10.3 Visitor Parking

Gosport Borough Council: Visitor trips appear to be minimal and the TA details that all such trips will be facilitated by means of a mini-bus to/from the Gosport Ferry/Bus Station (numbers of visitors has been redacted). However, there is conflicting information in the Planning Statement (para 3.16), which details that there are dedicated parking spaces for visitors, with and expected number of visitors between 10-15 persons.

Stantec response:

10.3.1 Whilst visitors will be encouraged to use the minibus service from Gosport Ferry/Bus Station, some may drive due to mobility issues. During the day, there will be a surplus of spaces in the Haslar Sea Wall Car Park. These can be managed to accommodate visitors on site. This will be discussed further at detailed design.

10.3.2 There is also the possibility that HCC will agree to a minimum parking provision, ensuring that there will be a surplus of parking spaces available.

10.4 Dolphin Way Management

10.4.1 Gosport Borough Council: The Transport Assessment states that it is intended to erect signage to indicate that vehicles travelling to the site from Fort Road will have priority to reduce the risk of vehicles queuing back onto the Public Highway, with the LHA needing to be satisfied that this is a suitable mitigation.

Stantec response:

10.4.2 This has been discussed previously in this document.

10.5 Fort Road Emergency Access

10.5.1 Gosport Borough Council: The existing secondary access adjacent to no 13 Fort Road is identified to be retained as a “blue light” only access, the LHA will need to comment on this aspect of the access arrangements, including intervisibility for vehicles exiting the site.

Stantec response:

10.5.2 This will be considered and included as part of the detailed design stage.

10.6 Car Parking Layout

10.6.1 Gosport Borough Council: When reviewing the concept parking layout, GBC stated that end spaces do not appear to comply with the adopted Parking SPD and should be increased in width to 2.8m. The determining authority must also be satisfied that there are suitable provisions for disabled parking and also EV charging too (to meet both current requirements and also adequate enabling infrastructure for increased demands in the future).

Stantec response:

10.6.2 The comment on parking bay dimensions will be considered and reviewed as part of the detailed design stage. The discussions with HCC have agreed the quantum of disabled, EV charging and motorcycle bays.

10.7 Travel Plan

10.7.1 Gosport Borough Council: The LHA will need to comment on the suitability of the Travel Plan and any actions arising to reduce the reliance on the private car / increase access to the site by sustainable transport modes.

It is considered that there are improvements that could be made through investment in sustainable modes and infrastructure to reduce the reliance on the private car. The LHA should consider whether contributions should be sought to mitigate the impacts of the proposed development and facilitate improvements to walking and cycling infrastructure in the vicinity of the site. There may also be scope, through financial contributions, to make improvements to the local bus service to increase both the service frequency and the length of the operation day to make this a more attractive option for travel to / from the site.

The TP (Table 5.1) indicates that it is expected that 80% of those travelling to the site will do so by driving a car/van, with the remaining 20% travelling to the site by alternative modes (including 5% as a car/van passenger). The determining authority will need to be satisfied that there is sufficient on-site parking capacity to accommodate the likely parking demands (including shift change over times) so as not to have a detrimental impact on the surrounding highway network, highway safety and the amenity of nearby residents. If overspill parking as a result of the proposed development were to occur this would be unacceptable and all parking demands must be met on site, as per the requirements of the adopted Parking SPD.

Stantec response:

10.7.2 The Travel Plan and proposed mode share has been discussed and agreed upon with HCC.

10.7.3 The discussions with HCC resulted in an agreement for a contribution of £131,533 to active travel schemes identified in the LCWIP. This is discussed in more detail in Section 5.3 of this document.

10.7.4 Parking capacity and the accommodation of changeover demand have been discussed in response to HCC in Section 5.2 of this document. It demonstrated that the site would have enough spaces to accommodate the peak parking demand from the 07:00-07:30 shift changeover.

10.8 Cycle Parking

10.8.1 Gosport Borough Council: The Planning Statement details 26 spaces near new car park and 18 spaces close to the Dolphin Way entrance). The provision of cycle parking should be of the highest quality (secure, covered, easily accessible and convenient to use) in order to promote cycling as an attractive alternative to driving to the site.

Stantec response:

10.8.2 It is proposed that the staff cycle parking will be considered long-stay and will be covered, secured and under CCTV observation.

10.9 Highway Capacity

10.9.1 Gosport Borough Council: The highway network in the immediate vicinity of the site is relatively lightly and locally trafficked (being a peninsula on a peninsula), which means that the significant intensification of the use of the site and resultant increase in vehicular movements will be noticeable against such a background. The decision maker for this application will therefore need to be satisfied that the resultant increase in traffic will not have a significant effect on local roads and junction capacity, and also consider impacts further afield on roads and junctions likely to be used by site traffic which are more heavily trafficked and are known to have existing and long-standing capacity constraints.

Stantec response:

10.9.2 Hampshire County Council reviewed the trip generation and junction capacity modelling outputs submitted for the Dolphin Way and Military Road accesses and raised no objection. This modelling indicated that these accesses are anticipated to operate well within capacity during the highway network peak hours.

10.9.3 A network distribution exercise was undertaken using 2011 Census journey-to-work data to inform the assignment of development traffic across the wider highway network. The results did not identify any additional material impacts requiring further assessment, and no additional concerns were raised by HCC.

10.10 Public Rights of Way

10.10.1 Gosport Borough Council: The application makes reference to the 'realignment and improvements to the England Coastal Path through the site'. This is likely to need the approval of Hampshire County Council as Rights of Way Authority and Natural England as the responsible body for the England Coastal Path.

Given that the route of the Solent Way follows Fort Road landward of the site whereas the England Coastal Path runs across the car park, seaward of the site and returns along Dolphin Way, there appears to be an opportunity to enhance public routes around the site, especially with regard to improving connectivity through to the former Royal Hospital Haslar where public access through that site and to the Solent frontage has been secured and provided.

Stantec response:

10.10.2 Whilst not considered a Public Right of Way, Hampshire County Council and Natural England will be consulted on the plans to realign a section of the King Charles III

England Coast Path which passes through the car park. This is discussed in more detail in Section 5.6 of this document.

10.10.3 Pedestrian movements along Dolphin Way have been considered in the Transport Assessment (Section 4.11).

Appendix C Responses to Other Consultees

11 Stantec Response to Other Consultees

11.1 Overview

11.1.1 This section considers the comments made on the application by consultees and individuals.

11.1.2 The majority of the issues raised were addressed in the Transport Assessment or in the responses to Hampshire County Council or Gosport Borough Council.

11.1.3 We do, however, recognise that some topics require additional clarification. The responses to these submissions are set out below.

11.2 Dame Caroline Dinenage DBE MP

11.2.1 The Local Member of Parliament, Caroline Dinenage, submitted a letter of objection to the application on 30th Jul 2026. The points raised with regards to transport have been addressed below.

Caroline Dinenage MP: The published Transport Assessment does not demonstrate that the existing and foreseeable development surrounding the site has been assessed adequately…. The published assessment does not clearly identify how the existing and projected movements from these developments have been included in its modelling.

Stantec response:

11.2.2 The Transport Assessment includes capacity assessments of the two site access junctions at Dolphin Way and Military Road. An Automatic Traffic Count (ATC) survey was installed on Fort Road between the Dolphin Way and Military Road accesses in February 2023.



Figure 11-1: ATC survey location on Fort Road

11.2.3 Manual Classified Count surveys were also conducted in February 2023 at the junctions of Fort Road with Dolphin Way and Military Road.

11.2.4 The Department for Transport's Trip End Model Presentation Program (TEMPro) was used to factor up the baseline traffic flows from 2023 for a future year of 2030, at which point it is anticipated that the full site could be operational.

11.2.5 The following selections were made to generate the TEMPro growth factors for the AM and PM peak hour which have been used to determine the future year base traffic:

- Car Driver
- Weekday AM peak (07:00-09:59) / Weekday PM peak (16:00-18:59)
- 2023 – 2030
- Gosport MSOA 010
- National Road Traffic Projections 2022 Core scenario
- Minor Roads

11.2.6 In order to produce as representative a future year growth factor as possible, the rates were determined specifically for the Gosport MSOA 010, which covers the site and the wider Haslar peninsula. The extent of this MSOA is detailed below.

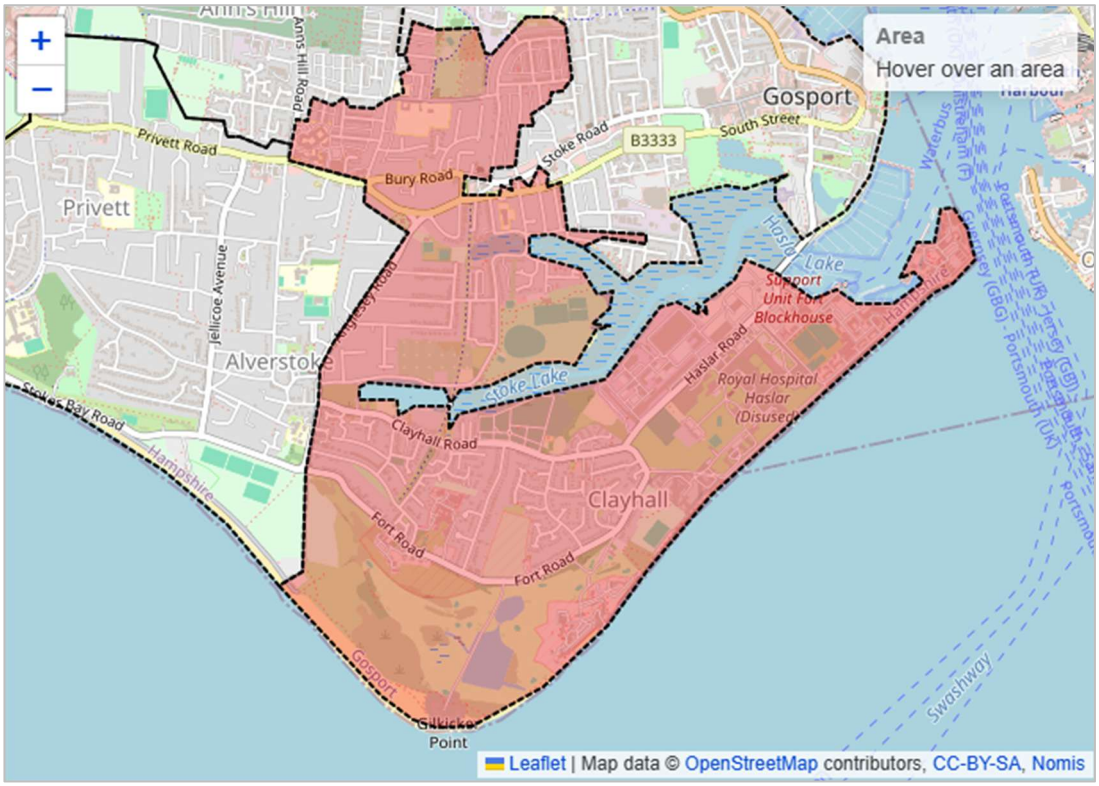


Figure 11-2: Gosport MSOA 010

11.2.7 As TEMPro growth factors already incorporate strategic national and regional forecasts for population, housing, and employment growth, Local Plan allocations and committed development sites are generally assumed to be reflected within TEMPro's background growth projections.

11.2.8 The TEMPro-adjusted traffic forecasts derived from the 2023 baseline data will incorporate background traffic growth associated with Local Plan allocations, including the Royal Hospital Haslar scheme.

11.2.9 HCC did not mention local proposed developments in the pre-application capacity modelling discussions but did request a sensitivity test which increased the staff flows.

Caroline Dinenage MP: The Transport Assessment also appears to rely on a future bus service for which no operator, funding or timetable has been identified. The proposal should therefore be assessed using the public transport services which currently exist, unless improvements are secured through an enforceable planning obligation.

Stantec response:

11.2.10 As stated previously, following discussions with their PTG team, HCC have concluded that the cost for running additional buses to coincided with the shift change would be significant and, in the longer term, unlikely to become commercially viable. Therefore, on the basis of an agreement to review the possible, use of the minibus for staff, a contribution for PT is not being requested.

11.2.11 HCC did also raise the option of expanding the use of the visitor minibus for staff and if this could be reinforced in the TP as part of the future action plan for the Home Office to review and seek to implement. Stantec confirmed that they are happy to consider the potential to extend the hours of operation of the visitor minibus from the proposed 09:00-21:00 so that it can be used to provide a staff service to the site for staff travelling from Fareham via the Eclipse BRT or from Portsmouth Harbour via the Gosport Ferry.

11.3 DCC Town Planning

11.3.1 David and Charlotte Cranmer of DCC Town Planning submitted a letter of objection to the application on 4th Aug 2026. The points raised with regards to transport have been addressed below.

DCC Town Planning: The Transport Assessment (TA) has been redacted to remove the proposed trip generation. However, given the proposed additional 116 new staff (FTE so could be higher number of staff with PT) and 209 parking spaces, this could result in significant traffic generation in a heavily constrained environment.

Stantec response:

11.3.2 Junction capacity modelling has been undertaken at both the Dolphin Way/Fort Road junction and Military Road / Fort Road junction.

11.3.3 Due to the shift patterns and organisation of minibus and servicing trips, the site is not anticipated to generate any trips during the AM peak hour, and a negligible number of two-way trips during the PM peak hour. The level of impact on the operation of the local highway network is therefore considered to be immaterial.

11.3.4 As no staff trips are forecast during either the AM or PM peak hour, this capacity modelling was based on an assumed a sensitivity scenario in which the staff trips forecast during 07:30-08:00 were shifted half an hour so that they coincided with the AM peak hour. The PM peak wasn't changed as there are no staff trips forecast within the hour either side of the PM peak hour. Minibus and servicing trips were kept the same.

11.3.5 While this scenario is unlikely, it provides an opportunity to test the operation of the site access junctions and therefore represent a more robust position.

11.3.6 This modelling found that these junctions would operate within capacity during both the AM and PM peak hours in the 2030 sensitivity scenario.

DCC Town Planning: The TA also does not appear to take into account committed development, such as sites consented and those allocated in the local plan, in its junction analysis.

Stantec response:

11.3.7 As stated previously, TEMPro growth factors already incorporate strategic national and regional forecasts for population, housing, and employment growth, Local Plan allocations and committed development sites are generally assumed to be reflected within TEMPro's background growth projections.

11.3.8 When discussing the junction modelling, HCC didn't include a request for additional development to be included but did request the inclusion of a sensitivity test scenario, which has been undertaken and discussed previously.

11.4 Alison Perry on behalf of KCIIIECP Solent to Sussex Trail Partnership

11.4.1 Alison Perry submitted a statement on behalf of King Charles III England Coast Path Solent to Sussex Trail Partnership on 29th Jul 2026. The points raised have been addressed below.

Solent to Sussex Trail Partnership: The documents submitted as part of the application reference only consultation with Natural England in regards to the KCIIIECP. Natural England do not manage the trail or deal with 'on the ground' matters so consultation should be expanded to include the Solent to Sussex Trail Partnership via Hampshire County Council. In order to legally move the line of the KCIIIECP for the purposes of development of the land a Variation Report will need to be approved by the SoS. Natural England have a duty to process these variations but these will be guided by the advice provided by the Trail Partnership managing the trail. As such, the Solent to Sussex Trail Partnership should be consulted on any proposed changes to the trail locally and will advise Natural England on whether a Variation Report will be required.

Stantec response:

11.4.2 Stantec confirmed that this process is being commenced now and they are due to contact the relevant team.

Solent to Sussex Trail Partnership: The development will, as it is currently proposed, affect the linear route of the National Trail and the coastal margin. At this point the KCIIIECP does not follow any public rights of way so its legal status is defined under Countryside and Rights of Way Act (CROW) 2000. The Solent to Sussex Trail Partnership therefore will require that the appropriate legal processes to move the trail are undertaken prior to the 'old' route being obstructed or closed. The Trail Manager will need to approve any suggested 'improvements' to the proposed new alignment. This will include approving any fencing, including widths of paths, surfacing, planting and signage etc. This is to ensure that this section of route continues to be suitable for a National Trail and meets the National Trail Quality Standards and the National Planning Policy Framework guidelines paras 105, 185 (d) and 187 (c). The trail continues along the seawall path (south of the development site) and follows Dolphin Way from the coast to Clayhall Road. Access to the development should take into consideration traffic movements along the road and potential conflicts with pedestrians walking the KCIIIECP. This could be via segregated access or speed/size limits of vehicles. At no time should be KCIIIECP be closed or obstructed without express permission of the Trail Manager, if any temporary closures are required these will need to be authorised by the Trail Manager and an alternative, suitable route provided.

Stantec response:

11.4.3 The current application is Outline, with all matters reserved except for access. The design of the realigned path and proposed construction materials is currently unknown and will be agreed at detailed design stage.

11.4.4 The measures to prevent vehicular access and lessen conflict between vehicles and pedestrians is discussed in this document in paragraphs 5.6.6 and 5.6.7. While these will be formalised during the detailed design stage, at this stage this treatment

could consist of bollards at the northern end of the path and a gate at the southern end.

11.5 Active Travel England

11.5.1 Active Travel England issued their Standing Advice Note on Active travel and sustainable development.

11.5.2 The Transport Assessment (Section 3.2) has demonstrated that the site is located in reasonable walking and cycling distance of a range of amenities.

11.5.3 The Transport Assessment (Section 4.7) sets out the cycle parking provision of 44 spaces across the site, 18 of which will be in a new bike store in the Haslar Sea Wall car park and the rest will be on site closer to Dolphin Way entrance. They will be covered, secured and under CCTV observation.

11.5.4 The Home Office are prepared to agree to the contribution suggested by HCC of £131,533 towards LCWIP schemes. However, rather than a general contribution, we would seek to propose that the majority of the contribution is utilised to secure LCWIP scheme 265.5.4, the 270m of segregated on-carriageway cycle track which is forecast to cost in the region of £108,000, with the remainder of the contribution utilised for the other localised schemes.