

Welcome to the Funtley Village Society



www.funtleyvillagesociety.org.uk



Democracy

- Greek: of the people

Fareham Borough Council

- Completely undemocratic planning system
- Cllr. Sean Woodward has railroaded the Welborne plan through the system
- 19 councillors voted “yes”,
- 4 voted “no”, 3 abstained

Including our ward Tory Cllrs John & Pam Bryant

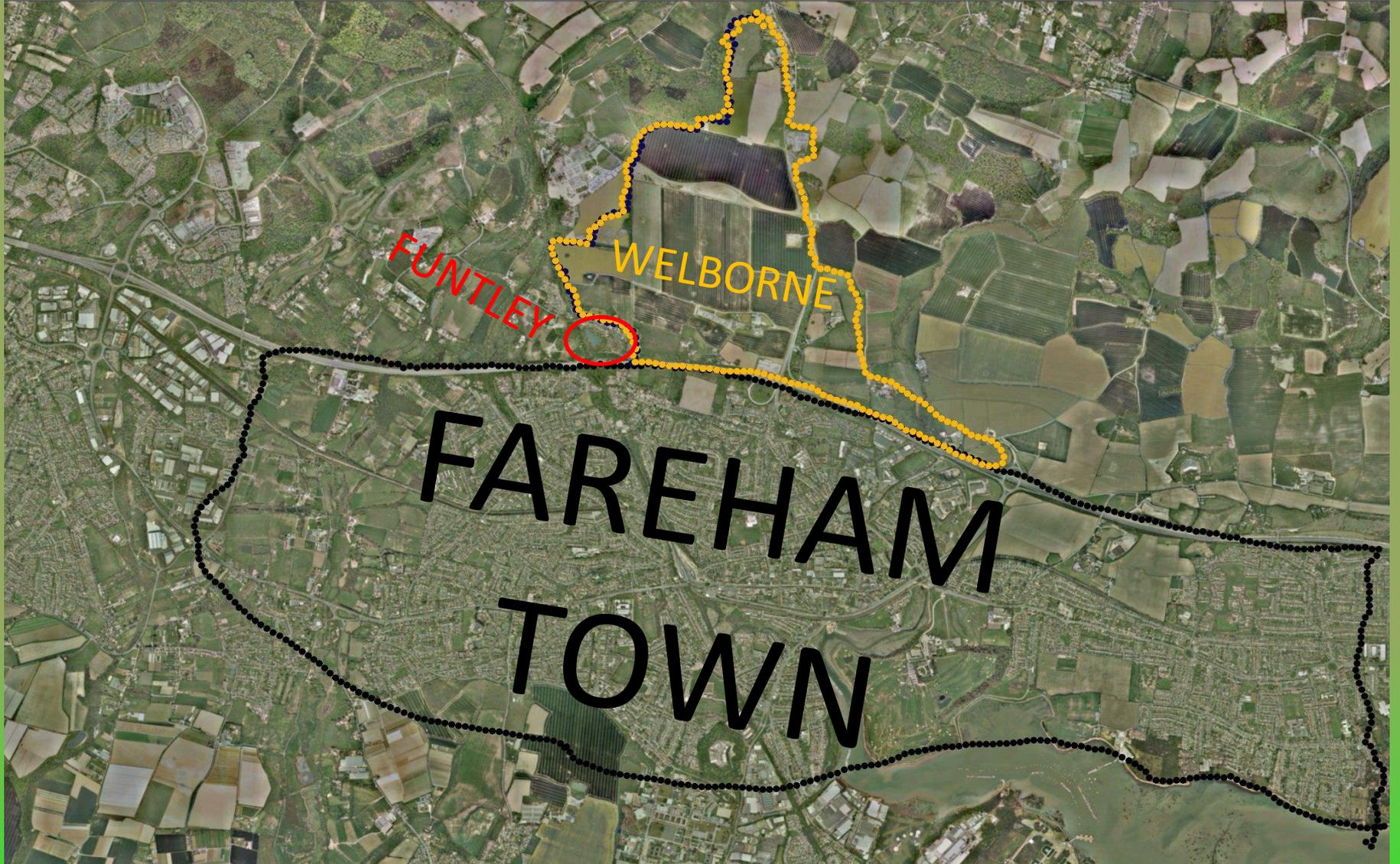


Welborne

- 6,500 houses. Who are they for?
- Current housing waiting list = 1229 people
- Planning application for 1550 houses in the strategic gap between Fareham and Stubbington



Scale of Welborne



A GAP OF ONLY 50 METERS TO FUNTLEY

TRANSPORT

- Highways Agency estimate for altering J10 £30-35m
- No work planned to J9 until 2026
- How long to complete the development? 20 YEARS
- How much traffic chaos during it?
- Heavily dependent on BRT which has only reduced car journeys by 3% on A32 Gosport road
- North Hill very little room for improvements, listed buildings
- Noise assessment
- No vibration assessment
- Air quality assessment



Junction 10 Option 1



Junction 10 Option 2



Junction 10 Option 3



Junction 10 Option 4





What Will Welborne Look Like ?



From Kiln Road



Welborne

Still more questions!

- Nearest hospitals – QA / Southampton General
both at full capacity
- St Mary's closing down
- Gosport War memorial minor injuries only
- Policing: Are we going to get more crime ?
- Fire: Do we need more fire cover ?

Welborne Social Infrastructure Delivery

- 1st Nursery 2019
- 1st Primary School 2019
- HWRC 2019/20
- Community Hub 2022
- Secondary School 2026
- 1st Supermarket 2026
- 1st Doctors Surgery 2026
- 1st Employment Space 2036



Industrial Areas



- Where are the jobs for all these people?
- How will they get to them?
- Industrial units proposed for the site. Unsightly

Sewerage

6500 homes+schools+businesses
= A lot of Poo!

At present FBC does not have a solution



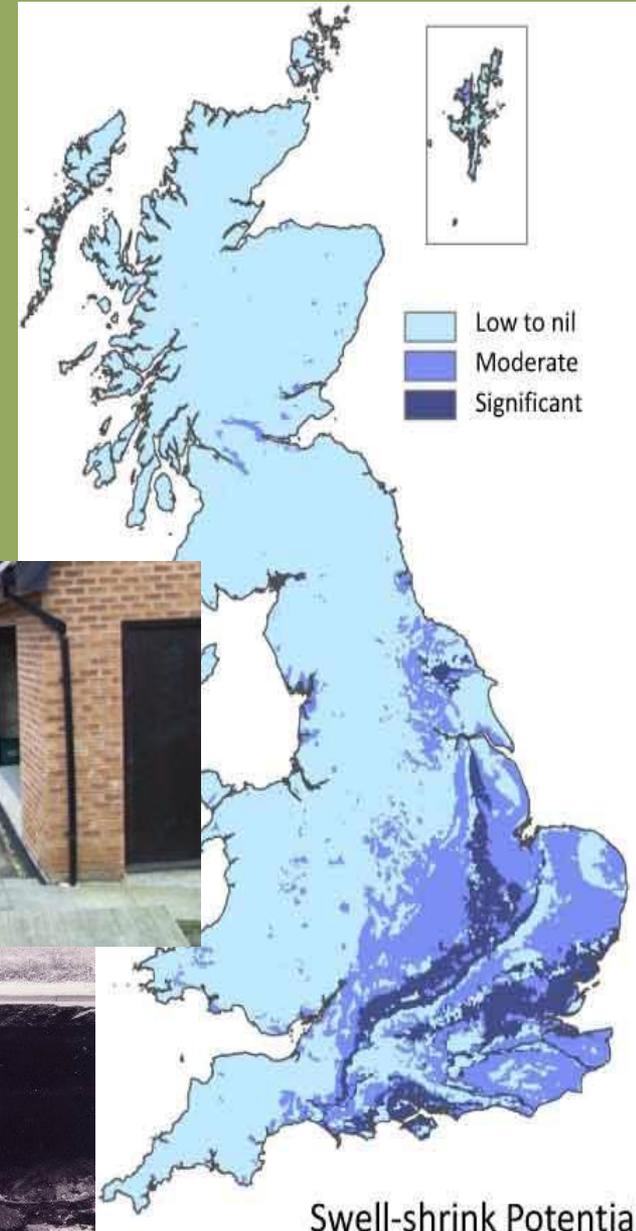
Or a long one of these



A lot of these

Flooding & Subsidence

6500 Houses,
Roads and Drives
No flood survey
until 2016



Downstream
Flooding



Subsidence



Remember our friends
in Wallington?

Highlands Road

Swell-shrink Potential

So How Do You Object

- Go to FBC Website and fill out an online form
- Write a letter using our Aide Memoire
- Use our pre worded template
- Just in North Fareham ward we have 5743 residents, tell your neighbours its not difficult to object

We Can Do This

Template Letter Response

To:	From:
Welborne Planning Team Department of Planning and Environment Fareham Borough Council Civic Offices Civic Way Fareham Hampshire PO16 7AZ	Title: First Name: Surname: Address: Post Code: Email address: Telephone: Date:
Dear Government Inspector	
I would like to present my views on the new community north of Fareham as I do not consider the Welborne Local Plan Part 3 (Feb 2014) to be legally compliant or sound.	
CHAPTER 2 WEL2 page 20 High Level development Principles	
I do not believe that <i>self-containment</i> is a principle that has been sufficiently evidenced in this plan. It has been <i>assumed</i> that residents will live and work within Welborne, or not travel by car to other areas for leisure or business purposes. For example, studies show that trips made by the new residents of Welborne to the Solent coastline (along the already congested roads) will increase by 1,005,000 visits a year (HRA Jan 2014 p89), which alone contradicts this self containment principle.	
CHAPTER 3 CH 3 WEL3 Allocation of Land and WEL5 Maintaining Settlement Separation	
I believe that the buffer zones in the plan (especially Funtley where it is only 50m) is insufficient considering the proposed size of Welborne, to enable the proposed 'meaningful separation' between the communities. A 500m buffer zone from Funtley up to the Knowle triangle tree (requested numerous times without consideration by FBC) will ensure existing village residents will not become swamped by the new community.	
CHAPTER 5 WEL14 Healthcare Services	
The Queen Alexander Hospital is the only acute facility that serves Fareham and surrounds. It is already stretched and reported recently as being in financial difficulty. There is no evidence in the Welborne Plans that discussions have taken place with the Trust hospital to ensure capacity for another 15,000 residents acute healthcare needs (based on the documented assumption of 2.5 residents per property). The Plan discusses primary care facilities only.	
CHAPTER 5 WEL15 Primary School provision and WEL16 Secondary School Provision	
The first primary school will not be built until 5000 homes have been completed and the only secondary school planned for the site will not be built until 2026 when there will be 2860 homes present. There is insufficient evidence in the plan that existing surrounding schools will be able to accommodate these additional children, or manage their safe travel to alternative schools.	
CHAPTER 7 WEL23 Transport Principles for Welborne	
There is an assumption made that a large proportion of residents in Welborne will not use their own vehicles to travel to and from their homes, but use public transport or work from home. People will travel to where they find work, which may also be within the existing nearby cities of Portsmouth and Southampton. Full implementation of the Bus Rapid Transport (BRT) will not happen until 2026 so residents will have to use their cars until then – the new town is 5kms away from Fareham Station and isolated from all existing bus routes. Therefore car usage by Welborne residents will be initially extremely high, exacerbating the problem of traffic congestion in surrounding roads.	
The Plan suggests that the extension of the BRT will lead to a reduction in traffic congestion whereas the evidence shows otherwise. Private vehicle usage over the last 3 years has decreased in Fareham by just 3% (which is less than the national average), and there are present FBC plans to cut bus routes further in Fareham which will slow this reduction further.	

<p>The evidence shows the adjoining M27 is already at full capacity in peak hours and the proposed 'all moves' junction 10 development will do nothing to ease the additional congestion caused by the extra vehicles from Welborne in surrounding roads. In fact the close location of the M27 will encourage people who want easy access to a motorway to move to Welborne, which will encourage further car use.</p> <p><i>To date there is still no viable or preferred option for junction 10b put forward by FBC, so I have been unable to comment on this.</i></p> <p>CHAPTER 9 WEL 37 Water efficiency, supply and disposal</p> <p>There is insufficient evidence that a sustainable method of water provision and disposal has been proposed for the new site. Existing waste facilities at Knowle Village include transporting waste by trucks to the Peal Common site which is at capacity at present. The only suitable option discussed in the Plan (Albion Water) has not been fully assessed or funded. A suitable self-contained solution for Welborne must be found before building commences ('it is not certain whether a feasible option exists' HRA Report Jan 14 p99).</p> <p>CHAPTER 8 WEL31 Conserving and Enhancing Biodiversity</p> <p>There is insubstantial evidence presented in the plan as to how the biodiversity of the area will be sustained or 'enhanced' as stated, by building 6000 homes and a 20 hectare commercial site. Mitigation strategies are discussed but again there is no evidence of actual plans to relocate flora/fauna and wildlife affected by the development (Sustainable Appraisal Report Mar 14). The HRA (Jan 14) documents states that if no mitigation can be found due to lack of suitable areas, then a financial settlement will be an alternative. This is not in keeping with the aims of the Plan as in many instances developers will chose this less onerous monetary option.</p> <p>CHAPTER 9 WEL 39 Flooding and drainage</p> <p>There is insufficient detail in the plan or evidence documents that a suitable solution has been found to prevent the inevitable increase in downstream flooding of existing communities such as Wallington and Funtley. These villages already suffer flooding (due to 2 rivers to the east and west) despite the open land absorbing vast amounts of rain water. Once this land is concreted over, instead of first absorbing the majority of rain, it will divert the water towards Funtley and Wallington in vast quantities. The SUDS proposal is not fully developed or sufficiently evidenced as a suitable solution for this dangerously high risk. The sub soil under the Fareham area and its surrounds is clay and is subject to 'movement' and subsidence. There are numerous examples of movement, most recently the collapse of the rail track at Botley and many local houses needing underpinning to prevent movement. The foundations of any existing buildings would need additional support – again there is no evidence of this being considered in the plan or supporting documents as it appears only a 'surface' plan has been considered.</p> <p>CHAPTER 10 WEL 41 Phasing and delivery</p> <p>The FBC Corporate Strategy (page 2) states that the population of Fareham will grow by 5.4% over the next 20 years. This equates to 6,000 people. So if local need is to be met, then this equates to approximately 3,000 houses over the next 20 years. There is no mention in the draft plan about where or who the 15,000 people of Welborne will come from.</p> <p>Evidence presented in the Welborne Stage 2 Viability Testing GVA Approach (Jan 2014) states that: 'At face value this strategic viability analysis shows that based upon the current forecast IDP and associated development outputs (linked to the current Concept Masterplan), the Welborne scheme appears to be unviable, on the basis that the NPV in all scenarios fails to match or exceed the input 'Site Value.'</p> <p>For all the above reasons, I feel that the development of Welborne is not legally compliant or sound, cannot be economically sustainable and should not proceed.</p> <p>Yours faithfully,</p>

Aide Memoire

**Welborne Plan Aide Memoire re submissions to the
Planning Inspectorate
to be completed AND submitted by 5pm, 11th April 2014**

Welborne Plan Policy

**Points to emphasise to show plan
is either not legally compliant or sound.**

**WEL 3
Allocation of Land**

No encroachment on Knowle Triangle as part of school playing fields. Rather than compromise on green infrastructure & settlement separation, number of houses will need to be reduced to 5000 at least.

**WEL 5
Maintaining Settlement
Separation**

Buffer zones need to be a minimum of 500 meters with no permanent structures, extending north to the Knowle Triangle. Land adjacent to buffer zones to have the lowest density of housing.

**WEL 24
Strategic Road Access**

This is a critical issue. Noise & light pollution will increase hugely. To date no preferred traffic option on Jt 10 has been declared. The eventual Jt 10 option to be chosen will have a huge impact on where it is located e.g. Option 4 and Funtley, Options 1 & 3 and Fareham Common. To proceed with the Welborne plan is clearly not legally compliant or sound when we still don't know what the precise traffic option details are.

**WEL25
Local Road Transport & Access**

Jt 9, 10 & 11 of the M27 are gridlocked at peak traffic hours. The M27 is expected to reach full capacity by 2016. To have at least a further 12,000 cars plus additional commercial and local traffic to add to an already congested traffic system, would further exacerbate an already overwhelmed local road transport system. I/We also believe that an unfunded BRT system is unproven and there is no

substantial evidence to suggest that this would mitigate local traffic congestion.

**WEL37
Water Efficiency, Supply &
Demand**

The disposal of waste water or sewage is a critical issue which has yet to be clearly decided upon by the Welborne Plan. Both the Peel Common & Knowle Options have major flaws to them. Location & construction of a pipeline to Peel Common will have a huge environmental and ecological impact on the locality, as well as significant levels of construction traffic. Peel Common is running close to capacity, so how will all this sewage be pumped there? The funding of this has not been confirmed and clarified. Regarding the Knowle Option the idea of hundreds of lorry removing sewage on a daily/weekly basis on an already congested road system does not bear thinking about.

**WEL 39
Flooding & Sustainable
Drainage Systems**

Due to the topography of the land Funtley and Wallington suffer from downstream flooding. The recent extremely wet weather has clearly demonstrated the need for clear and sustainable flood prevention measures where this applies. To date there has been no proper environmental assessment of the impact of Welborne on the current downstream flooding issues. The SUDS option being promoted by the Welborne Plan is the most expensive option. As this is a cost that presumably will be met by the developers, what guarantee is there that this will be the flood mitigation option used?

In summary all these points I/we believe renders the Welborne Plan not legally compliant or sound.

Welborne

- We have until 5pm 11th April to submit objections
- FBC allowed to make minor adjustments up to then
- Please ensure you get your submission completed stating why you think it is ‘unsound’
- They will then be processed by FBC
- All objections then passed to Government Inspector
- Public enquiry during summer



The Future?

- We, with our friends in Fareham, Knowle, Wickham, Wallington and CPRE (Campaign to Protect Rural England) Hampshire intend to keep up the pressure, in any way we can, on Sean Woodward and his followers and we will fight him every step of the way

Remember local elections in MAY !



To keep up to date on all village matters and information
www.funtleyvillagesociety.org.uk



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