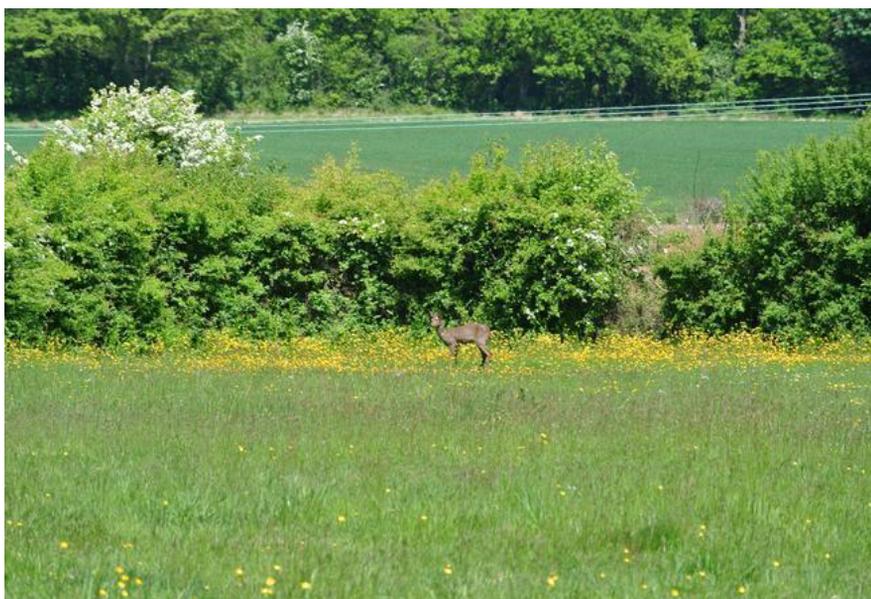


'The Funtley Village Society's response
to the Fareham Local Plan Part 3:
Welborne Plan February 2014,
The Sustainability Appraisal for the
Welborne Plan January 2014 and the
Habitats Regulations Assessment for the
Welborne Plan January 2014

For the attention of the Planning
Inspectorate



5th April 2014.

Contents

- Fareham Borough Council Representation Form
- Funtley Village Society's response to the Fareham Local Plan Part 3: The Welborne Plan

Appendix I

- Funtley Village Society's critique of the Fareham Local Plan Part 3: The Welborne Plan, the Sustainability Appraisal for the Welborne Plan January 2014 and the Habitats Regulations Assessment for the Welborne Plan January 2014

Appendix II

- Fareham Residents Survey 2013 & Results of Survey on Ward by Ward basis

Appendix III

- Minutes of Fareham Borough Council Executive, 16th May 2011

Appendix IV

- Minutes of Titchfield CAT Meeting, 9th June 2011

Appendix V

- Freedom of Information Request re Fareham Housing Needs 14th August 2013

Appendix VI

- HCC Local Traffic Note & Standing Conference Workshop Note 28th March 2014

Appendix VII

- Press articles and emails of local support

Appendix VIII

- Email confirmation from FBC re submission of letters to the Planning Inspectorate

Ref:

(official use only)

FAREHAM

BOROUGH COUNCIL

Local Plan Part 3: The Welborne Plan Publication Stage Representation Form

Please return to Fareham Borough Council by 5pm on Friday 11 April 2014

This form has two parts –

Part A – Personal Details. You only need to fill this out once, if making multiple representations

Part B – Your representation(s). Please fill in a separate sheet for each representation you wish to make.

Part A

1. Personal Details*

2. Agent's Details (if applicable)

*If an agent is appointed, please complete only the title, name and organisation boxes and complete the full contact details of the agent in 2.

Title	<input type="text" value="Mr"/>	<input type="text"/>
First Name	<input type="text" value="Edward"/>	<input type="text"/>
Last Name	<input type="text" value="Morell"/>	<input type="text"/>
Job Title (where relevant)	<input type="text" value="Chairman"/>	<input type="text"/>
Organisation (where relevant)	<input type="text" value="Funtley Village Society"/>	<input type="text"/>
Address Line 1	<input type="text" value="Richmond Cottage"/>	<input type="text"/>
Address Line 2	<input type="text" value="8 Funtley Lane"/>	<input type="text"/>
Address Line 3	<input type="text" value="Funtley, Fareham"/>	<input type="text"/>
Postcode	<input type="text" value="PO17 5EQ"/>	<input type="text"/>
Telephone No.	<input type="text" value="07714 104543"/>	<input type="text"/>
Email Address	<input type="text" value="edmorell@me.com"/>	<input type="text"/>

Ref:
(official use only)

(if available)

Part B – Please use a separate sheet for each representation

Name of your organisation: **Funtley Village Society**

3. To which part of the Local Plan Part 3: The Welborne Plan does this representation relate

Paragraph Policy Policies map Other map or diagram

4. Do you consider the Local Plan Part 3: The Welborne Plan is:

Please tick as appropriate

4.(1) Legally compliant Yes No

4.(2) Sound Yes No

4.(3) Complies with the duty to co-operate Yes No

5. Please give details of why you consider the Local Plan Part 3: The Welborne Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

If you wish to support the legal compliance or soundness of the Local Plan Part 3: The Welborne Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

Please see attached detailed submission by the Funtley Village Society in response to the Local Plan Part 3: Welborne Plan February 2014 including Appendices I to VII as supporting evidence.

We have also made detailed comment on the Local Plan Part 3: Welborne Plan February 2014, the Sustainability Appraisal for the Welborne Plan January 2014 and the Habitats Regulations Assessment for the Welborne Plan January 2014 in Appendix I of this submission.

(Continue on a separate sheet/ expand box if necessary)

6. Please set out what modification(s) you consider necessary to make the Welborne Plan legally compliant or sound, having regard to the test you have identified at question 5 above where this relates to soundness. (NB Please note that any non-compliance with the duty to co-operate is incapable of modification at examination).

You will need to say why this modification will make the Welborne Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

If we had evidenced and funded details on the overall Welborne Plan e.g. the precise source of the funding for the infrastructure, the actual details for the preferred option for Junction 10 of the M27, the actual wastewater option to be used for Welborne and how that is to be funded, the flood mitigation measures to be used and how they will be funded and paid for etc etc, we could then put forward modifications that could make the Welborne Plan legally compliant and sound.

One modification we would consider necessary is maintaining settlement separation with a buffer zone of at least 500 meters. Details in our attached response. This would then render this aspect of the Welborne Plan sound whereas the current proposal of a 50m buffer zone does not render it sound, as it contradicts the clear principle of maintaining settlement separation.

(Continue on a separate sheet/ expand box if necessary)

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage.

After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.

7. If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination?

	No , I do not wish to participate at the oral examination	<input type="checkbox"/>	Yes , I wish to participate at the oral examination.
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8. If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary.

We also wish to participate at the oral examination. We believe that this is necessary because along with Knowle Village, Welborne will have the most direct impact on the residents of Funtley and many of the key issues we have already mentioned and highlighted are of the utmost concern to our local community. We were represented at the last oral examination in June 2011 and believe that we should be, as a matter of course, represented again at the next oral examination.

(Continue on a separate sheet/ expand box if necessary)

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

9. Signature:

A handwritten signature in black ink, appearing to be 'S. J. P.', written inside a rectangular box.

Date:

7th April 2014

FAO The Planning Inspectorate
c/o Welborne Planning Team
Department of Planning and Environment
Fareham Borough Council
Civic Offices
Civic Way
Fareham
PO16 7AZ

April 7th 2014

Dear Sir or Madam,

**Ref: Funtley Village Society's representation to the Fareham Local Plan
Part 3: The Welborne Plan February 2014**

Please see below our collective response to the Welborne Plan February 2014.

Overview and Background

The Funtley Village Society (FVS) is a community organisation representing the local community. Funtley Village is a small (300 dwellings, a church, public house and social club), vibrant and thriving community with a clear and strong local identity. The overwhelming majority of Funtley residents were and have been consistently against the initial proposals of what was the South East Plan proposal of up to 10,000 homes in the area of Fareham Borough, north of the M27 back in 2005 and 2006 and subsequently in the revised New Community North of Fareham proposals, now known as the draft Welborne Plan. This was evidenced by 194 signatures of Funtley Residents on a petition against the proposed new community, submitted to Fareham Borough Council (FBC) in January 2011. In addition a separate (wider) online petition with 1,372 signatories was submitted in March 2011 ([See Appendix III, p2, paragraph 5](#)). Individual objections were submitted directly to Fareham Borough Council (FBC) online or in writing by other local residents within Funtley and the wider North Fareham area. We have made three previous official submissions to the Core Strategy, the draft Welborne Plan and the Sustainability Appraisal of the Welborne Plan on 30th January 2011, 10th June 2013 and 26th November 2013 respectively.

We recognise that there is a need for more housing to meet local needs and we are not against development per se. However our reason for objecting to the Welborne Plan is that it is the wrong development in terms of its sheer size, in the wrong place in terms of the topography of the land, downstream flooding issues, existing gridlocked local transport network and more, as supported by our following arguments. We believe the local plan more than meets the local housing needs of Fareham (approximately 3,000 homes over 20 years) without the need to build Welborne.

We as a community will have the greatest adverse impact by the Welborne Development for example in terms of increased noise, light and dust pollution, construction traffic for decades, loss of green space and open countryside and increased traffic on an already congested local transport network. To

mitigate some of the worst effects of this proposed development, we urge FBC and the Developers to consider putting a community woodland in the buffer zone, north of Funtley.

FBC's Statement of Community Involvement (SCI) 2011 states "*we will inform, engage, consult, and report back and respond to local people, interested groups and organisations*", the SCI also states "The Council will continue to promote social inclusion by actively seeking to involve hard to reach groups" <http://www.fareham.gov.uk/pdf/planning/ldf/sci2011.pdf>. It identifies that Rural Communities are a hard to reach group. Fareham has very few rural communities, Funtley sits within this definition, yet during 2011 FBC held a number of community meetings and also sent out a special edition of the council community magazine "Fareham Today" with regard to Welborne. Interestingly not one household in Funtley Village received a copy of the Special Edition and not one community meeting was to be held in Funtley. Yet, Funtley Village will be one of the most impacted communities, from this Plan. Funtley residents travelled to one of the meetings, held by FBC in Titchfield, to challenge the Council on both of these issues ([Appendix IV Titchfield CAT meeting minutes](#)). FBC blamed Royal Mail for not delivering the magazine to the whole village and did not minute our challenge to hold a meeting in Funtley. When asked "Question? What happens if the Core Strategy including the new community is approved, and the promoters of other greenfield sites in the Borough also seek planning consents? Answer. [Council Leader] The Council would be able to refuse planning consent for the other greenfield sites as they would be contrary to the planning strategy set out in the approved Core Strategy" ([Appendix IV p3](#)). What was also, not minuted was how the people of Titchfield were being persuaded to vote for Welborne and (to quote) the Council Leader at that meeting "to ensure Titchfield remains a stand alone village."

The Funtley Village Society has held two recent public meetings regarding the Welborne Plan (18th November 2013 and 27th March 2014), at which 300 local residents attended. At our most recent public meeting (we delivered 2,500 leaflets across Funtley and North Fareham and had just under 200 attendees) we highlighted the many key issues arising from the Welborne Plan and outlined how local residents can object to it, if they so wished. In addition we received many emails of support from those residents who were unable to attend and letters of support published in the local press. This meeting was called as a direct result of feedback we received from many local residents indicating that they felt intimidated and overwhelmed by the sheer volume of documentation and reading associated with the plan and complexity of making more than one representation ([See Appendix VIII](#)). We have assisted residents with their objections and we have been shown great appreciation for this ([See Appendix VII](#)). This truly reflects the overwhelming opposition of Funtley and North Fareham residents to the vastness of the Welborne Development.

This is in direct contrast to the small official sample survey conducted by FBC in October/November 2013, where only 95 people in the Fareham North Ward responded (out of 7,287 residents in the Ward [source ONS Census 2011](#)) of which only 12 strongly agreed with the very loaded question re Welborne ([See Appendix II page 5, q19 & q20](#)). We contest the validity of this survey, as the questions relating to Welborne question 19 & question 20 were skewed to support Welborne 'a

decision has been taken to plan for Welborne, a new community north of the M27, with businesses, schools, open spaces and local services. It will help meet Fareham's future housing needs and help stop piecemeal development taking place in the countryside that separates the different communities in the Borough.' These questions we believe are invalid because the number of new homes to be built circa 6,000 were not mentioned in the survey along with the vastness of this new development. We contest this assertion that Welborne will meet only Fareham Borough's housing needs, when it will in fact be meeting the housing needs of South East Hampshire (Please see our response to Chapter 10, below for more detail on local need).

In summary our assertion is that FBC have been promoting Welborne, as the place where all new development within Fareham Borough will take place and that no further major development within the Borough would occur (see Appendix III). The alternative scenario that FBC have been promoting is that '*gap filling*' and '*piecemeal development across the Borough*' would continue to take place, if Welborne is not built. We believe not only is this a position that is legally unsustainable, but also factually incorrect as there has been recently a submission for 1,550 new homes (Newlands Farm) in Stubbington and 3,729 piecemeal dwellings have been agreed outside the Welborne Plan at an executive meeting of FBC held on the 10th February 2014. This is in addition to other developments listed in the Fareham Local Plan. We do not believe that the results of the FBC survey in October/November 2013 reflect the overall opinions of the residents of the Borough, especially in North Fareham.

Along with the other local community groups such as Wallington Village Community Association, Knowle Village Residents Association, The Fareham Society, The Wickham Society and CPRE (Campaign to Protect Rural England) Hampshire branch, we have put forward a united and consistent opposition to these draft proposals since 2005. To date most of the key questions and concerns remain unanswered.

Local Plan Part 3 – main findings

We do not consider the Welborne Local Plan Part 3 (Feb 2014) to be legally compliant or sound for the following reasons:

CHAPTER 2 WEL2 page 20 High Level Development Principles

We do not believe that self-containment is a principle that has been sufficiently evidenced in this plan. It has been assumed 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

We believe that the buffer zones in the plan (especially Funtley where it is only 50m) are insufficient considering the proposed size of Welborne, to enable the proposed '*meaningful separation*' between the communities. A 500m buffer zone, with no permanent structures and no development whatsoever extending north from Funtley up to the Knowle triangle tree line boundary (requested numerous times without consideration by FBC) is

essential and necessary to ensure existing village residents will not become swamped by the new community and to comply with the principle of *'meaningful separation of existing communities'*.

To mitigate the worst effects of this proposed development, we urge FBC and the Developers to consider putting a community woodland in the buffer zone, north of Funtley.

If Welborne is approved the number of new dwellings will need to be reduced to maintain adequate settlement separation. The land adjacent to the buffer zones should also have the lowest density of housing within the new development. We also insist that some sort of guarantee be included from FBC that once the number of dwellings to be built has been agreed (assuming the Welborne Plan is approved) that there will be no further development of Welborne.

CHAPTER 5 WEL14 Healthcare Services

The Queen Alexander Hospital is the only acute facility that serves Fareham. 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. Without adequate and funded health provision, this would put the existing NHS Hospital Trust under intolerable strain to the detriment of the whole of local population of South East Hampshire.

CHAPTER 5 WEL15 Primary School provision and WEL16 Secondary School Provision

The first primary school will not be built until 500 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 until the new schools are built.

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, transport their children to school and for leisure, 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.

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.

To date there is still no viable or preferred option for Junction 10 put forward by FBC, so we have been unable to comment on this.

NB At a meeting of the Standing Conference at FBC offices on Friday 28th March, it was disclosed that the Highways Agency have declared which is their preferred option for Junction 10, but FBC weren't currently disclosing this vital piece of information. On April 4th we contacted Toby Ayling from the Welborne Team at FBC regarding when this information on Junction 10 was to be released and he said it would be in a statement in a few days, but couldn't specify an exact date.

Chapter 7 WEL 24 Strategic Road Access

To date no preferred traffic option on Junction 10 of the M27 has been declared. The eventual Junction 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.

Chapter 7 WEL25 Local Road Transport & Access

Junctions 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. 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. It is recognised that traffic would increase from Kiln Road and into Funtley as a direct result of the Welborne Development ([See Appendix VI HCC Letter 28.03.14](#)). For example until the recycling centre in Welborne is built, this route provides access to the recycling facility at Segensworth. The road into and through Funtley is a two lane village road, with parking on one side of the road and a single lane railway bridge controlled by traffic lights. The A32/Wickham Road is projected to be the main access road from Welborne to Fareham with a projected increase in traffic on this road of 82% ([Verbal statement from Heather Walmsley at Standing Conference Traffic Workshop 28th March 2014](#)). This would lead to major traffic congestion at key pinch points in North Fareham e.g. Kiln Road/North Hill Junction. All of the traffic mitigation options discussed at the traffic workshop on the 28th March had major drawbacks ([See Appendix VI HCC Letter & Standing Conference Note 28.03.14](#)).

CHAPTER 8 WEL31 Conserving and Enhancing Biodiversity

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.

CHAPTER 9 WEL 37 Water efficiency, supply and disposal

There is insufficient evidence that a sustainable method of water provision and disposal has been proposed for the new site. The disposal of wastewater 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 and 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. The Peel Common site is running close to capacity, so how will all this sewage be pumped there? Peel Common is approximately 6 miles from the southern boundary of the proposed Welborne Development. The funding of this has not been confirmed and clarified. Regarding the Knowle Option the idea of hundreds of lorries removing sewage on a daily/weekly basis on an already congested road system does not bear thinking about. 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*).

CHAPTER 9 WEL 39 Flooding and drainage

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 the River Wallington to the east and the River Meon to the west and the topography of the land) despite the open land absorbing vast amounts of rainwater. 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 strategy, which will increase in frequency and intensity as climate changes takes effect ([source Met Office](#)).

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. Many properties in Funtley are built on 20 meter piles and a concrete raft and some houses in the village have been underpinned or demolished. A sub soil survey would identify this potential risk,

which in all likelihood would then increase the costs of construction significantly.

CHAPTER 10 WEL 41 Phasing and delivery

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, not 6,000 houses on this site alone. There is no mention in the draft plan about where or who the 15,000 people of Welborne will come from/be.

Currently there are 1,300 people on the social housing list in Fareham Borough (no fixed abode = 0; duty to provide accommodation as currently housed in short term accommodation i.e. bed and breakfast = 43; the remainder are either in the private rented sector or living with friends or family (source FBC, Housing Department, Joanne Knight 2nd April 2014), some of whom are waiting to move to larger properties (See also Appendix V FOI FBC 14th August 2014).

This plan is insubstantial, lacking infrastructure and more of a wish list than a plan.

Unmet Legal Responsibilities

Climate Change Duty

The Council is placed under a legal Duty to ensure measures, which will achieve carbon reduction and mitigate and adapt to climate change are in place. The Plan does not evidence how the Council will achieve this Duty, due to the uncertainties regarding wastewater, flood mitigation, transport and housing requirements. Noise and light pollution will increase hugely. There has been no vibration assessment been done to date.

Public Sector Equality Duty

Under section 149 of the Equality Act 2010, the Council is placed under a legal Duty to show due regard to the three aims of the Public Sector Equality Duty.

There is no evidence of this in the Plan or any of its published evidence base. How has the Council discharged this Duty and shown due regard to the three aims, with regard to the nine protected groups for 1) the consultation stages and 2) within the Plan itself?

Statement of Community Involvement

For the Plan to be legally compliant, it must be prepared in general accordance with the Council's Statement of Community Involvement (SCI). The SCI sets out the Council's approach to involving the community in the planning process. The SCI also states the Council will "Regularly publish a Local Development Newsletter" FBC have not done this. Another priority group stated is "working men and women, particularly those working long hours" and yet most of the Standing Workshops have been held during office hours.

As outlined above and in our introduction much of the SCI has been neglected. Indeed there is no evidence produced within the Plan or its

evidence of the Council reaching out to any of their identified priority, “hard to reach” groups. The SCI states *“All public consultation activity undertaken by the Council on the Local Development Framework and significant applications will be in accordance with the aims and provisions of the Corporate Equality Plan and the equalities duty”*.

The Council has no Corporate Equality Plan published (outside of the Welborne Plan) and the Duty referred to in the SCI is the Equality Duty, which again, is not evidenced. Our introduction gives plenty of examples of the Council not working within the principles of its own SCI. The SCI is merely an aspirational statement.

SCI Consultation

Public consultation has been inadequate and not compliant with public consultation requirements and the 6 week minimum consultation period. Therefore the Plan is not sound.

- When looking for the Welborne Plan using an online search engine (search on 'Fareham Borough Council Welborne'), you will find the old Plan (draft Plan) still in place on the website (screen shots taken on the 2nd April available on request). As this appears at the top of both the Google and Yahoo search lists, it will be the Plan that residents will find when searching to comment on. There is nothing on the documents to indicate they have been superseded. This may mean that residents have been commenting on the wrong version of the Plan, as it has not been removed along with the associated out of date documents.
- Ruth Saunders, one of our committee members, on visiting Fareham main library on the 7th March 2014, one week after the consultation started, discovered that the Welborne documents on the shelves were out of date and the 2013 Draft Plan was still on display. When enquiries were made, the librarian stated the new documents had not yet been catalogued and were therefore not available to view as had only been received the day before. Therefore the documents have not been available for the full 6 weeks and if residents had come into the library in the first week of consultation they would have been viewing the incorrect documents that were still on display. This does not meet the required standards for public consultation, as residents may have been looking at out of date documents when the new ones were still not catalogued. On contacting FBC, they stated the new Plan and associated documents had been delivered to the Library one day before the consultation period started (contrary to the information given by the library themselves). No one from FBC had checked they were on the shelves and available.
- Ruth then visited Fareham shopping centre on the same day and discovered that the only 2 video screens that were supposed to be showing the Welborne Plans were both non-operational. It was not known how long they had been like that, but FBC were unaware of it when contacted. The earliest they could have been made operational again would have been Monday 10th March, which is 10 days after the start of the consultation period. This does not meet the required standards for a full 6 week minimum consultation period and therefore makes the Plan unsound.
- Local media articles and reports have been biased and showed misleading artists impressions of how Welborne would appear and not

the density of housing as will be in reality. Residents have been falsely led to believe that there has been no alternative to Welborne and that the Plan has already been accepted, as many Council newspaper articles use language, which implies this. Many residents are starting to see that the promise of no land in Fareham Borough being built on if the Welborne Plan was approved as untrue, as there have been over 3,000 planning application already approved or in the process of being approved. This commonly held belief is known because of numerous conversations and emails received by the Funtley Village Society prior to and during their residents meetings.

- Fareham Today – the local magazine has frequently not been received in Funtley, despite the village being the most affected community by Welborne. So up to date news has been difficult to obtain, especially as many of the more elderly residents do not have access to the internet.
- A request for a referendum on Welborne asking the simple question of whether residents wanted it or not, was refused by the Council without a reason being given. This is despite several petitions being submitted.
- The Council meetings where the public were invited were not promoted but hidden in the FBC website. At the last council meeting, deputations were possible but the public were only informed of these 2 days prior to the meeting, effectively stopping residents having the time to prepare. The Leader of the Council was contacted and asked if the meetings (and information such as the potential for making deputations) could be placed on social media sites e.g. Facebook, in order to reach more members of the public. The request was refused.
- The FBC website states that representations must be completed using their online form. When phoned, and after much questioning, it was confirmed that representations would be accepted in letter format (see [Appendix VIII](#)) as well – although this is **NOT** indicated on the website. Many residents will be put off by having to complete an overly complicated form, which asked question like:
 - Do you consider the Welborne Plan is: Legally Compliant / Sound / Complies with the Duty to co-operate? (They are led to another equally complicated list of definitions.)
 - Please set out what modification(s) you consider necessary to make the Welborne Plan legally compliant or sound, having regard to the test you have identified above where this relates to soundness. (NB Please note that any non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why this modification will make the Welborne Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

These questions do not make the form public friendly and positively discourages residents from making a representation.

Funding Strategy

Finally we refer to the Welborne Infrastructure Funding Strategy, Position Statement Update January 2014

(<http://www.fareham.gov.uk/PDF/planning/welborne/welborneIFSposStatementJan14.pdf>). This documents states on page 2 that '*evidence produced by the Council's consultants has*

indicated that financial viability is a key challenge for the Welborne project.'
We agree with this statement. However, where we differ from FBC is that whilst Welborne will need substantial infrastructure investment in order to make it viable (page 3, paragraph 2) there is no actual agreed, priced and funded budget or plan in place in order to meet the huge financial infrastructure costs.

This document mentions *'the Council is working with partners (including the landowners) to explore further, innovative mechanisms for managing resources and financing investment in infrastructure including: a flexible overarching approach to the application of developer and other funding through the creation of a revolving "Infrastructure Fund"; innovative funding and support mechanisms including, Tax Increment Financing, public sector loans (including secured loan through charge over land), loan guarantees or buy back arrangements etc; a wide range of financing options for renewable energy projects; and the potential for community-based ownership of community assets.'*

Where is the detail and what are the actual amounts to be raised and spent? The document describes a *'multi-channel approach to funding infrastructure'* phased through an *'Infrastructure Delivery Plan (IDP)'*. The sources of the potential funding include *'Developer Funding'* of which a great emphasis is made, *'Public Sector support, developing innovative approaches to funding affordable housing, grant funding, rationalisation of other assets in Hampshire'* to name a few. However despite assurances from FBC at the oral examination in public in June 2011, that all the detail including funding would become evidenced when the final draft of the Welborne Plan was published, this hasn't happened. All we have now is an aspirational funding wish list, of which there is no guarantee that the levels of funding required will be achieved.

Conclusion

Evidence presented in the Welborne Stage 2 Viability Testing GVA Approach (January 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'.'

As stated previously Funtley, along with Knowle Village, will have the greatest adverse impact by the Welborne Development. To help maintain the settlement separation of existing communities, we urge FBC and the Developers to consider putting a community woodland in the buffer zone, north of Funtley. We also refer to our comment in our submission to FBC on the Sustainability Assessment on 26th November 2013 "we endorse the view put forward by Wallington Community Village Association that *'existing residents affected by Welborne would be perfectly within their rights to seek a reduction in their Council Tax bills as a direct consequence of this unwanted and unnecessary development'*."

For all the above reasons, we feel that the development of Welborne is not legally compliant or sound, cannot be economically sustainable and should not proceed.

We have continuously and critically examined all the relevant documentation pertaining to the Welborne Plan and addressed all our findings in the appendices relating to the Fareham Local Plan Part 3: The Welborne Plan February 2013, the Sustainability Appraisal for the Welborne Plan January 2014 and the Habitats Regulations Assessment for the Welborne Plan January 2014 ([see Appendix I](#)).

We also wish to participate at the oral examination. We believe that this is necessary because along with Knowle Village, Welborne will have the most direct impact on the residents of Funtley and many of the key issues we have already mentioned and highlighted are of the utmost concern to our local community. We were represented at the last oral examination in June 2011 and believe that we should be, as a matter of course, represented again at the next oral examination.

We submit this thorough response for your due consideration.

Yours faithfully,

Edward Morell, Chairman

Ann Marie Roberts, Vice Chairman

Ruth Saunders, Social Media

Karen Brown, Committee Secretary

Rosemary Petrazzini, Committee Member

Andy Ransom, Committee Member

Caren Ransom, Committee Member

Elaine Tower, Committee Member

Andy Tower, Committee Member

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Appendix I

Funtley Village Society's critique of the Fareham Local
Plan Part 3: The Welborne Plan, the Sustainability
Appraisal for the Welborne Plan January 2014 and the
Habitats Regulations Assessment for the Welborne Plan
January 2014

Name / Date of issue	Section	Extract	FVS Comment
Local Plan Part 3: The Welborne Plan: Publication Feb 2014	1.1	<i>In May and June 2013 the Council consulted on a first draft of the Welborne Plan1 and a Sustainability Appraisal Options Assessment. In response to that consultation, over 220 groups, organisations and individuals submitted comments.</i>	Important to stress how small the actual sampling was, particularly Fareham North which is directly impacted by the Welborne Plan. Online and written petitions from local residents reflected overwhelming opposition to Welborne Plan. FBC conducted a tick box exercise as far as so called consultation and survey is concerned. The survey had a skewed question regarding Welborne or continuous piecemeal development. The piecemeal development is still going ahead. The local petitions submitted (please refer to 30th January 2011 submission to the Planning Inspectorate by the Funtley Village Society) have not been taken into account regarding a true test of opinion of residents in Funtley and Fareham North.
	1.4	<i>The purpose of the independent examination will be to consider whether the Welborne Plan is legally compliant (i.e. if it has been prepared in accordance with the law set out in planning legislation) and whether it is a 'sound' plan.</i>	Plan is not 'sound'. It is not 'positively prepared', not 'justified' and not 'effective.' Why? Because of lack of specific and costed infrastructure funding, no costed and viable transport plan, no costed and specific waste water management scheme, no costed and agreed plan to mitigate downstream flooding and contradictory statements regarding having adequate buffer zones (i.e.200 meters minimum) for existing settlement separation.
	1.8	<i>Previous consultation stages and next steps</i>	Focus & engagement has been purely of a tick box variety.
	1.9		If only residents' views were given importance.
	1.1.0		FBC are rushing this plan through even though many major questions re transport and infrastructure funding remain unanswered.
	1.16		The core strategy and the Welborne Plan need to demonstrate soundness and viability. Infrastructure funding needs to be secured. To date not yet!
	1.18		This evidence re the number of houses in the development is unsound in that it is based primarily on evidence for the defunct South East Plan, which is over 10 years old and based on economic predictions over 10 to 20 years. It is unsound and clearly unrealistic to make economic predictions 20 years into the future, when the Bank of England and HM Treasury often in their 1 year predictions struggle to get that right. In addition there are site limitations, inadequate road provisions, downstream flooding and waste water management issues.
	1.19		We believe that the idea that Welborne would be self-contained as much as possible (40% according to FBC) and complement existing town of Fareham and other settlements is unsound in that there is numerous existing empty commercial premises, roads are already congested close to breaking point and self containment in new developments in the UK has achieved a maximum level of only 15%.
	1.2		Policy CS13 not being adhered to and can't be adhered to. Piecemeal and proposed new developments are occurring across the whole of Fareham Borough. With the new planning rules of 'a presumption in favour of planning', we contest the assertion by FBC that there would be no major piecemeal development outside Welborne.
	1.23	Hampshire Minerals and Waste Plan	There is no actual specific and costed plan re waste water management. It therefore remains unsound and unviable.
	1.25		Whilst having more provision for affordable housing and housing for vulnerable people, it is also very important that this doesn't become a 'dumping ground' for social problems e.g. Wellington Park in Waterlooville which has seen a dramatic rise in crime and affecting the value of the owner occupied houses within that development.
	1.27		There are critical issues of conflicts of interest involved here in that the executive leader of Fareham Borough Council, the Chairman of PUSH and the Executive Member of HCC for Economy, Transport and Environment is one and the same Cllr Séan Woodward. This is not mentioned clearly in the Welborne Plan.
	1.28		What real and quantitative explanation has there been given to residents re these decisions by PUSH, ignored questions and submissions and a tick box culture.

1.3		Sustainable, strong, vibrant and healthy communities and onus on sustainable local growth neither demonstrated or sound
1.31		Local communities may be actively engaging with each other but Fareham should not become social dumping ground for other council problems such as Wellington Park. We pay high council tax to live in a town and semi-rural environment not an inner city area.
1.33		Time and time again we agree 'sustainable and viable'.
1.34		Will public comment influence anything or is it another tick box exercise?
1.35		Local communities may be actively engaging with each other but Fareham should not become social dumping ground for other council problems such as Wellington Park. We pay council tax to live in a town and semi-rural environment not an inner city area.
1.36		Again appropriate assessment not sound due to water discharge, downstream flooding and impact on supporting habitats.
1.37		Soundness and viability remain unsupported by the evidence.
1.38		Maybe ripe for developers and landowners. Unsupported by evidence.
1.39		Exactly so if viable evidence clearly shows it isn't.
1.4		Very fluffy paragraph. If infrastructure issues are clearly identified and costed then it is either viable and sound or it isn't.
1.41		Crystal ball gazing and assumptions unhelpful. Agree to put in properly costed and viable infrastructure. Or revise significantly new homes assumption in what is already a densely populated area from 6000 to 5000 or abandon the Welborne Plan.
1.43		Flexible approach in terms of infrastructure provision not sound. Either the money is there or it isn't sound or viable - end of.
1.44		Look at Whiteley where development took place without adequate infrastructure.
1.46		Short term gain long term limitations. Fund it properly and do it properly or don't build as it is not sound or viable.
1.48		The evidence work has not been tested with limited local community consultation. The public surveys were in our view worded in a way to get 'not in my backyard' responses.
1.49		Clear and robust with sound and viable infrastructure provisions a minimum requirement.
1.5		Flexibility important here but will Fareham North residents views be listened and adhered to or will it be another tick box consultation exercise.
1.51		Sound and viable still the main factors
1.52		As above.
1.53		We can but hope. With infrastructures requirements not ignored.
1.54		Buffer zones need to be a minimum of 200 meters with no permanent structures. The areas bordering the buffer zones must have the least density of housing to maintain the separation of existing local communities.
1.55		Not proved to be sound.
1.56		We disagree - the devil is in the detail. It is important that the 'comprehensive' master planning prevents another 'Whiteley', where houses were built first before any adequate infrastructure was put in place to service that new community. We feel this lack of clarity of detail renders the Welborne Plan 'unsound'.
1.57		It is essential that all the requirements to implement the Welborne Plan are fully costed, funding sourced and agreed BEFORE any building takes place.
1.6		Reasoned justification as long as sound & viable and in keeping within the agreed planning framework.

Name / Date of issue	Section	Extract	FVS Comment
Local Plan Part 3: The Welborne Plan: Publication Feb 2014	2.2		Garden City principles would help if the final massive development is aesthetic and pleasing.
	2.4		Without the buffer zones of at least 200 meters this would not happen.
	2.5		Self containment whilst a laudable objective has not proven to provide more than 15% of employment within any major new development in the UK. Therefore 85% of the jobs required will be outside Welborne and therefore impact significantly on the already congested local road network.
	2.6		Laudable but without a fully costed and tested transport plan specifically with regards to Jt 10 on the M27, the existing road network will be even more gridlocked and unless the BRT is costed competitively, you'll see empty or underutilised buses.
	2.7		Oh good.
	2.8		Hope so.
	2.9		SUDS still relatively unproven? High quality public transport system will need to be competitively priced in order to make it work. Currently it costs £2.50 for a single trip from Funtley to Fareham Bus Station. A single trip on a London bus using an oyster card is £1.20.
	2.1		Sounds good.
	2.11		All commendable but soundness & viability not proven. Lot of aspirational stuff but as indicated previously, not sound or demonstrated to date.

Name / Date of issue	Section	Extract	FVS Comment
Local Plan Part 3: The Welborne Plan: Publication Feb 2014	3.1		3.3 The Welborne Site is on prime arable agricultural land to the North of Funtley village, South of Wickham and West of Wallington. This land is used for farming and if houses were built here where would the farmed produce come from instead?
	3.8		The site contains two gas pipelines of high and intermediate pressure running diagonally across the site. Health and Safety Standards are detailed stating that high occupancy facilities are difficult to evacuate and therefore no development should be within a 195 metre exclusion zone of the gas pipelines. According to the Welborne Policies map in the appendices it shows that a shopping complex and car parking facilities are very near these pipelines and within the 195 metre exclusion zone. This is totally unviable and unsafe.
	3.9		The site contains high voltage overhead power lines traversing North and to the side of Knowle Road. There is no mention of building height within the Welborne plan and should these overhead power lines remain they will represent a height and density constraint ensuring the lines to be safely accessed for repair to avoid any breach of Health and Safety Standards.
	3.10		The high pressure water mains according to the framework are to be diverted. This will cause major upheaval to the surrounding settlements and should any problem be encountered where will the excess water flow to? As the Welborne site is on ground sloping upwards away from Funtley and water flows downhill – Funtley is the target for flooding. We have had a lot of recent flooding and do not wish our foundations to be water logged constantly from this site. See also 3.12 and 3.13 Flood zones 2 and 3 identified by the Environment Agency applies.
	3.16		Nature Conservation states that Fareham Common and Blakes Copse are Sites of Importance for Nature Conservation and ‘SINCs’ are a local designation and both of those present at Welborne are within the settlement buffers and will therefore not be available for development. Why then does sub chapter 3.59 state that “It is likely that improvements the strategic road network; and in particular to Junction 10 of the M27, will require some land at Fareham Common”. This is contradictive and therefore no thought process by Fareham Borough Council has been evident here to ensure there is no contradiction to mislead the public. This is misleading and hidden within various chapters. This is therefore unsustainable for Nature Conservation.

	3.20	“However, more detailed site investigations will be required at the planning application stage to understand the nature of the assets present, which include the site of a Neolithic long-barrow in the centre of the Welborne site”	Therefore as there is a Neolithic Long Barrow at the centre of the Welborne site this is an archaeological asset and should not be developed on or near, without further investigation.
	3.23		There are no limits set for buffer zones between Funtley, Blakes copse or any other settlement surrounding the Welborne site. We have been promised 50 meters; 100 metres. We need distinct and definite size of buffers if this development gets the green light. See 3.62 where it states 50 metres Funtley residents have engaged with the planners on a couple of occasions where we agreed with them that 100 metres was the negotiation but now it is stated as 50 metres. This is totally unacceptable for us and therefore we feel this is unsustainable for this development and the settlements surrounding the site proposed. We also feel that FBC have reneged on their part.
	The Plan boundary 3.25 through to 3.38 have many unsustainable points.		<ul style="list-style-type: none"> • Remaining constraints around groundwater source protection: Funtley is in Zone 2 and 3 of the Environment Agency Flood Zones. • Employment Opportunities and self containment of the site - When have you known a Garden City development to have all the residents employed on one site? • Grade II listed buildings within the site being redesigned by changing the use of existing employment areas – Why? If this provides employment now why change them? • The final achievable numbers is not given and is stated at 3.38 “ The numbers are not a prescription or cap on the number of homes and amount of employment floor space that will ultimately be delivered at Welborne. The final achievable numbers will inevitably depend on a range of factors that will need to be taken into account over the course of the plan period”. How can a planning application be presented without the total number of dwellings and / or employment areas being given for constructive comments to be made by the residents of Fareham? This is totally unacceptable and therefore unviable.

	Alternative Development - 3.40 through to 3.53		<ul style="list-style-type: none"> • Here is mentioned a public consultation – FBC sent a questionnaire to 4,000 houses the response was very low, but needless to say FBC have stated 74% were in agreement - this is unviable statistics with only 1,700 odd responses. People in Funtley were not included and we border this Welborne site. How can this be a sustainable questionnaire? When there are 98,462 populous in Fareham referenced by ONS.Gov.uk Parliamentary Constituents figures. • How is this a sustainable or viable application when the document herein states that the masterplan(s) can be amended at any time – We are supposed to be commenting on the site and it’s integrity how can we when the goal posts could potentially change? • The identity of settlements surrounding Welborne will be undermined. • As stated “This work will take account of the sloping topography and the clay soils to the north of Funtley which have led to localised flooding on a number of occasions, impacting on residents in Funtley Road and Stag Way. Therefore, proposals for development north of Funtley will incorporate any appropriate flood mitigation identified within the site Flood Risk Assessment and the Sustainable Drainage System (Suds) Strategy.” This is not a sustainable approach – Funtley will continue to be flooded as the River Meon to the West and River Wallington to the East flooded during the last surge of rainfall at the beginning of 2014. • Funtley is developed on clay which also underlies the whole of the projected 'Welborne' area and also extends west to Botley. These clays are subject to 'movement' and subsidence which recently happened to the rail track at Botley. A subsoil test has not been mentioned anywhere within this Plan to comment on. This makes the Plan unsound. • At a previous meeting about this development a representative from the S.E Development Unit acknowledged this problem and stated that the foundations of the buildings would need extra support (expensive foundations). The F.B.C. staff, when they presented the 'exhibitions' of the development, only referred to the surface plan. This would increase the cost of the development and infra-structure apart from all the problems it will create. Building houses on soil which is clay would be very expensive. Houses in Funtley built in 1984 onwards were built on 60ft piles and in some cases the rafters are 100ft. We do have a lake in between the M27 and Funtley Road.
	3.54 through to 3.71.	<p>These paragraphs relate to open land and buffer zones which have been commented on previously in this document.</p> <ul style="list-style-type: none"> • The development is to be in wooded areas - How can this be when most of the development is proposed on open farmland? This is therefore misleading as there are no trees within the majority of the proposed site. Any trees planted when building is commenced will take many years to fully mature. 	

Name / Date of issue	Section	Extract	FVS Comment
Local Plan Part 3: The Welborne Plan: Publication Feb 2014	4.1 to 4.11 Character areas are unsound or unstable on the following points:-		<ul style="list-style-type: none"> • The extensive woodland 'Blakes Copse' to the North is the boundary to Wickham – This has been mentioned in Chapter 3 – It is a 'SINC' (Sites of Importance for Nature Conservation) this must not be developed at all. • The sub chapters here mention Chalk when in fact most of the designated site area is on Clay!!!! Unsound statement for the development to proceed without a sub soil investigation and thorough study. • Woodland clearings - this is misleading as it infers that trees currently in place will be removed, This is unstable for the environment as when it rains the tree roots harbour the water to prevent fluvial flooding – this is therefore unstable and unsound for clearing of any woodlands within the site.. • Will the development inhabitants be the only people to have the chance of local food growing? How can this be? When there is a waiting list at FBC for an allotment how is this fair to the current residents of FBC? • The designated park according to the diagram 'Welborne Policies Map' runs directly over the Gas pipes that traverse the site diagonally – This could potentially be a breach of Health and Safety Standards – This is very unsafe and therefore is unsound. • Delineated boundaries when this is mentioned in Chapter 3 to be 50 metres – this is therefore contradictory and misleading - Unsound statement in Chapter 4 in relation to Chapter 3
	4.12 to 4.23 Character Sub areas are unsound or unstable on the following points:-		<ul style="list-style-type: none"> • Fareham common is stated as being a place for green space – Chapter 3 has part of the Common to be 'earmarked' for M27 redevelopment – So a green space is to be created by a busy Motorway junction? Fareham Common is a SINC. Chapter 3 also states it is not to be developed - Contradictions appear throughout this plan - Unsound until contradictions have been addressed. • People of Funtley currently experience noise form the M27 especially on rainy days and when the wind blows from the South – this will not be easy to do and therefore is practically unavoidable. • How can any development reduce the risk to commit crime? The new development at Waterlooville was designed with this strategy in mind – Hampshire constabulary are very regular visitors to the Waterlooville development. • Design of the roads and footpaths - these will be easily laid out. You are saying you wish the development to be built in such a way as to prevent crime - you are making the 'get away' very easy with quick access to the M27!!! • Hedgerows and trees in 4.23 it states "hedgerows and trees and illustrations of how they could be retained" The word 'could' has been used this is misleading 'could be' means we read it as 'removed if the trees are in the way' - Not environmentally friendly on this point – Unsound.
	4.24 Historic Environment		<ul style="list-style-type: none"> • "The full extent of the archaeological character of the site will not be known until the first phase of the site wide archaeological assessment has been completed by the site promoters" If this site has been 'earmarked' since well before 2012 - why has a site wide archaeological assessment not been performed? FBC should have addressed this from the very start – this is negligence by the council – how can we respond in an appropriate way when half the studies have not been done or completed? • The Neolithic Long Barrow has recently been identified and this monument should be considered to be of more than local significance and is therefore indicated on the Constraints Map – It is a significant monument and should be retained and kept in place where it is. • The archaeological assets should remain in situ. To remove a monument such as the Neolithic Long Barrow would be desecration of our historic past.

Name / Date of issue	Section	Extract	FVS Comment
Local Plan Part 3: The Welborne Plan: Publication	Chapter 5 5.2	<i>Welborne should provide a range of jobs so that residents have the opportunity work locally. This will support the principle of self-containment by minimising residents' need to travel between home and work.</i>	This is aspirational - no evidence that this has happened elsewhere
	5.3	<i>Additionally, its prominence from the motorway will help to ensure that Welborne becomes an attractive location for businesses</i>	If trying to ease traffic congestion on the M27, why would FBC want to encourage firms that needs easy motorway access?
	5.5, 5.12, 5.17	<i>not a pressing need for a higher level of employment land at Welborne</i>	There are already empty offices in Fareham. Do not need additional office space.
	5.6	<i>The land that has been identified for employment uses is severely affected by motorway noise so would not be suitable for residential development in any case.</i>	Funtley is in the same parallel line as the noise 'unsuitable for residential development'!
	5.13	<i>Welborne is likely to attract a high proportion of knowledge workers whose work can potentially be undertaken from home.</i>	This is an assumption - no evidence of this or how these type of workers will be attracted to the area
	5.14	<i>... certainty about the precise number and type of jobs that will be created at Welborne is not possible at this stage.</i>	Can't plan for business use or assume people will be able to work at home, if you don't know what type of jobs will be created?
	5.17	<i>Office development at Welborne is likely to be phased later in the development because there is currently an oversupply of vacant office space and sites with planning permission across South Hampshire</i>	see line 5 above . Office space not needed but planned - why?
	5.24	<i>It is critical that the employment areas are accessible by a range of transport modes in order to attract business investment.</i>	Will increase congestion even more than it is - roads do not have capacity
	5.26	<i>In the early phases of development at Welborne, the main employment opportunities will be at the District Centre and existing employment sites at Dean Farm, Charity Farm and Crockerhill...</i>	This shouldn't be in the plan as it is existing at the moment.
	WEL9	<i>Be designed to avoid adverse impacts on the amenity of nearby residential areas;</i>	No consideration has been given to residents of Funtley and no concessions despite many attempts. FBC always answer with 'noted' but ignore all suggestions to help ease the impact of this development. No mention in the Plan of how the impact on nearby villages will be lessened.
	5.35	<i>To ensure the plan operates flexibly, the District Centre has not been shown as a formal allocation on the Fareham Policies Map.</i>	Still haven't decided definitely where the District Centre will go.

	5.40, 5.51	<i>However, the District Centre's position within Fareham's retail hierarchy and the need to avoid undermining the vitality and viability of the town centre also need to be taken into account.</i>	Plan contradicts itself. In other sections it states that Welborne will be self contained, but it also wants to keep Fareham Town Centre vibrant and not affect its viability - so Welborne residents will still be encouraged shop there etc..
	5.41	<i>Size of supermarket</i>	Too small for weekly shop. Traffic congestion increased along A32 and into Wickham as residents travel to do weekly shop.
	5.46	<i>resist development of retail uses which are not considered an appropriate type or scale for the District Centre</i>	How will they do this? Not in Plan.
	5.55	<i>Community Hub</i>	Plan doesn't actually say what this and what it's purpose is?
	5.68	<i>one church, to be provided at Welborne</i>	No discussions have taken place with Churches to see if this would be possible.
	5.70	<i>The evidence has highlighted that there is currently some available capacity at GP's surgeries in both north Fareham and in Wickham</i>	It is well reported locally that GPs do not have the capacity in North Fareham to cope with the increase in population until new surgery built.
	WEL14		NO MENTION OF ANY DISCUSSIONS WITH SECONDARY CARE SERVICES- I.E. QA HOSPITAL - THIS IS ALREADY AT CAPACITY AND REPORTED AS BEING IN FINANCIAL DIFFICULTY
	5.78, WEL16	<i>There is currently no spare capacity at existing primary schools in north Fareham or in Wickham and Hampshire County Council's projections⁸¹ indicate that existing schools will remain full until at least 2017. Therefore, the first primary school will be required early in the development phasing and no later than the end of Main Phase 1.</i>	Where will the children go until the end of the first phase? No plans for this. Will need to travel further afield as Fareham schools full, increasing traffic congestion.
	5.82, 5.88		No definite timeframe for secondary school but may be 2026. Where will these children go until then? No spare capacity at nearby schools ' <i>expected to diminish by then</i> '. Vague mention of providing ' <i>extra capacity</i> ' - but how, when, with whose agreement? No details in Plan.
	5.91	<i>with the majority of its playing fields within the Knowle Triangle which is within Winchester</i>	This was not agreed with Knowle residents and means their buffer zone is significantly lessened. No prior consultation until the Plan was published in Feb 2014

Name / Date of issue	Section	Extract	FVS Comment
Local Plan Part 3: The Welborne Plan: Publication Feb 2014	6.2	<i>...emphasised a demand across South Hampshire for medium - sized houses (2 and 3 bedrooms) for newly forming families...</i>	There will be no secondary school yet the Plan emphasises that there will be a strong demand for family homes (and hence children!).
	6.11	<i>Currently the proportion of private rental homes in Fareham is below average, amounting to about 10% of all dwellings. Within South Hampshire and elsewhere in the South East the proportion is significantly higher. This means that there is a potential undersupply of private rental homes locally.</i>	Just because the rate of private rented homes is lower than the rest of the South, doesn't mean that there is a lack of this sort of housing. It may also mean that people in this area don't want to rent houses.
	6.23	<i>Extensive viability testing has been undertaken on the proposals within this plan. The outcome of this evidence is that there is potential to deliver a significant proportion of affordable homes, but that an overall target of 30% is likely to be the highest that the development as a whole could reasonably be expected to achieve</i>	So the initial aim of 30-40% affordable housing has now been reduced to 30%. As building costs inevitably rise, how can FBC be sure that the number will not reduce further as there is no absolute guarantee on the developers to build a % of these types of properties. One of the main objectives for Welborne was the development of affordable housing for those on low income presently on the housing list - but this unpredictable measure of how many affordable homes will be built does not support this aspiration.
	6.24	JVHC	No guarantee this venture would be possible.
	6.43	<i>A further need has been identified for 16 units of accommodation for the period between 2026 and 2036 or 34 units between 2026 and 2050. This additional need is related solely to Welborne.</i>	This estimate of how many homes will be needed for elderly people suffering from dementia appears to be hugely underestimated. Nationally the rate of dementia sufferers is increasing rapidly and the Welborne Plan does not include a rest home / nursing home, only individual 'sheltered' units.

Name / Date of issue	Section	Extract	FVS Comment
Local Plan Part 3: The Welborne Plan: Publication Feb 2014	7 - Transport		
	7.1	<i>Alignment of the provision of jobs alongside residential development will assist in providing opportunities to minimise the need to travel.</i>	Nearby location of employment does not mean that people will have the skills or will not want to travel outside Welborne for work. This is an assumption rather than based on any evidence.
	7.11	<i>The Council's Habitats Regulations Assessment identified that atmospheric pollution arising through traffic impacts could potentially affect nearby internationally protected sites.</i>	There is no evidence of on site testing for pollution. The tests were completed at sites which were at least 2 miles away from the site.
	WEL23 and 7.32	<i>The delivery of high quality sustainable public transport system, including the extension of the existing Bus Rapid Transit network to serve the new community</i>	Use of BRT has not reduced car usage in Fareham / Gosport peninsular by more than the national reduction in car usage. Present BRT tickets are expensive. Fareham is using usage of BRT buses as an indication of its success rather than how much it has lowered overall car usage in the Borough. The only reason that the use of the BRT buses has increased, is because other bus routes have been reduced in the borough, forcing people to use the BRT.
	7.16	<i>The existing motorway is under considerable pressure with capacity constraints evident during peak periods</i>	Congestion around J10 and surrounding areas will not decrease. M276 is already at capacity and cannot absorb any more traffic. Infrastructure is not presently capable of taking the additional load of traffic and I have seen no evidence that has reassured me of how FBC will successfully address this in this Plan.
	7.18	<i>as motorists no longer need to travel to Junction 11 in order to travel west on the M27</i>	Making J10 an all moves junction will increase the amount of traffic flowing along the A32 road North to South. No evidence in traffic surveys of how many cars presently go to J11 before turning back to J10 - this is an assumption rather than based on evidence.
	7.19		There is no definite plan for J10 or how the overcapacity which exists at present will be addressed. As this is crucial to the development of such as large community it makes the Plan unsound and unfeasible.
	7.25	<i>Mitigation measures will be required to manage the increased traffic flows on the local roads and to discourage 'rat running' traffic on inappropriate residential roads through Fareham town centre, Wickham and Funtley</i>	No consultation with local residents in these areas has taken place and no mention of mitigation strategy has been published. Therefore existing communities around the new site, will be subject to increased traffic due to 'rat runs' through their community. This is bound to happen due to the over capacity and traffic jams (which already exist even before Welborne)
	7.27		This whole section reiterates the problems that the additional traffic will create. However, there is no definite plan written as to how FBC will address this. It is all based on assumption, with no development cost for mitigation and road amendments etc. The Plan states there is a problem but doesn't give a solution (as there isn't one, save for redesigning the entire road network around the area)!

	7.35	<i>to provide an attractive alternative to the private car</i>	You will never convince people that a bus is more attractive than using a car! The only reason people will use a bus will be cost (and the present BRT is expensive) or lack of parking at destination or they don't own a car.
	7.38	<i>The additional bus routes will serve not only Welborne but also Wickham, Funtley and Knowle, enhancing their connectivity to Fareham town centre</i>	There are no additional bus routes in the plan that travel through Funtley. This is not evidenced by the Plan.
	7.41, 7.42	<i>Fareham Station</i>	This section talks about a possible halt being built later on in the development - but again no mention of how this will be funded. Residents from Welborne will travel by car to Fareham station further increasing congestion. Many residents currently travel to London for work using the line from Fareham - and there is nothing to say that the Welborne residents would not do the same as it is only 1.40 hours to Waterloo.
	7.44		All these transport solutions are clutching at straws to find a way to lessen car usage. There is no firm evidence to support any of their use in the Plan or supporting documents.
	7.46	<i>Cycling and pedestrian linkages. These will provide connections between the residential and employment areas and the district centre, local centre and community hub as well as providing access to the schools on site and to off - site schools.</i>	The connection will not provide safe and traffic free solution to young persons travelling to schools outside of Welborne until the schools are built. Also no college or higher education facility on site, so residents will have to travel outside for these educational needs. Although the plan talks about road widening, in reality this will not be possible without more cost and the acquisition of private land/homes in order to do this. Therefore pedestrians and cyclists will effectively be 'locked into' Welborne as any safe cycle routes/walkways created will stop at the boundary.
	7.49	<i>One key aim is to provide a direct link north - south through Welborne up towards Wickham. This will enable existing and future residents to connect with rail services to wider Hampshire from Fareham station.</i>	Not sure what this means? There is no station at Wickham. Is FBC suggesting that traffic should be encouraged to go through the market square (only route through Wickham) in order to travel north?? Nearest station north is several miles away at Botley, which is on the same line as Fareham and further away. So why would residents choose this route to get to a station?

Name / Date of issue	Section	Extract	FVS Comment
Local Plan Part 3: The Welborne Plan: Publication Feb 2014	Green Infrastructure Biodiversity and Landscape 8.2	<i>"The GI strategy therefore, provides an opportunity to try to ensure that, as far as is practical, every household is within 200m of the primary open space network."</i>	"... provides an opportunity to try to ensure that, as far as is practical ..." is not will provide . There is no guarantee this will happen. Noted that the aspiration is promote Welborne as a new 'garden community' embedded in its landscape setting. however the Strategy is indicative so no guarantees that every household will be within 200m of the primary open space network.
	8.3	<i>"This unique landscape offers the opportunity to create substantial areas of open space connected by a green corridor network linking the different uses within the site and with the wider countryside."</i>	What types of dwellings and size of building plots are you planning in order to "create substantial areas of open space"? What will be the percentage of dwellings (including land) in relation to this "open space"?
	8.4	<i>"Welborne's open space is likely to provide an attractive natural resource for the neighbouring communities."</i>	Does "likely" come under "can" in the council's terminology list, i.e., it is a possibility or a capability but not a certainty? We already have an attractive natural resource. 6.000 homes with no actual guarantees of primary open networks is hardly unlikely to be attractive to neighbouring communities.
	8.5	<i>"Whilst the GI should be inspired by the existing landscape, it is fundamentally a new resource, as the site is currently intensively farmed with relatively few formal connections or landscape features."</i>	Under the council's terminology, "should" indicates a recommendation or something that is being particularly encouraged. The landscape is beautiful as it is and is used and enjoyed on a daily basis by many local residents of Funtley and Knowle who like and appreciate the current landscape. The wide ranging benefits are far from obvious. The site is not intensively farmed more often than not it is open farmland where deer roam freely.
	8.6		200 buffer zones essential to maintain settlement separation with no permanent structures. Agree visual amenities and increasing biodiversity remain key requirements.
	8.7	<i>"18.2 hectares of sports and playing pitches (which may include around 7.15 hectares of sports pitches associated with the secondary school)..."</i>	The term may "indicates something that would be considered permissible". Again, this document espouses aspirations; not certainties. More work needs to be undertaken. Will these projections allow for 200 buffer zones to maintain settlement separation.

	8.8	"The GI provided will be expected to make a positive contribution to the"	No detail as to how and if your expectations will come to fruition. This is all speculation and desire. No substance.
	8.8	"Large private rear gardens appropriately planted will be strongly encouraged at Welborne..."	What is the council's definition of a "large private rear garden"? How many plots of land, which will have dwellings with large private rear gardens, are being planned? Lowest density of housing and large private back gardens nearest the buffer zones would make a positive contribution to Welborne and neighbouring communities.
	8.9	"...will provide at least 2.1 hectares of allotments ..."	Will these allotments be statutory or temporary? Will the council be managing them? Will they be provided from the start or not until all homes, etc. are built? Good aspirations only.
	8.10		Well-being or basically just cost driven
	8.11.8.12.8.13 8.14 & 8.15		Open space not to be the buffer Zones but designated space outside the buffer zone areas.
	8.16 & 8.17		Habitat Impact Assessment and monitoring required.
	8.20		Imperative that the SANGS standards are adopted to mitigate or avoid impacts to protected areas. Any SINC sites within the Welborne boundary should remain a SINC and not become a SANG.
	8.22		The 84.8 hectares of land required as alternative natural green space should be provided within the Welborne boundary alone and NOT include land adjoining Welborne e.g Knowle Triangle.
	8.25 8.26 8.27 & 8.28		Full assessments required essentially Welborne seems to be expanding in all directions and it is questionable whether the uses of natural green spaces will be managed and maintained.
	8.29.8.30 8.31.8.32		Biodiversity assessment with robust & costed implementation & monitoring Plan essential & SINC's not to become SANGS.
	8.36.		Walking and cycling should be encouraged, however they will not prevent residents from taking their cars for trips including shopping, so they are purely recreational and will have little impact on achieving self containment and a sustainable new community.

	8.37. 8.38		Maintaining green corridors and pleasant existing rights of way is essential.
	8.39		Comprehensive master planning and real consultation with adjoining settlements essential.
	8.40. 8.41 8.42 8.43 8.44		The topography in terms of the sensitivity of the sites is also subject to downstream flooding. Wallington and Funtley have already suffered flooding (due to the River Wallington to the East and the River Meon to the west. Despite the open land absorbing vast amounts of rainwater. Once this land is concreted over, instead of 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 landscape. In addition most of the subsoil under the Fareham area and it's surrounds is clay and subject to movement and subsistence. E.g recent collapse of the rail track and Botley and many local houses have needed underpinning to prevent movement.
	8.45 8.46 8.47 & 8.48		A fully costed maintenance and management plan that clearly defines responsibilities and is regularly monitored, revised and maintained with regular consultation with local communities would be welcome.
	WEL 29		This section consists of many "shall", "should" , "expected". "wherever feasible and viable", "standards set out above should be taken as a target" - nothing concrete. These are aspirations. There are also 3 x "at leasts". Does this mean there will only be the stated "at leasts" when all is said and done?
	Avoiding or Mitigating the Potential Impacts of the Development on the Internationally Protected Sites 8.17	<i>"... a financial contribution will be sought to provide off-site mitigation measures."</i>	How much and to whom? Who decides this?

	WEL 30	<i>"Avoiding and Mitigating the Impact on Internationally Protected Sites and Off-site Green Infrastructure"</i>	When. There is no timescale given.
	WEL 31	<i>"Conserving and Enhancing Biodiversity"</i>	When will the full ecological assessment be done and by whom? How often?
	WEL 33	<i>Structural Landscaping - "All structural landscaping schemes submitted to the council for approval should include a detailed phasing and management plan, with the emphasis on bringing forward the structural planting elements in the early phases of the development."</i>	Why is this only a "should" ("indicates a recommendation or something that is being particularly encouraged"); all structural landscaping schemes should be regarded as "shall" (indicates a policy requirement).

Name / Date of issue	Section	Extract	FVS Comment
Local Plan Part 3: The Welborne Plan: Publication Feb 2014	9.1 9.2.9.3. 9.4		Sustainable and cost effective use of resources is key to life generally, whilst maintaining a place where people want to live. The principles outlined will as stated require an energy strategy that is regularly revised at each stage of development to deliver the required results at all phases.
	WEL 36 Energy	<i>"Planning applications for Welborne shall be supported by an Energy Strategy which demonstrates how the development will : ..."</i>	This section should come under Infrastructure and should be decided PRIOR to the planning application stage citing how this will be accomplished. This section gives no concrete information on how these issues will be addressed or accomplished.
	WEL 37 - Water Efficiency, Supply and Disposal	<i>"Proposals for each phase of development shall be permitted only where they include the provision of infrastructure for adequate sustainable water supply and wastewater conveyance and treatment which meets the required environmental standards."</i>	This section should come under Infrastructure and should be decided PRIOR to the planning application stage stating how this will be accomplished. This section gives no concrete information on how these issues will be addressed or accomplished.
	WEL 38 - Water Quality and Aquifer Protection	<i>" Development at Welborne shall protect the quality of water through suitable pollution prevention measures ..."</i>	This section should come under Infrastructure and should be decided PRIOR to the planning application stage stating how this will be accomplished. This section gives no concrete information on how these issues will be addressed or accomplished.
	WEL 39 - Flooding and Sustainable Drainage Systems	<i>"The development of Welborne shall manage flood risk through the integration of a Sustainable Drainage System (SuDS). ..."</i>	This section should come under Infrastructure and should be decided PRIOR to the planning application stage stating how this will be accomplished. This section gives no concrete information on how these issues will be addressed or accomplished.
	9.34	<i>"... Welborne ... it does form the largest of a number of proposed housing developments within the area ..."</i>	The council has stated in the past that Welborne would fulfil the housing needs for Fareham for many years to come. Why are you now speaking of "a number of proposed housing developments within the area ..."?
	9.35	<i>"A specific plot for a new HWRC has not been allocated by this plan, but instead a policy based approach has been adopted to determine its location."</i>	As this is the final plan the council is sending to central government, a specific plot SHOULD be in this plan.
	9.39	<i>"Delivery of a new HWRC at Welborne will depend on funding from a variety of sources ..."</i>	Funding for a new HWRC should be in place prior to this document going to central government and/or to FBC planning committee.
	9.5	<i>"The Council expects a proportion of each phase of the development to meet this standard with an overall target of 10% of dwellings meeting the Passivhaus standard (or equivalent), unless developers can demonstrate this is unviable."</i>	What will the criteria be for the developers if they feel this is unviable?

	9.5.9.6 & 9.7.9.8.		<p>Why set such a low proportion to meet the 'Passivhaus' standard ? And if developers demonstrate it is unviable exactly what standard will be used. Note the Eco- Opportunities Study considers a range of technologies that could be used. Main findings here there needs to be a full Study to confirm all options and suitability for all proposals right at the outset and these should be captured comprehensively at the master planning stages. These should then be regularly reviewed and monitored to ensure they are conducive and meeting resource efficiency requirements. At the same time ensuring attractive design. Without this detail the comments are based purely on the information provided.</p>
	9.9		<p>Energy Strategy essential.</p>
	9.10 9.11.9.12		<p>As stated in 8.40 etc. above there is a high level of probability of fluvial flooding not a low probability as stated. This is evidenced over many years, due to the topography of the land and the two rivers to the East and west.</p> <p>Both the Peel Common & Knowle options have major flaws in them. Location and 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. (HRA Report Jan 14 p99 " it is not certain whether a feasible option exists").</p> <p>There is insufficient evidence that a sustainable method of water provision and disposal has been proposed for this site. Yet as stated it is of critical importance. Climate change and concreting over clay subsoil will only exacerbate existing problems.</p> <p>The sewage issue of which the funding has not been confirmed or clarified and the options i.e. Knowle Option the idea of hundreds of lorries removing sewage on a daily/ weekly basis on an already congested road system does not bear thinking about.</p> <p>The idea of black water flushing is not an attractive proposition.</p>
	9.15		<p>Water efficiency measures like water meters are useful and standard practice.</p>
	9.17.9.18.9.19 9.20.9.21.		<p>New infrastructure and costings Study for preferred option with minimum impact on the environment as per points raised above.</p>

	9.22 9.23		Protection of water quality essential. Full environmental study required to assess the real risks of flooding, contamination, drainage and deterioration in water quality and aquifer protection.
	9.24.		The site and it's surrounding areas are at risk of fluvial flooding as mentioned above.
	9.25. 9.26.9.27 9.28 9.29		SUDS as a strategy for mitigating flooding for a development of this size is unproven it is also the most expensive flood mitigation option and currently there is no guaranteed funding to actually make this work. Fully costed flood risk assessment required.
	9.30.		Agree
	9.31.		Yes full assessment with costed options required
	9.32 & 9.33.9.34.9.35.9.36.9. 37.9.38.9.39		Funding package not substantiated or actual site for new HWRC. Imperative that it is designed to avoid adverse impacts on the neighbouring communities considering what the storage will be. Again without the master planning detail it is difficult to comment any further.
	9.40.9.41.9.42.		As per 9.32 above also key that access is not via already over stretched and inadequate road provisions. The current recycling centre is based in Segensworth. Funtley's single track road which is used as a rat run to the recycling centre and it's single level railway crossing are not suitable for further heavy & industrial usage.
	WEL 40 - Household Waste Recycling Centre and Recycling	The entire section	This section should definitely come under Infrastructure and should be decided PRIOR to the planning application stage. This cannot be agreed until all proper funding is secured and with close consultation with all residents.

Name / Date of issue	Section	Extract	FVS Comment
Local Plan Part 3: The Welborne Plan: Publication Feb 2014	Chapter 10 Delivering the new community		
	10.5 main phase 1, 2015-2019.		10.5 main phase 1, 2015-2019. This is an unrealistic timeframe, given that an amount of infrastructure is required during this phase, and no firm plan of infrastructure funding (and the unviability of infrastructure funding para 1.41 and 1.42 of the executive summary stage 2 viability testing report and the lack of decision regarding waste water).
	10.25 employment trajectory and table 1.2		Very little employment floor space in phase 1 and 2 in particular, but even at the end of phase 4 (by 2030) there is still less than half the potential employment space provided (35,030sqm of a total 83,395), this will not meet the principles of self containment in the new community.
	10.26	<i>"flexible approach.... The phasing plan should be seen as an informed guide and not a rigid plan"</i>	All of these 3 statements prove that the Welborne Plan is not a plan or even a schedule.
	10.34	<i>"...it is not designed to be a rigid list of exactly what infrastructure will ultimately be needed to support a sustainable new community."</i>	
	10.35	<i>"...This phasing plan and implementation strategy will need to be submitted [by the site promoters] to the council alongside initial planning applications for the development of Welborne".</i>	
	10.47 -10.50 Developer Contributions		It is not clear whether the council will use s106, CIL, or a combination of both, as this won't be reviewed until early 2015 (10.49). Considering the council expects most infrastructure to come from the developers, this policy should already be firmly in place.

Name / Date of issue	Section	Extract	FVS Comment
Local Plan Part 3: The Welborne Plan: Publication Feb 2014	Chapter 11 Monitoring and Review		
	11.7 regard the list of local indicators	<i>"These quantities would need to rise or fall if a different number of homes are delivered."</i>	Firstly is this a plan for 6,000 houses? Secondly monitoring indicators do not include utility service infrastructure and yet in 11.8 it states "Taken together the targets and indicators provide a robust framework for assessing the delivery plan.... However....it is unlikely that failure to meet one target would indicate the plan needs reviewing." Comment: there is no clear trigger for review.

Name / Date of issue	Section	Extract	FVS Comment
Sustainability Appraisal for the Welborne Plan Jan 14	Chapter 1 - Introduction		No comment on this chapter
	Chapter 2 - Methodology		No comment on this chapter
	Chapter 3 - Scoping		No comment on this chapter
	Chapter 4 - Assessment of Alternative Options		
	Table 4.1: Rationale for Selection of Preferred Policies, Reasons for Rejecting their Alternatives	Housing; amount. 4. 5,400 dwellings REJECTED: Reduced environmental impacts, but does not meet housing need to 2036, thereby increasing development pressures elsewhere in borough; potentially removes need for secondary school (impacts on self-containment); reduces overall viability.	It has been shown that Fareham does not have a need for 6000 extra houses, the council has stated these are to provide a sizeable percentage of housing needs for the South East of England, not Fareham, which has just over 1000 people on social housing waiting lists for instance, therefore arguing there is this sizable housing need with no alternatives is bogus, as is the argument that 6000 homes are needed to reduce development pressures elsewhere in the borough: there is not that need in the borough now or projected to 2036.
		Housing; amount. 4. 5,400 dwellings REJECTED: Reduced environmental impacts, but does not meet housing need to 2036, thereby increasing development pressures elsewhere in borough; potentially removes need for secondary school (impacts on self-containment); reduces overall viability.	The argument that less than 6000 houses reduces the viability of the plan is actually an argument in favour of alternatives to Welborne, not against.
		Housing; amount. 4. 5,400 dwellings REJECTED: Reduced environmental impacts, but does not meet housing need to 2036, thereby increasing development pressures elsewhere in borough; potentially removes need for secondary school (impacts on self-containment); reduces overall viability.	The argument that building less than 6000 houses removes the need for the secondary school is not an argument for going ahead with these numbers. Less houses could be built that actually meet Fareham's need (not a sizable part of the South East's needs) - and other schooling options considered.

		<p>Allocation of land.</p> <p>1. Land west and east of A32, including land at J11 REJECTED (following July 2012 Options Consultation): Landscape impact; isolation from rest of Welborne; competition with Cities First; traffic impacts on M27; environmental impact of link road</p>	<p>The argument that developing Welborne rather than developing at J11 based on traffic impacts on M27 is bogus, each will have similar impacts on M27 traffic as would any major development along this corridor near to the M27.</p>
		<p>Use of Winchester land, Knowle Triangle.</p> <p>1. Part housing, part semi-natural green space REJECTED: Not supported by WCC; strong public opposition; poor SA performance</p>	<p>There is also strong public opposition to Welborne so this is not a valid argument. The fact WCC don't support it is also not a valid reason for rejection of alternatives.</p>
		<p>Walking and cycling.</p> <p>3. Access across the A32 - pedestrian/cycle bridge REJECTED: Not required once 2ary school moved to west; unviable</p>	<p>The argument that a pedestrian bridge is only needed to serve the school is incorrect, the council by their own admission in the plan class the A32 as "very busy" and have legal obligations to provide safe cycling routes for all residents not just school children.</p>
		<p>Provision of school capacity.</p> <p>2. Provide capacity to serve catchment smaller than Welborne REJECTED: Uncertain delivery/timing of Whitely 2ary; could not be relied on to meet early Welborne need; does not support self-containment</p>	<p>The argument that they can't provide smaller school capacity to Welborne because of issues with the delivery/timing of Whitely 2ary is an issue that should be looked at/ solved separately, and should not be used as an argument against alternatives to Welborne. If there is a problem with providing Whitely secondary school - solve it.</p>
		<p>Maintaining settlement separation.</p> <p>3. >50m buffer at Funtley, Knowle and Wickham REJECTED: Supported by consultation but could not meet housing need</p>	<p>The need for 6000 houses is not proven, has been shown to be unsustainable, and was strongly rejected at consultation, so arguing that >50m buffers could not meet this housing need is therefore invalid.</p>

	Chapter 5 - Assessment of the Publication Draft Plan	5.1.1	Visions & aspirations are one thing. Robust, evidenced and viable are another.
		5.1.2 - Box 3	Again very aspirational. New jobs - exactly what are they given that there are plenty of empty commercial properties & offices? Integrated movement system - does this include a competitively priced BRT otherwise we question the viability of this statement. We are in favour of keeping as much of the open green spaces and limiting the size of this development in order to achieve the objective of ' <i>incorporating the site's natural features, hedgerows, tree lines, and woodlands to provide habitat, recreational facilities, to frame new development and to link to the wider countryside</i> '. If the Welborne Plan is approved a maximum of 5000 new homes would be more likely to achieve the objectives just outlined.
		5.1.3 - Objective 1, 2 & 3	Very aspirational. Not evidenced, sound or viable. Buffer zones need to be at least 200 meters, with no permanent structures. The areas bordering the buffer zones must have the least density of housing to maintain the separation of existing local communities. The M27 will reach full capacity by 2015/6 according to the Highways Agency and Hampshire County Council (HCC). 6000 new homes will severely impact on the already congested road network and as at 23rd March 2014, we still do not know what the preferred option of FBC re the expanded junction 10. We also contest the idea that only 2% of the Welborne traffic will travel north via the A32. Local resident's experience is that if there are a problem on the M27 going westwards to Winchester and the M3 for example, then motorists will use the A32 and cut across for example via Waltham Chase and Bishops Waltham in order to avoid motorway congestion. These local roads, B roads in a lot of instances could not cope with a significant increase of traffic which Welborne would inevitably bring.
		5.1.3 - Objective 4	SuDS unproven for a development of this size and also a very expensive option. Without it being fully costed and funded we believe this option to be unviable. This extremely important given the topography of the area to be built on. ' <i>Planning for a distribution of uses and a network of places and connections to ensure that important day to day destinations and sustainable transport links are within easy walking distance from home and work, to discourage unnecessary use of the car.</i> ' This is pure aspirational stuff and there is no evidence provided to show that people will abandon their cars and use 'sustainable transport links' i.e. buses in a development of this size unless you live in a metropolis such as London.
		5.3.2	Crystal ball findings are just that.
		5.3.3	Aspirational but without a fully costed and funded infrastructure, it will be another development disaster.
		5.3.4	With the preferred option for Jt 10 yet to be confirmed, then the Transport Plan cannot possibly predict the flow of traffic, prevent rat runs and implement suitable BRT measures.
		Table 5.1 Compatibility matrix between the objectives of the Publication Draft Welborne Plan and the SA Objectives	Very laudable but we do not believe many of these objectives in this matrix are achievable in that a lot of the objectives are contradictory. For example it states that ' <i>3: Welborne will be distinct from other settlements, but connected to them physically and functionally.</i> ' We believe without a significant buffer zone and a reduction in the proposed number of houses to be built, distinctiveness and settlement separation would not be achieved.

		Table 5.2	<p>It is significant that this section states the following: 'Six proposed policies from the Publication Draft Plan were assessed as leading to significant negative and uncertain effects against the SA Objectives:</p> <ul style="list-style-type: none"> ☑ WEL3: Allocation of Land ☑ WEL9: Employment ☑ WEL24: Strategic Road Access ☑ WEL25: Local Road Transport and Access ☑ WEL36: Energy ☑ Part of WEL37 in relation to the uncertain water disposal strategy' <p>To these we would add the following policies:</p> <ul style="list-style-type: none"> ☑ WEL5: Maintaining Settlement Separation - the proposed minimum 50m buffer is totally inadequate. Buffer zones need to be a minimum of 200 meters with no permanent structures. The areas bordering the buffer zones must have the least density of housing to maintain the separation of existing local communities. Unless these added safeguards are included then we believe the existing policy contradicts one of the core tenets of the Welborne Plan i.e. Maintaining Settlement Separation and therefore is unsound. ☑ WEL39: Flooding and Sustainable Drainage Systems - no proper environmental assessment has been carried out to assess the impact of the Welborne Plan re downstream flooding on the existing communities of Funtley and Wallington. SUDS is unproven for a development of this size and also the most expensive option for the developers. Without a full costed and funded plan this policy we believe would be unviable and unsound.
		5.3.1	High Quality design imperative with quantitative costings.
		5.3.11	Boundary lines demarcation need to be 200 meters and kept to.
		5.3.12	Over reliability on cars will be an issue. Unsubsidised BRT & cycle path and traffic calming measures totally inadequate.
		5.3.13	Requirements of transport strategy to be quantitative rather than aspirational.
		5.3.14	Flood risk and lack of real quantifiable evidence remains a major problem. Funtley has a downstream flooding risk issue especially during heavy rainfall. Therefore risk assessments will need to be robust. Carbon emission, sewage waste disposal and flooding remain high impact issues.
		5.3.15	What actual measures will be put in place to alleviate the noise and air pollution for North Fareham residents. This also applies to light pollution and effects on our local wildlife.
		5.3.16	What will these special considerations be?
		5.3.17	Geographic significance and biodiversity issues to be managed by real experts not interested parties who are solely interested in profit.
		5.3.18	Again careful and robust management. Grade 2 & 3a agricultural land once concreted over will be irretrievably lost causing loss of habitat.
		5.3.19	What mineral deposits? Resource management, waste water management options remain undefined and unsubstantiated.
		5.3.20	Where is the actual evidence?

		5.3.21	Local distinctiveness will only happen with respected and defined boundaries.
		5.3.22	Sustainable costed and viable transport links will be the key. Natural green spaces and all the aesthetic bits are welcome.
		5.3.23.	Depends on the employment development envisaged.
		5.3.24	Cultural assets often lost. Depends if the pain is worth the gain.
		5.3.25	As above based on evidenced impact assessment.
		5.3.27/28/29/30	Sustained, viable, sensitive all imperative factors
		5.3.32	Employment opportunities not defined. What are they? As outlined previously there is an abundance of empty commercial premises throughout Fareham Borough. Economic viability across the borough will be dispersed even further.
		5.3.33	All moves facility would be the only option given the current gridlocked road network particularly during the rush hour periods.
		5.3.34	Noise and light pollution and visual impact assessment required to limit the impact on a desirable residential area. Noise screening measures and the other measures will need to be risked assessed, costed and carefully monitored.
		5.3.35	Improvements to Jt 10 essential. Again needs to be properly costed, implemented and monitored.
		5.3.36	Managed and assessed carefully.
		5.3.37	Constant win/lose depends on overall benefits and detailed costing.
		5.3.38	Aspirational - where is the actual evidence?
		5.3.39	Without a doubt traffic flow will be increased. Funtley is already used as a rat run and 6000 new homes and associated commercial development will exacerbate this problem.
		5.3.40	BRT will only be used if affordable/subsidised as local fares are prohibitive for regular use.
		5.3.41	All impact measures need to be assessed then installed. Preventative rather reactive.
		5.3.42	All preventative and aesthetic measures welcome.
		5.3.43	All preventative and aesthetic measures welcome.
		5.3.44	Will help but not significantly. Cost effective BRT essential.
		5.3.45/46/47	Yes compliment rather than blot the landscape.
		5.3.48	Impact assessment required.
		5.3.49	Why local employment opportunities when it would go to competitive tender and there is no guarantee that this would be local.
		5.3.50	Waste water conveyance for 6,000 new homes with no preferred option. Unbelievable! Where is the sound evidence required.
		5.3.51	Investment impact assessment essential.
		5.3.52	Better buried than visible.
		5.3.53/54	Impacts need to be carefully assessed, costed and viable.
		5.3.55/56/57/58	Risks need to be carefully managed.
		5.4.2 Table 5.3	If objectives are resourced and costed, viability and overall soundness can be established. All positive effects are dependent on proper and evidential assessment and relevant funding soundness unproven. Objectives aspirational.

	Chapter 6 - Summary of the Appraisal of the Publication Draft Welborne Plan by Sustainability Theme.		Sustainability issues already mentioned continuously throughout.
		6.2.1	Traffic infrastructure inventions need to be substantial, costed and developed prior to massive development programme.
		6.2.2	Junction 10 and local road improvements essential, costed and not 'cart before the horse.'
		6.2.3	Self containment a myth if FBC are stating Welborne will have 40% self containment. 15% self containment maximum figure achieved within a large development within the UK. It's economic viability a real concern for the whole borough of Fareham.
		6.2.4	BRT needs to be subsidised. Local buses very expensive. Majority of users are pensioners and other subsidised fare holders e.g. students.
		6.2.5	Out of 6,000 new homes and commercial premises, how many will be actually walking, cycling and using the BRT? With self containment likely to be no more than 15%, it unlikely to be high on a daily basis.
		6.2.6/7	Without a doubt air quality will worsen. Mitigating impacts essential as this is a massive development not a mini one.
		6.2.8	Sustainable modes of transport is not an expensive BRT route or cycling. People will use cars for convenience unless the BRT is competitively priced i.e. subsidised and worth using.
		6.2.9	What about air pollution for residents?
		6.2.1/11/12/13	Where is the evidence of the long term biodiversity gain when some species are on the point of extinction?
		6.2.14	Preferred waste water treatment and discharge not defined!
		6.2.16	Only if people leave their cars at home. Not likely to use cycles or BRT for everyday use.
		6.2.17	Where is the evidence to support the increased resilience?
		6.2.18	Robust flood risk assessment essential alongside sustainable drainage systems.
		6.2.29/30	There is no positive effect for those who live in North Fareham and moved here to be in a market town location not Solent City.
		6.2.31/32/33/34/35/36 - Landscape	All for maintenance of a high quality landscape and sensitivity in managing impact on landscape character.
		6.2.37/38 - Material Assets	Damage limitation dependent on robust assessment.
			Significant repetition we repeat points already made.
		6.2.47	Let's get the prepared and costed option on the table. Funtley has substantial flooding issues. SUDS assessment inadequate. Biodiversity issues, adverse ecological effects and investment not established.

	Chapter 7 - Mitigation and Recommendations for the on-going development of the Welborne Plan	7.2.1	Opportunities to extract minerals. This hasn't been discussed and may delay development? No mention of which minerals these may be or what impact extracting them will have.
			Noise screening measures - there are none of these for Funtley residents in the Plan even though this report recommended them. All requests by Funtley residents for mitigation measures have 'noted' by FBC but no action taken or suggestions included in Plan.
			Slip roads for screening measures - will this also include Funtley as our village will be nearer the motorway and development than the new homes.
			Who will pay for habitat to be placed in the areas noted? If funding is expected to be from developers, this may not happen.
			It is acknowledged that any waste water plan will cause a negative impact in many stated areas. The degree of impact should be known before development starts.
			Possible pipeline to Peel Common is unrealistic due to the costs and disruption this will cause to landscape and existing homes.
			Waste water and slurry transportation option is an unacceptable solution for 6000 homes. This problem is unsolvable and therefore makes the Plan unsound.
	Chapter 8 - Monitoring	Accessibility	Transport number will only be monitored to and from Welborne. What about the rest of Fareham especially the surrounding communities including Funtley, and the new employment created by Daedalus.
		Air quality monitors	Present monitors used to evidence the report, are not in proximity to the Welborne site or areas of nearest concern surrounding it. Does not state if additional monitors will be used or where?
		Biodiversity	No evidence of how this will be monitored? Just talks about what plans exist - but not how they will be monitored to measure success.
		Climate change	What are the acceptable limits for energy? Can only monitor something if you have a baseline and target acceptable limit to monitor against.
		Economic Factors	As above - what is the standard FBC will monitor against?
		Food production	Unrealistic - given the amount of food producing fields being destroyed in order to build Welborne. Should mitigate the exact amount of food production lost - which is not mentioned anywhere in the Plan. Allotments along A32 are discussed elsewhere as being removed in order to provide car parking due to loss of this when widening the A32 - so this contradicts itself!

		Heritage	Again, what is the acceptable limit of artefacts etc. destroyed? Need to have measure to monitor against.
		Human Health	Completely unacceptable way of monitoring health! Health should be monitored by the types of disease and treatments carried out at primary and acute health facilities, to see if these increase due to pollution, lack of accessible facilities and waiting lists etc.
		Housing	OK - will monitor against projections
		Water	Again what is the acceptable water consumption being aimed for? Not clear whether rate stated is the figure FBC are aiming for?
	Chapter 9 - Summary	9.1.3	The negative affects are numerous against the positive affects which are not stated (are there any?).
		9.2.2	Publication and 6 weeks consultation period was flawed as not available in all areas as stated by FBC e.g. in Fareham library for only 4 weeks and 5 days. Online accessibility flawed as previous draft plan still on website site which may have been used by public to feedback rather than correct version. See representation letter for more details.

Name / Date of issue	Section	Extract	FVS Comment
Sustainability Appraisal for the Welborne Plan Jan 14	Appendix 1 Accessibility and Transport 1.2.13	<i>The road, rail and air links close to Welborne mask significant potential accessibility issues for Welborne. As a greenfield site, cut off from the rest of the built up area of the borough by the M27, walking and cycling routes are currently limited, and existing local public transport services (including bus routes 69, 93 and 95) are unlikely to be adequate for the needs of the town. Congestion on the local road network, particularly around Junctions 10 and 11 of the M27, is also a major issue, and one which is likely to increase. This places further constraints on accessibility to/from Welborne</i>	This extract supports concerns about traffic congestion worsened by the increase in traffic as Welborne grows.
	1.2.14	<i>Due partly to Fareham's relative affluence, car ownership in the borough is higher than regional and national averages</i>	Fareham has higher than average number of cars per head of population. Nothing to suggest otherwise will be true of Welborne residents. Car usage will further congest roads. No convincing evidence seen in Plan to alleviate concerns that traffic congestion will only worsen from an already high rate.
	1.3		Such a large new community will also be encouraged to use cars/roads by its close proximity to the M27. Opens up employment opportunities external to Welborne.

Name / Date of issue	Section	Extract	FVS Comment
Sustainability Appraisal for the Welborne Plan Jan 14	Appendix 2 - Air quality		
	2.24	<p><i>Whilst the two AQMAs in Fareham are not located adjacent or near the plan area, Welborne has the potential to negatively affect air quality across the borough, including the town centre, where the AQMAs are located. This is acknowledged by the Air Quality Action Plans prepared for the AQMA, which suggest that Welborne could add to Fareham town's congestion issues</i></p>	<p>Air quality monitors were situated in areas far away from the Welborne site, but it is still recognised that air quality in Fareham could be affected. Not sure why the plan uses the word 'could' as surely an extra 6500 homes WILL affect air quality - how can it not?</p>

Name / Date of issue	Section	Extract	FVS Comment
Sustainability Appraisal for the Welborne Plan Jan 14	Appendix 3 - Biodiversity		
	p19 fig		This diagram shows no trees within the proposed Welborne site. Whereas there is a wooded area and 2 lines of trees within the site.
	3.2.10		The site has the potential to support many species of animal which will now not be able to settle (e.g. Brent Geese). There are large numbers of existing wildlife - important even though they may not be protected. E.g. sky lark, deer, etc.
	3.2.17	<p><i>The survey recorded a low population of breeding great crested newts within a pond to them south of the site. Terrestrial habitat suitable for this European Protected Species was also recorded within the site and surrounding landscape. As a result of the survey findings a number of mitigation measures will be necessary and will be presented in detail in the Ecology Chapter of the Environmental Statement, and these may include:</i></p> <ul style="list-style-type: none"> <i>☒The development design will aim to retain the known breeding pond and as much suitable terrestrial habitat within 500 metres of the pond as possible.</i> <i>☒The pond, currently in poor condition, will be improved and managed to benefit great crested newts.</i> 	The Plan does not identify a 500m boundary around the breeding pond identified

	3.2.21	<i>Where possible important biodiversity features such as woodland, scrub and hedgerow, will be retained in the design of the development</i>	The housing density in the Plan will not accommodate this aspiration!
		<i>Badger main setts will be retained, with links to suitable foraging habitat, where possible</i>	As above - this is aspirational as won't be possible with housing density in Plan
	3.2.27	<i>Particular concerns have been expressed in recent years regarding the likelihood of planned developments, including Welborne, to increase human activity within and close to European designations at the New Forest and Solent coastline. Sharp et al (2008) estimated the number of annual visits to the New Forest to be over 13 million per year, a figure which they predicted to increase by 1.05 million visits by 2026 based on sub-regional development objectives at the time the work was carried out.</i>	I would suggest that an increase of 1.05 million visits a year to the New Forest is unsustainable. Even though the Plan states the National Trust have been consulted (owners of the New Forest) there is no evidence of response to this estimated increase in visitor numbers.
	3.2.28	<i>Solent visits to increase by 15%</i>	Not only will this have a detrimental effect on the Solent coastline and already congested Solent waterways (assuming residents who are attracted to sailing as a hobby would want to move to Welborne due to its proximity to the most popular sailing venue in the country) - it will also have an impact on traffic congestion as the additional 15% will travel in their cars along the already congested A32 to get to the coast. Congestion along all roads to the coast are already congested.
	3.2.40	<i>Freshwater and wetland habitats are under considerable pressure in south Hampshire, with the majority of wetland SSSIs currently in unfavourable condition. Increased demand for water coupled with diffuse pollution via run-off will place additional pressures on these habitats.</i>	Existing suffering habitats will suffer even more from extra pollution and reduced water.
	3.3.1	<i>Protected species are also present within or around the site, including Badger, bats, breeding birds, Dormouse, Great Crested Newt and reptiles.</i>	Existing protected species will suffer. Although it states there are opportunities for tree planting, these will be saplings rather than mature trees which will take many years to grow to a size where wildlife could be supported again. Important wildlife that live in hedgerows will be lost as these do not feature in the Plan.

Name / Date of issue	Section	Extract	FVS Comment
Sustainability Appraisal for the Welborne Plan Jan 14	Appendix Chapter 4: Climate Change 4.2.8	<i>"Emissions are likely to continue to decrease"</i>	Nowhere in the draft plan does FBC specifically demonstrate how it will meet its duty to comply to the Climate Change Act?
	4.3.1	<i>"potential increases in greenhouse emissions....."</i>	Building 6,000 houses and infrastructure WILL increase greenhouse emissions.
		<i>"The plan should seek to limit emissions....renewable energy provision..sustainable drainage systems and green and blue infrastructure provision."</i>	This is not addressed in the Draft Plan.

Name / Date of issue	Section	Extract	FVS Comment
Sustainability Appraisal for the Welborne Plan Jan 14	Appendix Chapter 5 Economic Factors	5.3.1 <i>"local businesses have decreased at a higher rate....high rate of commuting out of the Borough..." the draft plan 5.2 "respecting the Cities First economic policy..."</i> .	All of which go against the Plan principles of self containment 5.1. The Plan also does not evidence how it will firstly attract the businesses in the plan and secondly how those created will be for the people of Welborne.

Name / Date of issue	Section	FVS Comment
Sustainability Appraisal for the Welborne Plan Jan 14	Chapter 6 Health	
	6.1.1 "improving accessibility to healthcare"	There is no mention throughout the whole sustainability document of how Fareham Borough Council are going to improve on health care accessibility or indeed how they are to engage with the NHS Trust in Portsmouth. This NHS Trust is already stretched to the maximum. To even think about Welborne being developed with houses being built before the sound infrastructure and much improved road networks for this area to allow emergency vehicles access is not legally sustainable to protecting human life.
	6.2.3	Regarding children's health and tooth decay throughout this plan for Welborne there is no mention of Dentists being brought in to the area. The patient lists for Dentists in the Fareham area are full. How can this development go ahead with no accessibility to healthcare. Every individual has the human right to be provided with the healthcare they deserve. The sustainability of healthcare in this development falls far short of the requirements and is therefore not viable.
	6.2.6	<p>Obesity is a major problem now throughout England and Wales as indeed a lot of developed countries. The map shown in the document at 6.2 is flawed on the following points:-</p> <ul style="list-style-type: none"> • It is totally illegible to read. I have increased my computer to 100% and more to read the map. This is totally unacceptable for the Council to produce a document with illegible maps within it. How do you expect someone to be able to decipher this? • The diagram itself shows Welborne very clearly though in red! How biased can this be? • The other colour schemes are not explained – I cannot decipher the words for the 4 areas listed. • There are 8 other shaded areas - what do these mean? No explanation given. <p>How does Fareham Borough Council expect the general electorate to decipher this properly? The council are not providing us with the correct tools or indeed easy to read documentation. Therefore on these points raised begs the question - Is this sustainable?</p>

	6.2.7 and fig 6.3	How nice you are thinking of the decibel noise for Welborne. People live in Funtley a darn sight closer than Welborne will be. No action has been taken to reduce our noise levels - it is constant all the time even Xmas day!!! Stop thinking about new developments and start thinking about the people who are actually here NOW!!!. This is not sustainable for the future – Funtley will have to endure years of constant noise levels. Try doing the study closer to the Village that exists. No study has been done. How can Fareham Borough Council provide this document without the correct studies being carried out and full reports being allowed to be seen by us?
	6.2.8	The areas coloured bright red – How can houses be built here when it is on Fareham Common – This is a SINC - Don't cover it up in concrete and move the green site elsewhere – We need green trees, green foliage actually produces the oxygen we need to breathe via Photosynthesis. If you remove the green foliage and trees will you provide us with oxygen cylinders instead?
	6.2.9	Noise level studies were performed 19th – 24th April 2012 – This document was created in November 2013. The data is now out of date. I suggest this is unsustainable until a more detailed survey has been done especially over the weekends - My back garden on a Sunday is not peaceful at all!!
<p>Overall this chapter on Health and Noise is unsustainable due to all the above but also to be considered is that Queen Alexandra hospital is about 7 miles away to the east and Southampton General is about 9 miles to the west. Both these hospitals are running at maximum quotas. There are numerous occasions when there are no beds, Intensive care is full, wards have to close due to many factors including lack of funds, reduced medical staff, and the norovirus outbreaks which happen far to often to name a few examples. Fareham does not have a hospital on these scales.</p> <p>Conclusion:-</p> <ol style="list-style-type: none"> 1. Fareham was promised a hospital once upon a time but all we got was a day unit small 'cottage type' unit on an old hospital site at Coldeast. 6,000 dwellings and the possibility of 12,000+ residents to further clog up A& E they cannot keep to the 4 hour minimum wait at present what hope has anyone got of being seen in 6 hours in the future? I dread to think. 2. St Christophers hospital was closed a couple of year ago - this housed many elderly people in the twilight of their years. The site now has numerous houses and flats on it and you provide a document on the Health of Fareham being a problem - no wonder. 3. It would be nice to give Fareham a proper decent sized hospital first before any further developments are considered. 4. I suggest not Welborne for residential use but the site instead for a decent and adequate sized hospital. To replace the 2 hospitals we DID have. 		

Name / Date of issue	Section	FVS Comment
Sustainability Appraisal for the Welborne Plan Jan 14	Appendix Chapter 7 – Historic Environment	<p>The history of the railway in 1841. I am making you aware that the area around Fareham has very unstable soils due to the large clay beds which made the area suitable for brick-making. When constructing the tunnel just north-west of Fareham on the Eastleigh-Fareham line numerous problems with flooding and subsidence were encountered and only with much use of bulkhead walls and props could the tunnel be driven through the hills.</p> <p>Once the line opened problems continued with water damage and flooding. In the late 19th century the central part of the tunnel collapsed and the decision was made to build a single-track bypass line to the west through another tunnel on more stable ground, which rejoined the main line at Knowle Junction near Funtley. The collapsed section of the original tunnel was dug out, braced, turned into a cutting and re-opened in 1903 as part of construction work on the Meon Valley line from Fareham to Alton (also an LSWR line). To this day there are actually two Fareham tunnels, separated by a short open-air section in a deep cutting. (1 see ref at end of doc)</p> <p>In 1994 Highlands Road above the said tunnel collapsed and Highlands Road was totally out of bounds to pedestrians and vehicular access. (2 see ref at end of doc)</p> <p>The same Clay soil is in evidence on the Welborne site as stated in para 7,28 - This development will require extensive foundations and pile driven supports to prevent any dwelling subsiding. Should the council be putting householders in this situation?</p>
	7.2.4 – 7.25	<p>These mention the water meadows within the Wallington River Valley - take note what happened in Somerset with water meadows during the last rain fall of early 2014 – We do not wish this to happen at Welborne / Wallington River Valley. Indeed as you may be aware the River Wallington flooded very dramatically in 2013 making headline national news. Therefore this part for consideration to be part of the Welborne site is not sustainable neither viable.</p>
		<p>The History surrounding the area of the Welborne site may well be lost with this development. There is a Neolithic long Barrow sited very close to the central part of this proposed development.</p> <p>The first edition map shows:-</p> <ol style="list-style-type: none"> 1. Small irregular fields around Charity Farm and Kneller's Court and these may be the last vestiges of a smaller field system across the landscape. It is possible that where these boundaries survive today they are medieval in origin and may be associated with banks and species diversity. 2. The 'nibbled' wood pattern and the smaller irregular fields around betray a belt of land which has been enclosed from woodland in the late medieval and post medieval period 3. This area might also be associated with quasi industrial activity associated with woodland from the Roman period onwards, such as kilns and charcoal production – hence we get the names of roads such as Kiln Road, Potters Avenue, Iron Mill Close 4. Fareham Common created in 1805 was an enclosed area of common land
		<p>There are numerous Grade II listed buildings within the site or situated near to the boundary.</p> <p>These must be maintained for present and future generations. These are included on the Statutory List of Buildings of Special Architectural or Historic Interest.</p> <p>Within the site:-</p> <ul style="list-style-type: none"> • Boundary Oak School - Roche Court • Dean Farm • Lodge at Boundary Oak School <p>Near to, or bordering, the site as mentioned in 7.2.11 St Francis - Funtley Church a Grade II listed building is among those listed and there is a very important link to history here which must not be lost. There is a stained glass window designed and created by John Ruskin. This window is recorded in Fareham Borough Council record of listed buildings. Ruskin glass was moved from Duntisbourne Abbots, Gloucester where the windows were smaller. (3 see ref at end of doc)</p> <p>There are listed buildings adjacent to Wickham Road, Fareham, and close to the highway (i.e. Two Chapels at Fareham Cemetery and the Potteries) are vulnerable to highway changes as a result of the plan. What is not clear in the plan or any supporting documentation are clear definitions or plans of what these highway changes may be.</p>

Name / Date of issue	Section	FVS Comment
Sustainability Appraisal for the Welborne Plan Jan 14	Appendix Chp 8 Housing	FBC have, using their latest figures from March 2010, 47,800 dwellings - Why can we not have a more detailed up to date figure? I have taken the latest Government figures from the census 2011 according to ONS.gov.uk there were 47,941 this was taken in April 2011. As this document was created in 2013 why did FBC not give a more accurate and true number? The sustainability appraisal is therefore flawed and unsound.
		The Welborne development is to provide 'around' 6000 dwellings (as stated at the beginning of the sustainability document page i) – there is no definite true figure being promulgated by FBC the figure keeps changing one minute it is 6000, then it is 6,500. How can people or organisations respond on a development and sustainability plan when the figures are not definitive. This is open to misinterpretation. The sustainability appraisal is therefore flawed and unsound.
		The Welborne development is also to be used to reduce the number of residents currently on the Housing Waiting list this is listed in this chapter as being at 1,378 How does 6,000 + warrant this? Even looking to the future we are to consider Welborne a building site for at least 20 or more years we will still not occupy all those houses. Poundbury which Welborne has been designed on is half empty after the building has been completed. This is therefore unsustainable to build so many houses for a smaller number of people
		Appendix and comment from Bryan Jezeph (Consultant) In Oct 2013 <i>"The SA does not mention the changes to the number of units proposed and the extended timeline to 2041. The Core Strategy trajectory planned for 5,350 dwellings by 2026 and the Inspector acknowledged this would create a shortfall. The Draft Welborne Plan further reduces this to 2,300 dwellings by 2026 and the SA does not make reference to the implications of this reduction. It will limit the ability of the site to provide facilities in the early phases of development for the first residents meaning they will have to travel off site to access them and this will generate traffic"</i> .
		Why does the SA not mention changes to the number of houses but instead give an around 6000 figure? The National Planning Policy Framework (2012) has the following main objectives for house building and one of these is "Affordable and meeting needs of the market, identifying accessible sites for 5,6-10and 11-15 years worth of housing/growth" Extension of building to 2041 is more than 15 years housing / growth time and therefore this is unsound at this stage. The houses are to be 'affordable' - As the SA mentions the average house prices for Fareham range between £132,036 to £325,846.

Name / Date of issue	Section	Extract	FVS Comment
Sustainability Appraisal for the Welborne Plan Jan 14	Appendix Chapter 9 Landscape		
	Figure 9.3: Zone of Theoretical Visibility (Source: Cooper Partnership, 2013)		Diagram is poor quality and blurred in pdf document. This is an important subject area for many local villages, and from the report it is not possible to view this picture, it is brurred and out of focus and the keys are not visible. This is one of a number of similar diagrams of very poor quality in the report and I believe there are legal aspects to this with regard required consultation.
	9.2.18 Lighting	<i>The majority of the site is currently undeveloped agricultural land. Funtley, Fareham and isolated residential properties will have views towards the site and its infrastructure. It is therefore considered necessary to assess the potential lighting impacts from the proposed development. A light pollution assessment will be included in the Environmental Statement to accompany forthcoming planning applications.'</i>	As stated there, "Funtley, Fareham and isolated residential properties will all have views towards the site" - from that statement - this confirms that the majority of Fareham and surrounding areas will potentially be affected on this point, therefore the Draft Plan cannot possibly be declared viable without this assessment being carried out, it is not acceptable for the council to have delayed it until planning application stage.
	9.2.21 'Likely evolution of the baseline situation without the plan'	<i>If the Welborne Plan is not adopted, it is assumed that relevant policies in the Development Plan and National Planning Policy would apply. Baseline trends relevant to landscape that may continue under such a scenario include:</i> <input checked="" type="checkbox"/> <i>Significant changes in landscape character in and around the plan area.</i> <input checked="" type="checkbox"/> <i>Potential loss or degradation to key landscape features.</i> <input checked="" type="checkbox"/> <i>Potential effects on landscape quality close to the road network from increased traffic flows.</i> <input checked="" type="checkbox"/> <i>Changes in tranquillity in and around the plan area, affected by changes in the levels of light pollution and urbanisation in general.'</i>	Unless this can be substantiated with evidence it should be removed from the Publication Plan, and any asumptions based on it ignored. It is opinion not factual.

Name / Date of issue	Section	FVS Comment
Sustainability Appraisal for the Welborne Plan Jan 14	Appendix Chapter 10 - Material Assets	
	10.2.6	With the numerous filled chalk pits and the contamination associated with Dean Farm, it is imperative that further investigation of this potential impact is made.
	10.2.8	Detailed site investigation required due to risk of ' <i>differential settlement</i> .'
	10.2.9	Will the underlying ground support a ' <i>SuDS strategy</i> '?
	10.2.10	Nothing can be built within a specific distance of the major gas pipeline. This constrains the layout of the proposed development.
	10.2.12	Focus should be on development on previously developed land i.e. brownfield sites. Disagree with statement that if Welborne doesn't proceed then there would be more development on other greenfield sites within the Borough. Fareham does NOT need the level of housing FBC propose - therefore more piecemeal on brownfield sites would be more appropriate e.g. the 55 new homes on a brownfield site behind the new Tesco's in the centre of Fareham.
	10.3.1	If Welborne was to proceed, then there is an opportunity to use recycled materials in the Welborne development as well as better energy efficiency and renewable energy generation.

Name / Date of issue	Section	FVS Comment
Sustainability Appraisal for the Welborne Plan Jan 14	Appendix Chapter 11 - Population and Quality of Life	
	11.2.2	The population increase in Fareham has been below the national average at 4.3% since 2001.
	11.2.3	The population increase in Fareham Borough projected to be 16% between 2008 and 2033. Does this figure include Welborne? Not clear from the references. We believe that the lower growth rate in Fareham Borough's population compared to the regional and national averages, does NOT justify a huge development of this size. More incremental development on smaller brownfield sites would be more appropriate.
	11.2.6	One of the justifications used by FBC to support Welborne is to meet the housing needs of Fareham Borough. With some of the lowest deprivation in the whole of the country and the second lowest in Hampshire, we do not feel a huge development of this size is appropriate to meet Fareham's housing needs. We also believe it is not an appropriate development to meet the housing needs of South East Hampshire.
	11.2.11	Fareham has generally low levels of crime. However a huge development of this size, with a sizeable proportion of social housing could affect this. For example Wellington Park in Waterlooville has unfortunately seen crime, with the moving of 'problem residents' into social housing in this development, increase significantly.
	11.3.1	Maintaining the existing farmland and open countryside in the area to be built upon as Welborne, would keep and maintain the quality of life for residents in North Fareham.
	Summary	In conclusion the small population growth and ageing population does not justify a huge development of this size. On the contrary the increased traffic congestion, increased noise and light pollution, loss of open green space and farmland would lead to a decrease in the quality of life of existing residents.

Name / Date of issue	Section	FVS Comment
Sustainability Appraisal for the Welborne Plan Jan 14	Appendix Chapter 12 - Soil	
	<p><i>If the Welborne Plan is not adopted, it is assumed that relevant policies in the Development Plan and National Planning Policy would apply. Baseline trends relevant to soils that may continue under such a scenario include:</i></p> <p><input checked="" type="checkbox"/> <i>Losses of areas of best and most versatile agricultural land to development within the plan area under CS13</i></p>	This is an assumption and not based on fact. Agricultural land of grade 2 and 3 should be preserved and not built on according to 12.1.2.

Name / Date of issue	Section	FVS Comment
Sustainability Appraisal for the Welborne Plan Jan 14	Appendix Chapter 13 - Water	
	<p>13.2.8 Welborne falls within the catchment area of two wastewater treatment works, Knowle and Peel Common. Neither has sufficient sewerage capacity to convey wastewater from the new community. Two main options are being considered. Firstly, Albion Water which operates the Knowle works has indicated that its infrastructure and treatment capacity could be upgraded to, provide a sustainable solution to wastewater treatment, which would include a proportion of blackwater being supplied back to the new community for use in toilet-flushing and irrigation. Secondly, wastewater could be piped to Peel Common, but in this case a new main trunk sewer connection would be required. Whichever option is eventually preferred, it will need to be demonstrated that the receiving works can operate within the terms of its current discharge consents which have been set at a level which avoids negatively affecting European marine sites at the Solent.</p>	<p>This makes the present Plan unsound - as an achievable solution for wastewater has not been evidenced. Either of the described options would generate unacceptable side effects i.e. disruption caused by laying of new pipeline for Peel Common and even if Albion Water site used - this would necessitate removal of solids by hundreds of trucks a week. Black water use could cause cross contamination of fresh water supplies so is not a sound solution to this problem.</p>
	<p>13.2.10 Whilst flooding from watercourses is not a significant constraint for most Welborne, flood risk from surface water run-off has the potential to be an issue.</p>	<p>The Welborne site is on a sloping hill. The flood risk to those residents down hill from Welborne would be unacceptable. Flooding occurs already in downstream areas extending to Titchfield, and this is before the land is concreted over.</p>
	<p>13.3.1 Waste water will need to be effectively managed through the development of the Welborne Plan. Current capacity and infrastructure is insufficient for the needs of Welborne.</p>	<p>There is insufficient evidence that there is a acceptable solution for ground water and wastewater management. This should be in place before the Plan is approved. Management systems at present make the Plan unsound.</p>

Title / Date of issue	Section	Extract	FVS Comment
Habitats Regulations Assessment for the Welborne Plan Jan 2014	Executive Summary	E2.1	No issues with these comments.
		E3.7	There is definitely uncertainty regarding ' <i>the potential for wastewater treatment and discharge impacts on the Solent and Southampton Water SPA/Ramsar, and it cannot currently be concluded that the development of Welborne will not adversely affect the ecological integrity of the site in this way.</i> ' Until the actual wastewater treatment and discharge impacts have been accurately assessed and the actual options for the treatment and discharge been outlined, costed and funded then this would in our opinion contravene the Conservation of Habitats and Species Regulations 2010 and therefore render the Welborne Plan unsound.
			Until the final proposed junctions arrangements for Junction 10 of the M27 have been confirmed, then the recommendations under section E4 cannot be accurately made since we do not know the actual potential increase of traffic. This will be significant as commented here and hence the impact of the local habitats could be considerable. If no preferred junction arrangement is reached by the end of the consultation period, this would render in our opinion the plan as unsound as it would not be able to accurately meet the HRA requirements.
	Chapter 1 - Introduction		No comments re this section.
	Chapter 2 - Methodology	2.1.3	Re the hierarchy of intervention - this principle should be adhered to e.g. a change of policy needs to be adhered to if it can be shown that the Welborne plan does not meet HRA regulations e.g. increased buffer zones to existing settlements, a reduction in the number of houses to be built, more SANGs and if necessary the Welborne Plan to be declared unsound and unviable and therefore to be abandoned.
		2.5.2	Welborne should be seen in context of the wider development of South Hampshire is concerned as noted in this paragraph. The overall impact of all these developments need to be aggregated collectively to get a clear overall picture of the full environmental impact on local habitats and whether it still meets the Conservation of Habitats and Species Regulations 2010.

	Chapter 3 - European Sites		No comments re this section.
	Chapter 4 - European Site Characterisation		No comments re this section.
	Chapter 5 - Identifying Impact pathways	5.3.29/31/34	Annual visits to the Solent coastline would increase by between 1-2 million a year (depending on which research is used). It cannot be possible to mitigate against this number of increased visits and all the associated issues e.g. traffic congestion to the coastline, additional facilities needed etc. States funding will be expected to come from developers of houses. States additional project will be needed to manage this increase. The Plan states SANG will be adopted to provide mitigation - although there are no national standards to support the success of these measures. 120ha of SANG required for the population of Welborne - but this can only be provided outside of the Welborne area part of which is in Winchester's area.
		5.6.6 <i>Options for sewerage connections to Peel Common are still being explored and, at present, it is not certain whether a feasible option.</i> 5.6.10 <i>The preferred solution for waste water treatment is not yet known, and so cannot be fully assessed at the current time.</i>	No solution to sewerage is proposed by the plan. Cannot approve a Plan with no provision for sewerage.
	Chapter 6 - Impact Assessment	6.1.2 <i>The impact assessment draws on traffic modelling which has been undertaken using the Sub-Regional Transport Model for south Hampshire. The model has been used to assess the impacts of development at Welborne, and associated works to junction 10 of the M27, upon the surrounding road network</i>	No exact traffic solution has been put forward for J10 at this time, so how can this be sound? What is it measuring against is this is unknown?
		6.2.1 <i>Butser Hill SAC was screened into the HRA because of concerns that it could be adversely affected by atmospheric pollution. However, traffic modelling data (Appendix IV) show that post-development two-way traffic flows on the A3(M) are predicted to decrease by -217 AADT in 2036.</i>	Decrease is only 2.7% which is not sufficient decrease to not affect areas discussed.

		6.2.7 <i>It can be concluded that the Welborne Plan will not result in adverse effects on the ecological integrity of the Butser Hill SAC.</i>	See above comment
		6.3.1 <i>The New Forest SAC/Ramsar were screened into the HRA because of concerns that they could be adversely affected by atmospheric pollution. However, traffic modelling data (Appendix IV) show that post-development two-way traffic flows on the M27 J1 to J2, A35, A36, A31 and Roger Penn Way (at locations 4, 5, 6, 7 and 8 on Figure 5.3) are predicted to decrease in 2036.</i>	Not expected to decrease until 2036 - a lot of damage can be done in the meantime.
		6.5.1 <i>...'their locations in the Hamble estuary relative to the M27 and the SAC boundary, it is concluded that adverse effects on the integrity of the SAC is unlikely to result from increasing traffic flows at this location.'</i>	Unsound - as no pollution controls measures in place on the M27 bridge over the River Hamble. Due to the increase in traffic density, there will be more incidents and accidents debris and fluids from which will drain straight into the river. (see report no 2288 at: www.hants.gov.uk/rh/hep/pollution.pdf . A pollution control system will cost £401, 314 (ref: Enterprise Mouchel report available at: documents.hants.gov.uk/hamble/hepdec2013-m27presentation.ppt)
		6.5.2 <i>There appears to be a reasonably good degree of confidence that Peel Common wastewater treatment works would have the capacity to treat effluent to the standards required by its current discharge consent, if Southern Water is eventually selected as the preferred wastewater treatment provider for Welborne.</i>	Contradicts elsewhere in the Plan that states Peel Common is near capacity and cannot cope with increased demand on it. Pipeline required which would have to cross the M27 and A27 and be 7 miles long through residential development/farmland. No investigation seems to have been completed on the impact of building such a pipeline - yet this is crucial to the success of any planned development. Waste water solution unproven - therefore Plan is unsound.
		6.5.2	Knowle treatment plan too small to cope and would need to be enlarged. Even if enlarged all solids would need to be removed. Access roads too small for trucks. Increased pollution due to trucks.
		6.5.4 / 6.5.6 / 6.5.10 / 6.5.12 /	See above - contradicts itself elsewhere in Plan

		<p>6.7.2 <i>It is likely that the population of Welborne will contribute to future visitor numbers within the New Forest because of its special qualities and National Park designation, although it has not been possible to demonstrate this because visitor survey data has not been forthcoming. However, given the distance of the New Forest from Welborne these visits are likely to be far fewer in number than those visiting the coast. Having established the principle of providing approximately 84ha of SANG at Welborne to meet the daily walking and dog walking needs of future Welborne residents, it is considered that the majority of potential impacts on the New Forest would also be avoided</i></p>	<p>Welborne will not be able to provide 84 ha of SANG because the land is not owned by the site promoters (e.g. Knowle Triangle) although the playing fields proposed for this site is stated as having dual purpose? You cannot walk dogs on school playing fields.</p>
		<p>6.7.6 / 6.7.8</p>	<p>Refers to SANG - see above comment</p>
		<p>6.9.25 <i>However, there is currently uncertainty regarding the potential for wastewater treatment and discharge impacts on the Solent and Southampton Water SPA/Ramsar, and it cannot currently be concluded that the development of Welborne will not adversely affect the ecological integrity of the site.</i></p>	<p>The Plan must be unsound if it is not known if the ecological integrity can be safeguarded.</p>
	<p>Summary and Conclusions</p>	<p>7.2.7 <i>"...uncertainty regarding the potential waste water treatment and discharge impacts on the Solent and Southampton SPA/Ramsar, and it cannot currently be concluded that the development of Welborne will not adversely affect the ecological integrity of the site in this way."</i></p>	<p>The Plan does not adequately address how waste water will be removed from the site.</p>

Evidence document name	Date of issue	Section	Extract	FVS Comment
Welborne Stage 2 Viability Testing - GVA Approach, Assumptions and Results. Executive Summary	Jan-14	1.9	<i>As 'Viability Testing Local Plans' notes; assessments depend heavily on the nature and quality of assumptions made.</i>	Viability document is not reliable as it has had to make its assessment on many assumptions which have not yet been finalised by FBC
		1.15	<i>The base appraisal assumes no build cost inflation or value growth.</i>	Predicted costs for development have not taken into account inflation - therefore final costs could be considerably higher.
		1.36	<i>No build cost inflation or sales growth has been applied at this stage.</i>	Predicted costs for development have not taken into account inflation - therefore final costs could be considerably higher.
		1.16	<i>The modelling assumes 15% of dwellings (all tenures) will be delivered to Lifetime Homes standards. At this current stage the modelling is only testing building regulations to 2010 standards. At the time of drafting the details of Part L 2013 were being finalised.</i>	Modelling used is based on out of date building regulations standards, so meeting requirements for new standards could inflate the building costs considerably.
		1.18	<i>Finally, it should be noted that as the finer detail of the scheme is yet to be designed; the construction costs used within the viability model and residential sales revenues are remain indicative at this stage</i>	Construction costs are only indicative at this stage. As so much of scheme has not yet been designed, how can a plan be approved without knowing these values?
		1.21	<i>Evidence at the local level for directly comparable land transactions is extremely sparse...</i>	There is little evidence to support the purchase cost of the land - therefore this very important base cost is unknown.
		1.24	<i>For example, we would expect parcels within the vicinity of the motorway to consist of lower-end housing / apartments, whereas to the north of the site, close to the attractive areas of Wickham and Knowle, high-end family housing is likely to be built.</i>	Funtley is situated close to the motorway, therefore the houses built near the village will be 'lower-end housing / apartments'. This is also likely to also be the 'social housing' development. Therefore the densest population and highest ratios of family residents/lowest earners will be significantly nearest to Funtley. This is most likely to mean more disruption to our village life than if the higher end houses were build nearby.

		1.4	<i>In the first instance the 'base-case' cash flows, which show total land revenues minus total scheme costs (including infrastructure delivery), show a strong residual cash flow surplus (net of enabler return/debt cash flow costs). This is in all affordable housing scenarios.</i>	These 3 sections describe the scheme as 'unviable' in no uncertain terms. So why is FBC perusing this approach?
		1.41	<i>However, when enabler return and/or funding requirements are considered the base case appraisals show (at both NPVs of 20% and 25%) a significant overall scheme deficit using current forecast costs and values.</i>	
		1.42	<i>The results provide a clear message that based on current forecast costs and values, the scheme is unviable.</i>	
		1.45	The cost and associated funding requirements of the first 3 or so years has a significant negative effect on development viability, showing a negative NPV across the first two periods (in particular the first 3 years).	There will be very little profit for the developers especially for the first 3 years or so. This means that there will be no funds available for any infrastructure delivery during this period.
		1.51	<i>Again it is important to consider how the enabler's cash flow profile, specifically debt and equity requirements including peak cash flow requirements change over time. This scenario again reinforces that the cost and associated funding requirements of the first 3 or so years has a significant negative effect on development viability, showing a negative NPV across the first two periods (in particular the first 3 years).</i>	There will be very little profit for the developers especially for the first 3 years or so. This means that there will be no funds available for any infrastructure delivery during this period.
		1.52	<i>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'. This is despite both uninflated and inflated scenarios showing considerable 'residual surplus' (i.e. gross receipts exceeding gross costs).</i>	The scheme is unviable , so why is FBC pursuing this approach.
		1.53	<i>We consider that this principally relates to the onerous nature (capital cost and profile) of the current IDP, which at a cost of c. £47,000 (net of fees) per residential dwelling, we consider to be extremely onerous. In particular the IDP costs in the first ten years are significantly higher than the forecast receipts.</i>	This indicates that the scheme is unviable for the first ten years. As much of the plan is still unknown, it cannot be assumed that after ten years, the situation will improve!

		1.67 / 1.68	<p><i>Notwithstanding the above, we note that the currently drafted CIL (Amendment) Regulations 2014 proposes that developers will be able to discharge a CIL liability through the provision of infrastructure directly rather than payments being limited to cash or land. Such amendments are however at risk of alteration/removal. ...Linked to the above, what guarantees can be given to ensure that infrastructure to be delivered by CIL will be completed in a timely fashion such that it does not impede the delivery of the scheme?</i></p>	<p>FBC are allowing the developers to discharge their liability through the infrastructure delivery, which leaves the quality and timescales open to debate as the infrastructure will be produced to the lowest possible cost standards. If the developer goes into administration, will FBC (and therefore tax payers - us!) be expected to pick up the infrastructure costs? There is no mention of this scenario.</p>
		1.71	<p><i>Given the commitment by Labour to abolish CIL if elected, any agreement will need to deal with the possibility it may not be present and payable for much of the development's life.</i></p>	<p>There is a general election next year (2015), so the reliance on CIL funding will significantly affect the viability and quality of the whole scheme.</p>
		1.73	<p><i>The fundamental issue of a lack of demonstrable viability under the presented 'baseline scenario' (i.e. when the development assumes all the IDP costs) means that the CIL 'route' would likely not stand up to scrutiny and public examination.</i></p>	<p>The entire scheme is not viable, so why is FBC pursuing this approach.</p>

Evidence document name	Date of issue	Section	Extract	FVS Comment
Welborne Plan. Environmental Noise Assessment	Jan-14	3.1	<i>National Planning Policy Framework (NPPF), 2012 states: "Planning policies and decisions should aim to identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason."</i>	The Welborne development is proposed to be solely on green field sites and therefore this requirement has not been met. The land is presently enjoyed by local residents for recreational purposes e.g. walking, running, cycling etc.
		3.4	<i>The WHO Guidelines for Community Noise provides guidance of a similar nature to BS 8233, although it places more emphasis on the potential health effects associated with noise.</i>	Refers to incorrect British Standard number BS8233
		4.0	<i>The noise survey was undertaken over the period Thursday 11 July through to Wednesday 17 July 2013. Weather conditions were ideal with warm dry weather and no or slight wind speeds throughout the measurement period. ... These were selected to supplement the long-term noise monitoring locations and were undertaken between 14:00 – 16:30 on 15th July and between 10:00 – 12:30 on 17th July 2013.</i>	<p>The date and time of the noise assessment was not a fair assessment of noise levels as this period was:</p> <ul style="list-style-type: none"> • outside normal school run hours • outside of the normal rush hour times when traffic is at its lowest density <p>Although we realise that conditions of dry weather and calm conditions are preferred for assessments of this type, the area is exposed to a prevailing SW wind which carries the noise of the motorway across the proposed area (and Funtley) for the majority of the time.</p> <p>According to the Environment Agency current standard (2004) Horizontal Guidance for Noise Part 2 -Noise Assessment and Control (v3) - the following tests should also have been undertaken and we cannot see these in the Noise Assessment report:</p> <p>Time of Measurement and Duration</p> <p>The time when measurements are made may affect the noise levels that are measured. If a survey intended to establish background noise from which noise limits will be derived for a new facility, the following should apply:</p> <ul style="list-style-type: none"> • The survey should include noise measurements at all the likely operational times...day, evening, weekend and night, although in practice in the case of a 24hr operation the night time levels will be the limiting factor • Night time measurements should normally be made between 01.00hrs – 04.00hrs, Sunday – Thursday (when traffic noise and other human activity is at its lowest)

		5.0	<i>Noise Maps</i>	The areas indicated by the 'noise maps' shows that there should be no residential building in the 'red' areas. This has therefore been assigned to commercial buildings in the Welborne Plan. There has been no thought to the residents of Funtley who also live within the 'red' area (very close to location 2) and therefore already suffer over the WHO recommended noise limits from the M27, nor the potential noise from the commercial areas as the type of industry to be sited here has not yet been decided (i.e. a 24hr distribution company)
		5.0	<i>Noise Maps Orientation of residential buildings such that rear gardens are shielded from noise generated by the M27 and A32 can provide differences of between 10-15dBA. Thus, a building elevation exposed to noise levels of 60-65dBA due to road traffic noise is likely to be exposed to noise levels of 50-55dBA on the opposite side of the building. This is partly demonstrated by existing dwellings particularly to the south of the M27 and in the area of Funtley Road.</i>	This section details the orientation if the houses to be built. The houses would therefore immediately back onto Funtley Village at the already disputed 50m buffer zone limit, giving no additional buffer space which would exist if house gardens were facing.
		7.0	<i>A noise barrier which is approximately 4 metres above the level of the M27 at the location shown in Figure 8 (solid blue line) or a barrier which is 4m above the local ground level (solid red line) is required.</i>	The report recommends that acoustic screening is used to reduce noise to acceptable levels. This provision has not been considered for existing residents who also live within this proposed zone i.e. Funtley Village, Potters Ave, West Downs Close, Funtley Road, Funtley Hill and Kiln Road residents especially.
				Additional Comment
				The report does not mention whether the equipment used in the noise assessment was calibrated to National Accreditation of Measurement and Sampling (NAMAS) standards which is imperative for an assessment of this kind.

Evidence document name	Date of issue	Section	Extract	FVS Comment
Welborne Potential New HWRC Briefing Note	Jan-14	Background	<i>In 2011/12 the site received a total of 16,839 tonnes of waste of which 79% was recycled. The site is the 2nd busiest out of the 26 sites in Hampshire. The site was extended in 2006 and is currently operates at capacity and whilst it manages to cope with the level of use it receives there is queuing at peak times and there is no potential for further expansion of the site.</i>	Present Waste Recycling Centres are operating at full capacity. Therefore a facility for the residents of Welborne will be required immediately. There are no plans for this in the Welborne plan.
		Welborne Development	<i>If the development goes ahead it will put a significant strain on Segensworth HWRC as it would increase its household catchment area number of households by an estimated 17%.</i>	In order to travel to the nearest site (in Segensworth) the residents of Welborne would have to travel through Funtley increasing traffic levels to an unacceptable limit.
			<i>Therefore an additional 6,500 houses could be expected to generate an extra 3,467 tonnes of bulky waste per year, which would represent an estimated 21% increase in the annual quantity of waste delivered to the Segensworth HWRC.</i>	If each vehicle going to the Waste Recycling Centre in Segensworth carried 100kgs of waste, this would equate to an additional 16,000 return journey vehicle movements a year through Funtley Village, up to the point at which a Waste Recycling Centre is planned according to the Welborne plan - in 2020!
			<i>Therefore HCC would look for a developer contribution of land and a financial contribution towards the provision of a new HWRC in the Borough of Fareham.</i>	
			<i>The potential new HWRC will need to be operational once 1000 homes have been occupied in Welborne.</i>	
			<i>An HWRC located within employment or industrial land in the Welborne development will serve the new community, the residents from North Whiteley and also the populations to the north and east of the area who currently go to the small single level Bishops Waltham HWRC.</i>	The planned position of the HWRC will be within the industrial are, sited next to Funtley which is unacceptable due to increased levels of noise, smell, dust etc. and the attraction of vermin this will cause.

Section	Extract	FVS Comment
HCC Sustainable Community Strategy (Welborne plan has to have regard to this strategy to be legally compliant)- page 21	<i>Smaller households – Changing social norms around marriage, more women living alone and the changing age structure of the population lead to a shift in household size and composition. Currently 30% of households have only one person. By 2026 this is expected to rise to 37% and, as a result, the overall household size will fall to an average of just over two people. More striking is the changing age structure of one-person households. Improved life expectancy among older men means there will be fewer older women living alone. The increase in family breakdown has meant that the largest-growing group of one-person households is of people in their 30s, 40s and 50s.</i>	From 2011 Census: 62.9% of people in Fareham do not have dependant children in the household. (based on a total of 49,579 households). 23.8% are single person households leaving the remainder 39.2% as couples. So why is the smallest proportion of 4 sized houses allocated to 1 bedroom dwellings (5-10%).
		More up to date projections: Page 2: http://www3.hants.gov.uk/ltp_hampshire_s_demographic_future_2009-3.pdf
		A change in the type of households that Hampshire's population occupies, with a continued rise in the percentage of one person and cohabiting households coupled with fewer married households.
HCC Sustainable Community Strategy: (page 32) A3. Infrastructure and services are developed to support economic and housing growth whilst protecting the environment and quality of life.	<i>Providing modern infrastructure and services (ranging from transport, water and sewerage to business premises, educational facilities, cultural and community facilities, and communications technology) and improving town and country environments will be key to continued economic prosperity. This will mean that new development must be preceded and underpinned by an adequate level of infrastructure, which is planned and delivered in a way that creates high-quality and safe environments, with good access to local services for all.</i>	Welborne draft plan does not address this.
FBC Statement of Community Involvement 2011 (again this is part of the legally compliant section) http://www.fareham.gov.uk/pdf/planning/ldf/sci2011.pdf in the summary section page	<i>Our vision is for “a community that is actively and effectively involved in the planning process and a Local Development Framework that has been created with the extensive involvement of the local community”. We want to involve everyone in the community in shaping the future of Fareham and to achieve this we will inform, engage, consult, and report back and respond to local people, interested groups and organisations. To do this we will:</i>	1) there is no evidence base published, alongside the Draft Plan, of how the council has achieved any of this in relation to their actual SCI. 2) under section 149 of the Equality Act 2010, where is the evidence published that the council has paid due regard to the 3 aims of the Public Sector Equality Duty, with regard to the nine protected characteristics, for, firstly consultation and engagement for Welborne and secondly within the plan of Welborne itself?

	<p>· Publish all the relevant documentation on our website (www.fareham.gov.uk) and in libraries</p>	<p>When looking for the Welborne Plan using a google search on 'Fareham Borough Council Welborne' (common search terms), you will find the old Plan still in place on the website. As this appears second in the list, it will be the most common Plan that residents will find to comment on. This may mean that residents have been commenting on the wrong version of the Plan as it has not been removed.</p>
	<p>Incorrect out of date documents have not been removed from the website and the main library has not had the recent Plan on display for the full 6 week minimum consultation period. Therefore the Plan is unsound.</p>	<p>On visiting Fareham main library one week after the consultation started, it was discovered that the Welborne documents on the shelves were out of date. When enquiries were made, the librarian stated the new documents had not yet been catalogued and were therefore not available to view. Therefore the documents have not been available for the full 6 weeks and if residents had come into the library in the first week of consultation they would have been viewing the incorrect documents that were still on display. This does not meet the required standards for consultation and therefore makes the Plan unsound.</p>
		<p>When visiting Fareham shopping centre a week after the consultation started, it was discovered that the only 2 video screens that were supposed to be showing the Welborne Plans were both non operational. It was not known how long they had been like that, but FBC were unaware of it when contacted. This does not meet the required standards for a full 6 week minimum consultation period and therefore makes the Plan unsound.</p>
	<p>·Use the local media to publicise consultations on borough wide planning policy documents</p>	<p>Local media articles and reports have been biased and showed misleading artists impressions of how Welborne would appear. Residents have been falsely lead to believe that there has been no alternative to Welborne and that the Plan has already been accepted. This is known by several conversations and emails received by the Funtley Village Society prior to and during their residents meetings.</p>

	·Hold public exhibitions and give presentations	
	·Hold participative workshops	
	·Regularly publish a 'Local Development Framework Newsletter'	Not received in Funtley.
	·Use letters and emails to publicise the planning policy and consultation process .	The Council meetings where the public were invited, were not promoted but hidden in the FBC website. At the last council meeting, deputations were possible but the public were only informed of this 2 days prior to the meeting, but effectively stopping residents having the time to prepare. The Leader of the Council was contacted and asked if the meetings (and information such as the potential for making deputations) could be placed on social media sites e.g. facebook, in order to reach more members of the public. The request was refused.
	Hard to Reach Groups (p12)	
	3.9 Certain groups in society have specific needs or traditionally have been under represented in the planning process. In Fareham such "hard to reach groups" include:	
	·The young;	
	·Rural communities;	
	·People on low incomes;	
	·Non-readers;	
	·Disabled people;	
	·Those with learning difficulties;	
	·16 - 25 year olds;	
	· Minority ethnic groups and those whose first language is not English;	
	· Working men and women aged 25-50, particularly those that commute out of the Borough and who work long hours;	
	3.10 The Council will continue to promote social inclusion by actively seeking to involve "hard to reach groups" in the planning process through the use of consultation tools and measures that are designed to remove any barriers to their involvement and encourage their participation in all stages of public consultation such as workshops, focus groups and meetings. The role of the Internet is also recognised as an important source of information and a consultation tool.	

	<p>3.13 All public consultation activity undertaken by the Council on the Local Development Framework and significant applications will be in accordance with the aims and provisions of the Corporate Equality Plan and the equalities duty.</p>	
<p>FBC Corporate Strategy 2011/17 http://www.fareham.gov.uk/PDF/about_the_council/CorpStrategy.pdf page 3</p>	<p><i>The population of 111,600 is expected to grow by 5.4% over the next 20 years with a growing number in the population aged 45 or more.</i></p>	<p>FBC recognises this a population growth figure, this equates to the need of approx. 3,000 houses over 20 years. There is no evidence to suggest the need for 6,000 houses in one area as well as ongoing piecemeal infill.</p>

Appendix II

Fareham Residents Survey 2013 & Results of Survey on
Ward by Ward basis

Fareham Residents' Survey 2013

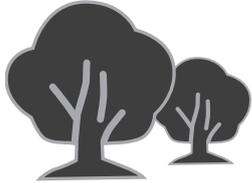
**Tell us what
you think**

**and you could
win £250**



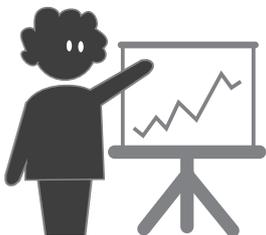
We're listening, so please take five minutes to tell us what you think.

Listening to your views is essential to the Council providing better services. When answering, please think about your local area, within 15 to 20 minutes walking distance from your home. This survey is confidential. Please return it by **Friday 15 November 2013** in the reply paid envelope provided to: Fareham Borough Council, Civic Offices, Civic Way, Fareham, Hampshire, PO16 7AZ



Council Priority 1: Protect and enhance the environment

	Very happy	Fairly happy	Fairly unhappy	Very unhappy
1. How happy are you with the parks and open spaces in your local area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. How happy are you with each of the following?				
Household waste (refuse) collection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Household recycling collection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden waste collection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Glass collection e.g. bottle banks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clothing and textile recycling e.g. blue banks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Thinking about your local area, how happy are you with each of the following?				
Keeping public land clear of litter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Keeping public land clear of fly tipping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Keeping public land clear of dog fouling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Council Priority 2: Maintain and extend prosperity

4. Where is your nearest shopping centre?

Fareham Town Centre	<input type="checkbox"/>	Stubbington Village Centre	<input type="checkbox"/>
Highlands	<input type="checkbox"/>	Titchfield Village Centre	<input type="checkbox"/>
Locks Heath	<input type="checkbox"/>	Portchester	<input type="checkbox"/>
Whiteley	<input type="checkbox"/>	Warsash Village Centre	<input type="checkbox"/>
Park Gate	<input type="checkbox"/>		

- | | | |
|--|--------------------------|--------------------------|
| 5. Do you use your nearest shopping centre for any of the following? | Yes | No |
| Day to day shopping | <input type="checkbox"/> | <input type="checkbox"/> |
| Main food shopping | <input type="checkbox"/> | <input type="checkbox"/> |
| Non-food shopping | <input type="checkbox"/> | <input type="checkbox"/> |
| Social activities e.g. meeting friends for coffee | <input type="checkbox"/> | <input type="checkbox"/> |
| Leisure activities e.g. cinema | <input type="checkbox"/> | <input type="checkbox"/> |

6. If not, where do you go?

7. Why do you go there?

8. What would make you visit your closest centre more often? (Tick the 3 most important to you)

- | | | | |
|-------------------------|--------------------------|--------------------------------|--------------------------|
| More variety of shops | <input type="checkbox"/> | Better places to eat and drink | <input type="checkbox"/> |
| Better quality of shops | <input type="checkbox"/> | More places to eat and drink | <input type="checkbox"/> |
| More leisure facilities | <input type="checkbox"/> | Improved public spaces | <input type="checkbox"/> |
| More cafes/restaurants | <input type="checkbox"/> | Better leisure facilities | <input type="checkbox"/> |
| Easier parking | <input type="checkbox"/> | Better bus service | <input type="checkbox"/> |



**Council Priority 3:
A safe and healthy place to live and work**

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| | Strongly agree | Tend to agree | Tend to disagree | Strongly disagree |
| 9. Do you agree or disagree that the Police and Fareham Borough Council are successfully dealing with crime, anti-social behaviour and neighbour nuisance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. How much of a problem are the following? | Not a problem at all | Not a very big problem | A fairly big problem | A very big problem |
| Teenagers hanging around in public places | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| People using or dealing drugs in your neighborhood | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| People being drunk or rowdy in public places | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Feeling unsafe on a night out | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Abandoned or burnt out cars | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Vandalism, graffiti and other deliberate damage to property or vehicles | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NHS Fareham and Gosport Clinical Commissioning Group (CCG) is responsible for making sure that local people get the health services they need and improving health, wellbeing and healthcare.

11. Do you find it easy to book an appointment within a reasonable time at your GP practice?

Yes No

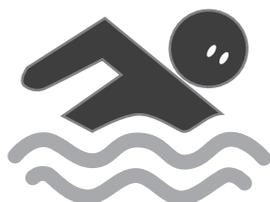
12. Are you satisfied with the service you receive from your GP practice?

Yes No

13. Do you know that your GP practice has a patient participation group that you can join?

Yes No

To find out more please visit www.farehamandgosportccg.nhs.uk.



Council Priority 4: Leisure opportunities for health and fun

14. How happy are you with each of the following in your local area?

Children's play areas

Community Centres

Sport facilities including pitches, tennis courts and bowling greens

Very happy	Fairly happy	Fairly unhappy	Very unhappy
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

15. How happy are you with each of the following?

Fareham Leisure Centre

Westbury Manor Museum

Ferneham Hall

Very happy	Fairly happy	Fairly unhappy	Very unhappy
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

16. How often do you go to Ferneham Hall?

I've never been
 I've been once
 I go once a year
 I go a few times a year
 I go once a month or more

17. How often do you use Fareham's Tourist Information Centre?

Never
 Once
 Once a year
 A few times a year
 Once a month or more

18. What type of shows or events would you like to see at Ferneham Hall? (please tick your favourite 3)

<input type="checkbox"/> Comedians	<input type="checkbox"/> Live music by original artists	<input type="checkbox"/> Sporting events e.g. wrestling
<input type="checkbox"/> Celebrity talks	<input type="checkbox"/> Musical tribute acts	<input type="checkbox"/> Shows for children
<input type="checkbox"/> Amateur dramatics	<input type="checkbox"/> Musicals	<input type="checkbox"/> Open mic nights
<input type="checkbox"/> Public meetings	<input type="checkbox"/> Mediums/psychics	<input type="checkbox"/> Dance shows e.g. ballet
<input type="checkbox"/> I'd like to hire out rooms for meetings	<input type="checkbox"/> I'm not interested in going to Ferneham Hall	<input type="checkbox"/> Other

If you ticked other, please tell us what you would like to see



Council Priority 5: A balanced housing market

19. Do you agree or disagree with the following statements:

There are enough opportunities for young people to rent or buy a home of their own in Fareham

Strongly Agree

Tend to Agree

Tend to Disagree

Strongly Disagree

There are enough opportunities for young families to rent or buy a home of their own in Fareham

There are enough opportunities for older people to rent or buy a home in Fareham

The Council should be doing more to build new affordable homes* for local people?

*Affordable housing is provided by the Council or Housing Associations at less than market rents. This also includes shared ownership properties whereby a home is part purchased and part rented.

A decision has been taken to plan for Welborne, a new community north of the M27, with businesses, schools, open spaces and local services. It will help meet Fareham's future housing needs and help stop piecemeal development taking place in the countryside that separates the different communities in the Borough.

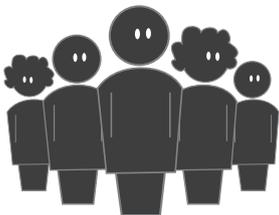
20. In principle, do you agree this is the right approach to take?

Strongly Agree

Tend to Agree

Tend to Disagree

Strongly Disagree



Council Priority 6: Strong and Inclusive Communities

Since the last Residents' Survey we have worked hard to get better at telling you about what is going on in Fareham and what the Council does. We have set up a new easy to use website, Facebook page, Council Connect in the town centre and tried to make Fareham Today more interesting.

21. How well informed do you feel about each of the following?
Please tick one box only for each statement.

Very well informed

Fairly well informed

Not well informed

Not well informed at all

Events going on in Fareham

Fareham Borough Council services

22. How would you prefer to find out about what the Council is doing (please tick the 3 most important to you)?

Fareham Today

Noticeboards

The Council's website

In the local newspaper

Facebook

Radio

Twitter

Community Action Team (CAT) meetings

Council Connect

Community Action Team (CAT) meetings take place 3 times a year in 5 areas of Fareham. They give you a chance to talk about your local community and suggest ideas for improvement.

23. How often do you go to Community Action Team (CAT) meetings?

- I go to every one
- I go sometimes
- I only go if there is something on the agenda I am interested in
- I have never been to one
- I have never heard of them

24. What would make you go to a Community Action Team (CAT) meeting? (please tick the two most important to you)

- A service in my community is changing or closing e.g. local surgery closing
- There are plans for a large development near my home
- To hear about the work of the Council
- To hear about the work of our partners e.g. Police or Hampshire County Council
- A chance to tell Councillors how my local community could be improved

Fareham Today magazine, produced 3 times a year and delivered to all households in the Borough is one of our main sources of communication with residents.

25. How many times a year do you read Fareham Today?

- Never
- 1
- 2
- 3

We are trying to find the most convenient and cost effective way to get Fareham Today sent to you.

26. What would be the best way to distribute Fareham Today in the future?

- Online on our website
- Through the door
- By email

27. How often have you contacted the Council in the last 12 months using the following ways?

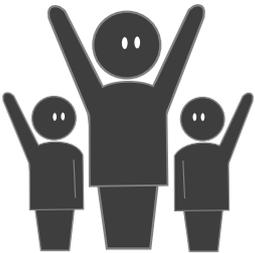
	Daily	Weekly	Monthly	Quarterly	Never
Website	<input type="checkbox"/>				
Letter	<input type="checkbox"/>				
Text	<input type="checkbox"/>				
Email	<input type="checkbox"/>				
Phone	<input type="checkbox"/>				
Face-to-Face	<input type="checkbox"/>				
Facebook	<input type="checkbox"/>				
Twitter	<input type="checkbox"/>				

28. Thinking about your experiences, how much do you agree or disagree with the following statements?

	Strongly Agree	Tend to agree	Tend to disagree	Strongly Disagree
I found the Council welcoming	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council is easy to contact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I was treated with respect	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

29. How would you prefer to get in touch with us in the future? (Please only tick one option)

<input type="checkbox"/> Website	<input type="checkbox"/> Phone
<input type="checkbox"/> Letter	<input type="checkbox"/> Face-to-face
<input type="checkbox"/> Text	<input type="checkbox"/> Facebook
<input type="checkbox"/> Email	<input type="checkbox"/> Twitter



Council Priority 7:

To be a dynamic, prudent and progressive Council

Band D Council Tax is £1,390.73 a year in Fareham. From this, Fareham Borough Council only receives a sum of £140.22 to help fund your services. The majority of the Council Tax is passed on to the County Council, the Police and the Fire Authority.

	Strongly agree	Tend to agree	Tend to disagree	Strongly disagree
30. Do you agree that Fareham Borough Council provides value for money?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Very happy	Fairly happy	Fairly unhappy	Very unhappy
31. Overall, how happy are you with your local area as a place to live?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
32. Overall, how happy are you with the way that Fareham Borough Council runs things?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

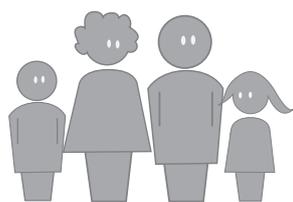
Over the next few years, the Government will be giving us less money to provide Council services. We will have to make some difficult decisions about the services that we provide in the Borough. To help us do this, over the page we would like you to tell us the services that are most and least important to you.

33. Please tick the 5 Council services that are most important to you and the 5 services that are least important to you	5 most important	5 least important
<i>Protect and enhance the environment</i>		
Providing parks, open spaces and woodlands	<input type="checkbox"/>	<input type="checkbox"/>
Mowing the grass in public areas	<input type="checkbox"/>	<input type="checkbox"/>
Public toilets	<input type="checkbox"/>	<input type="checkbox"/>
Collecting your household waste and recycling	<input type="checkbox"/>	<input type="checkbox"/>
Cleaning the streets, providing litter bins, removing abandoned vehicles	<input type="checkbox"/>	<input type="checkbox"/>
Collecting your garden cuttings	<input type="checkbox"/>	<input type="checkbox"/>
<i>Maintain and extend prosperity</i>		
Working with retailers to create an attractive town centre	<input type="checkbox"/>	<input type="checkbox"/>
Dealing with planning applications and ensuring that building works comply with safety standards	<input type="checkbox"/>	<input type="checkbox"/>
Providing car parks and fining those who park illegally	<input type="checkbox"/>	<input type="checkbox"/>
<i>A safe and healthy place to live and work</i>		
Providing CCTV cameras	<input type="checkbox"/>	<input type="checkbox"/>
Working with the police to reduce crime	<input type="checkbox"/>	<input type="checkbox"/>
Pest control and stray dogs	<input type="checkbox"/>	<input type="checkbox"/>
Environmental health inspections	<input type="checkbox"/>	<input type="checkbox"/>
Providing grants to reduce home energy costs & adapt homes for people with disabilities	<input type="checkbox"/>	<input type="checkbox"/>
<i>Leisure opportunities for health and fun</i>		
Westbury Manor Museum	<input type="checkbox"/>	<input type="checkbox"/>
Ferneham Hall	<input type="checkbox"/>	<input type="checkbox"/>
Tourist Information Centre	<input type="checkbox"/>	<input type="checkbox"/>
Providing local facilities to play football, cricket, rugby, tennis and bowls	<input type="checkbox"/>	<input type="checkbox"/>
Providing children's playgrounds	<input type="checkbox"/>	<input type="checkbox"/>
Fareham Leisure Centre	<input type="checkbox"/>	<input type="checkbox"/>
Community centres	<input type="checkbox"/>	<input type="checkbox"/>
Providing allotments	<input type="checkbox"/>	<input type="checkbox"/>
<i>A balanced housing market</i>		
Planning future housing and business growth within the Borough	<input type="checkbox"/>	<input type="checkbox"/>
Building affordable homes to rent or buy	<input type="checkbox"/>	<input type="checkbox"/>
Providing advice to prevent homelessness	<input type="checkbox"/>	<input type="checkbox"/>
<i>Strong and inclusive communities</i>		
Providing grants to community groups and voluntary bodies	<input type="checkbox"/>	<input type="checkbox"/>
Housing Benefit and Council Tax Benefit	<input type="checkbox"/>	<input type="checkbox"/>

This year, Fareham Borough Council's share of the total Council Tax collected was frozen for the fifth consecutive year.

34. Which Council Tax option do you prefer? (Please only tick one option)

- Council Tax should be increased in line with inflation each year.
- People who use services, (e.g. sports pitches and off-street parking) should be asked to pay more for them, rather than increase Council Tax.
- The Council should strike a balance between increasing charges to service users and small increases in Council Tax
- The Council Tax should be increased by more than inflation to provide even better services



About you

We would be grateful if you would help us by completing the monitoring information on this form. Any personal information you give us is held securely and will be used only for council purposes in accordance with our data protection policy. If you are still unsure the "why we ask you these questions" leaflet on our website www.fareham.gov.uk may help.

35. Your age

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-84
- 85+
- Prefer not to say

36. Tell us about yourself

- I own my own business
- I'm a student
- I'm unemployed
- I work full time
- I work part time
- I'm retired
- I'm a full time carer

You can make a difference

Join our e-panel

37. If you enjoyed telling the Council what you think about us then you might be interested in joining the Council's e-panel. You can answer questions on a range of topics relevant to you and your local area. Please provide us with your name, email address and postcode to join the e-panel (we will use this information for this purpose only and it will be processed and stored in a secure location). You can also join online at www.fareham.gov.uk/haveyoursay

Name _____

Email address _____

Post Code _____

Enter the prize draw for a chance to win £250

Please leave your contact details for a chance to win £250

Thank you for telling us what you think.

Please return this survey in the reply paid envelope provided to:

Fareham Borough Council
Civic Offices
Civic Way
Fareham
Hampshire
PO16 7AZ



**Complete and return your
survey by 15 November for a
chance to win £250**

Webcore Question

Ward Code	FEast	FNWth	FSouth	FWest	FNW	HH HHead	LH LocksMark	PE PthHigh East	PG Perk Code
	74	95	61	99	65	95	87	75	88
Strongly Agree	10%	12%	13%	25%	13%	24%	28%	11%	13%
Tend to Agree	14%	13%	21%	25%	20%	25%	32%	15%	15%
Tend to Disagree	23%	36%	34%	49%	30%	42%	44%	47%	61%
Strongly Disagree	31%	37%	56%	50%	46%	45%	51%	62%	68%
	11%	17%	8%	13%	14%	14%	5%	12%	10%
	15%	18%	13%	13%	22%	15%	6%	16%	11%
	30%	31%	6%	12%	8%	15%	10%	5%	5%
	40%	32%	10%	12%	12%	15%	11%	7%	6%

Appendix III

Minutes of Fareham Borough Council Executive, 16th May
2011



FAREHAM BOROUGH
COUNCIL

www.fareham.gov.uk

AGENDA FOR THE EXECUTIVE

Date: Monday, 16 May 2011

Time: 6:00pm

Venue: The Collingwood Room, Civic Offices Fareham

Executive Members: S D T Woodward - Policy, Strategy and Finance
(Executive Leader)

A Mandry – Public Protection
(Deputy Executive Leader)

L Keeble - Streetscene

B Bayford - Housing

Mrs C L A Hockley - Leisure and Community

K D Evans - Strategic Planning and Environment

For further information please contact:
Democratic Services, Civic Offices, Fareham, PO16 7AZ
Tel: 01329 236100
democraticservices@fareham.gov.uk

1. Apologies for Absence

2. Minutes

To confirm as a correct record the minutes of the meeting of Executive held on 4 April 2011 (attached - [x-110404-m](#)).

3. Executive Leader's Announcements

4. Declarations of Interest

To receive any declarations of interest from members in accordance with Standing Orders and the Council's Code of Conduct.

5. Petitions

To consider any petitions referred to the Executive and to note the following E-petitions received:

Petition A:

North of Fareham Strategic Development Area

Local People do not believe we need Fareham North Eco Town or its 7,000 homes, associated businesses, shops and schools. We want the Council to STOP planning it and start listening and engaging with local people

1372 signatures (including 379 Outside Borough/Unknown Postcode signatures)

Petition B:

North of Fareham Strategic Development Area. No to building 7,000 houses.

We the undersigned say no to the building of 7000 houses in Fareham

241 signatures

The Executive is advised that neither of the above E-petitions meet the required threshold of 1,500 signatures to be considered by Full Council.

6. Deputations

To receive any deputations, of which notice has been lodged.

Matters for Decision in Public

Note: Where an urgent item of business is raised in accordance with Part 3 of the Constitution, it will be considered with the relevant service decisions as appropriate.

7. Leisure and Community

To consider and reach a decision on the following matter:

Non-Key Decision:

- * (1) **Cuckoo Lane - Request for Road Calming Measures** - a report by the Director of Community and Streetscene (attached - [xss-110516-r04-swo](#)).

8. Housing

To consider and reach a decision on the following matters:

Key Decision:

- * (1) **Bid for funding from the Homes and Communities Agency Affordable Homes Programme 2011-15** - a report by the Director of Community and Streetscene (attached - [xco-110516-r01-afi](#)).

9. Public Protection

To consider and reach a decision on the following matter:

Key Decision:

- * (1) **Community Safety Strategy and Action Plan** - a report by the Director of Regulatory and Democratic Services (attached - [xpp-110516-r02-nba](#)).

10. Strategic Planning and Environment

To consider and reach a decision on the following matter:

Key Decision:

- * (1) **Review of Local Development Scheme** - a report by the Director of Planning and Environment (attached - [xpt-110516-r03-lje](#)).

11. Strategic Planning and Environment *and* Policy Strategy and Finance

To consider and reach a decision on the following matter:

Key Decision:

- * (1) **Solar Photovoltaic Panels - Civic Buildings** - a report by the Director of Planning and Environment and Director of Finance and Resources (attached - [xpt-110516-r05-cmi](#)).

12. Exclusion of Public and Press

To consider whether it is in the public interest to exclude the public and representatives of the Press from the remainder of the meeting on the grounds that the matters to be dealt with involve the likely disclosure of exempt information, as defined in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Exempt Matters for Decision

Note: Where urgent items of business are raised in accordance with Part 3 of the Constitution, they will be considered with the relevant service decisions as appropriate.

13. Streetscene

To consider and reach a decision on the following matter:

Key Decision:

- * (1) **Hedges and Sports Ground Maintenance** - a report by the Director of Community and Streetscene - (attached - [CONFIDENTIAL REPORT](#)).

P GRIMWOOD
Chief Executive Officer

Civic Offices
Civic Way
Fareham
PO16 7AZ

www.fareham.gov.uk

5 May 2011

Appendix IV

Minutes of Titchfield CAT Meeting, 9th June 2011



**Notes of Titchfield Community Action Team(CAT) Meeting
Thursday 9th June 2011
The Malt Rooms, Titchfield
7pm - 8.30pm**

Present: Councillor Mrs Connie Hockley (Deputising for Chairman)

Also present: Narinder Bains (CAT Officer and Community Safety Officer), PC Mark Evans (Police), Mike Clarke (Youth Service), Kevin Wright (Head of Service), Chris Oldham (Traffic Design Manager), Cllr K Evans, County Cllr G Hockley

Attendance: 70

Item	Lead Officer	Note	Action Required	By Whom
Welcome and introductions	Chairman	Councillor Mrs Connie Hockley, deputising for Councillor Miss Tiffany Harper, welcomed everyone to the meeting		
Local Police Update		<p>Several burglaries in the area but the majority are through open doors and windows. Residents have been reminded to be aware of keeping doors and windows open in the hot weather</p> <p>Damage has been made to fences at the back of Titchfield Primary School, there are currently a number of suspects for this who will be arrested.</p> <p>Bicycles are being stolen from sheds and garages. The suspect for this is now in prison and the series of thefts has ended.</p> <p>There have been a couple of thefts from cars in the West Hill Park School car park.</p> <p>A number of thefts of garden planters have occurred locally, residents have been asked to consider moving portable items to their rear garden.</p> <p>Lead and metal are being stolen from different sites - houses under renovation in particular.</p>		

		<p>The Oasis Youth Club has been set up again and is being successfully attended.</p> <p>Warnings - Capital Paving have provided substandard work in the area. After a joint operation with Trading Standards we hope they have stopped operating in the area.</p> <p>CIS Security offering home alarm systems at prices much higher than most other companies, police advice is not to use their systems.</p>		
CAT Bids update	Narinder Bains	<p>Narinder advised that the following successful bids had been approved since the last meeting: -</p> <ul style="list-style-type: none"> • St Francis School £3,000 for a community sensory garden • Titchfield Residents £50 for No Cold Calling Zone Signage • Titchfield Community Association £732 for fire detection equipment • Titchfield Air Corps £810 for new road signage • Locks Heath Cricket Club £2650.00 for lawn mower and equipment • Faith and Football £500 for lighting on pitches • Residents of Titchfield Common £750 for resurfacing Bridleway 27 <p>Finally Narinder reminded everyone how to join the Council e-panel if they would like to. See link below:</p> <p>http://www.fareham.gov.uk/council/general/farehamepanel.aspx</p>		

<p>Presentation</p>	<p>Executive Leader, Councillor Seán Woodward</p>	<p>Councillor Seán Woodward, Leader of the Council gave a presentation about the proposed new community to the North of Fareham, outlining the need for new homes and the Council's current position.</p> <p>Q. What happens if the Core Strategy including the new community is approved, and the promoters of other greenfield sites in the Borough also seek planning consents?</p> <p>A. The Council would be able to refuse planning consent for the other greenfield sites as they would be contrary to the planning strategy set out in the approved Core Strategy.</p> <p>Q. What is the depth of green "buffer" land shown in the Fareham Today magazine between Funtley and the new development?</p> <p>A. Details of this would be decided as part of the preparation of the Area Action Plan for the new community. The Core Strategy is only seeking to establish the principle of providing such a green buffer, and the plan shown in Fareham Today is wholly indicative.</p> <p>Q. No one in Funtley has received the special edition of Fareham Today - why?</p> <p>A. The Council is discussing the delivery of Fareham Today within the Funtley area with Royal Mail, and the Council is indeed concerned if this is the case. All editions of Fareham Today are on the Fareham Borough Council website and there also some here at the meeting.</p> <p>Q. I have received two copies of the Summer Fareham Today but no special edition of Fareham Today.</p> <p>A. The Council will be discussing such instances with Royal Mail.</p> <p>Q. What facilities will there be for early occupants of the new community?</p>		
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		<p>A. The Council would have to ensure the delivery of early provision of some key facilities such as GP's and Primary Schools.</p> <p>Q. Will there be major alterations to Junction 10 of the M27 with the provision of various entrances and exits?</p> <p>A. The potential impact of traffic associated with the new community on Junctions 10 and 11 of the M27 would be assessed through the next stages of planning, in conjunction with the Highways Agency (who is responsible for the M27), and this would inform the detail of the transport strategy worked up for the SDA, including any changes or improvements to Junctions 10 and 11 of the M27.</p> <p>Q. Why couldn't Whiteley be made larger?</p> <p>A. The existing 3,000 houses within Whiteley are 60% within Fareham Borough and 40% within the Winchester District. Winchester City Council is proposing the building of a further 3,000 houses to the north of Whiteley within their district.</p> <p>Q. What about the provision of car parking in Fareham town centre as residents of the new community will go there?</p> <p>A. It is envisaged that there would be a district shopping centre within the new community, but that this would be planned so as not to be in competition with Fareham town centre. Public transport including the extension of the Bus Rapid Transit scheme would be provided between the new community and Fareham town centre. The Council is further improving the parking provision in Fareham town centre with a new car park opening shortly.</p> <p>Q. What happens after this development, as there is a concern that Hampshire will be covered in concrete?</p> <p>A. It would take many years to complete the new community and it is proposed that</p>		
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		<p>the new community would have lots of open space included.</p> <p>Q. What will happen regarding extra traffic?</p> <p>A. The potential impact of traffic associated with the new community on the strategic and local highway network would be assessed through the next stages of planning, and this would inform the detail of the transport strategy worked up for the SDA. Significant transport infrastructure would be needed and would be identified before building takes place.</p> <p>Q. Where will all the water come from?</p> <p>A. Portsmouth Water is currently responsible for water supply to this area and their long-term infrastructure plans include the provision of a new reservoir at Havant Thicket.</p> <p>Q. What provision is being made to protect the local environment? Where will the wildlife go?</p> <p>A. We need to balance such issues with other concerns. People are living longer, families are dividing, others are growing and these housing needs should be accounted for.</p> <p>Q. There are lots of empty houses in the Borough, could the Council not do something to utilise these?</p> <p>A. There are not many empty houses in Fareham, and determining vacancy is not straight-forward. Fareham has one of the highest proportions of home owner occupation in the country and has a small private rented sector.</p> <p>Q. A Government White Paper was published two days ago regarding keeping housing in urban areas and preserving green areas.</p> <p>A. It should be remembered that not all green areas in existing urban areas are</p>		
--	--	--	--	--

		<p>open to the public, and in the new community there would be green areas that could be used for recreational purposes.</p> <p>Q. How much revenue with the Council get from this?</p> <p>A. The Council currently receives 10% of a household's Council Tax to pay for services in the area, and the same would apply to new occupiers of the community.</p> <p>Q. You state that residents want a new community rather than smaller developments. How do you know this?</p> <p>A. Through a mix of residents surveys, website questionnaires, and e-panel surveys.</p> <p>Q. Do you work with other councils on things like this?</p> <p>A. Yes and the Partnership for Urban South Hampshire (PUSH) involves all South Hampshire local authorities. When the South East Plan is abolished, all local authorities in South Hampshire will continue to co-operate with one another on future plans and proposals.</p> <p>Q. Can Queen Alexandra Hospital cope with another 7,000 homes and residents?</p> <p>A. The impact of the new community on healthcare provision would need to be discussed with the health authorities and providers as part of next stage of detailed planning. The Council is hoping that a second phase of the new Fareham Community Hospital will be provided in due course and widen the range of services available.</p> <p>Q. Why build homes and businesses here and not up North where there is more space and cheaper homes?</p> <p>A. The Council is not able to specify that or select where people should live or have their business.</p>		
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		<p>Q. How will the Police cope with the extra population?</p> <p>A. Public spending has been taken back to 2007 levels. New households in the development will provide more Council Tax and some of this would be provided to the Police Authority to fund police officers and facilities.</p>		
General Question and Answer session		<p>Q. Parking on Southampton Hill is problematic.</p> <p>A. We would like to provide double yellow lines there but there is a statutory procedure to follow to get this done, but we will look into this.</p> <p>Q. People park on double yellow lines and pavements in Titchfield all the time.</p> <p>A. We are aware of parking problems in the village. There are 13 CEO's in Fareham, between 4 and 9 in one day. PCN's issued to those parked on double yellow lines. Parking on pavements is a Police Enforcement issue.</p> <p>Q. Speed Limiter sign doesn't work on Rowan Way.</p> <p>A. Only in place for a limited time of two weeks to make maximum impact. They are then rotated around the area. If the mechanism is not working it could be the battery, we will look in to this.</p>		
		<p>The Chairman thanked everyone for their attendance and advised that the next meeting will take place</p> <p style="text-align: center;">Thursday 13th October at 7:00pm Malt Room, Titchfield Community Centre</p>		



**www.fareham.gov.uk/cats
cats@fareham.gov.uk**

Appendix V

Freedom of Information Request re Fareham Housing
Needs 14th August 2013

**From: FOI
Fareham Borough Council**

14 August 2013

Further to your Freedom of Information request, I write to confirm the answers to your questions below:

Question

Can you confirm the present level of the housing waiting list and what level does the council believe this figure will change within the next three years.

Answer

The current number on the housing waiting list is 1298. This is a significant reduction from the 2489 applicants who were registered in the waiting list in January 2013, before the introduction of the new Allocations Policy. The number has reduced because the previous housing waiting list was closed in early February 2013, and each applicant was asked to re-apply to the list. Inevitably, a percentage of applicants did not respond and their applications were not carried forward to the new list. Also, a change to eligibility and qualification criteria has meant that some applicants were unable to re-join the list.

The housing waiting list has grown, on average, by 149 applicants over the last three years. It is difficult to forecast the growth for the next three years. As the waiting list has tighter qualification rules, it could be suggested that fewer than average new applicants will have joined the list. However, changes to government legislation with regards to council housing and welfare may mean an increase in applications.

Question

How many on the current waiting list are without a current place to live, in other words homeless, living in emergency accommodation or are living in sheltered accommodation?

Answer

There are currently 76 applicants on the housing waiting list registered as living in bed and breakfast or in temporary accommodation. These applicants have either had their homelessness prevented, have been accepted as statutory homeless or are currently having their statutory homeless duty assessed.

There are currently 24 applicants who have applied to the list who are without a fixed address or have unsettled housing arrangements.

Sheltered accommodation is accommodation for the over 60's who have a need for the support of a warden. There are currently 32 applicants on the waiting list who are currently living in sheltered accommodation.

Question

How many on the waiting list are adequately housed but would like to downsize

Answer

There are currently 28 applicants who have applied to downsize into smaller council or housing association accommodation.

Question

How many on the waiting list are suitably housed but wish to have larger accommodation?

Answer

Applicants who are suitably housed are unable to apply for larger accommodation via the housing waiting list.

Question

How many on the waiting list are inappropriately housed and wish to have larger accommodation.

Answer

There are currently 96 households on the waiting list who are considered to be overcrowded.

Question

How many on the waiting list are presently living with close relatives or family waiting housing?

Answer

There are currently 154 applicants who are living with friends or family.

Question

How many on the current waiting are waiting for a change of location within the Borough?

Answer

Due to the limitations of the software used, this question cannot be answered in a reasonable time frame. It would mean short-listing all of the applicants who live within the Borough and assessing their choices individually.

Question

How many on the waiting list are currently housed in the private sector and are waiting for social or affordable housing?

Answer

343 applicants are registered as privately renting.

Question

How many on the housing list live currently outside the Borough of Fareham?

Answer

There are 157 applicants who currently live outside of Fareham.

Appendix VI

HCC Local Traffic Note, 28th March 2014

WELBORNE
Local Road Network Mitigation
Standing Conference Workshop
Friday 28 March 2014
H. Walmsley / Steve Jenkins

1. Introduction

A short presentation was given to the Standing Conference on Friday 28 March to:

- Provide an update on the relevant parts of the Transport Strategy;
- Provide a brief summary of the types of transport mitigation measures that could be considered for the local road network (Hampshire County Council);
- Provide an opportunity for local representatives to list main issues of concern; and
- To hold two workshop discussions in parallel (one on Wickham and the north/west of Welborne, and the other on Fareham North and Funtley) to develop some initial views with HCC/FBC and answer questions.

Set out below are the key points discussed at the workshop sessions in turn.

2. North Fareham and Funtley

Some initial thoughts about the different options being considered in Fareham and Wickham were tabled and discussed:

A32 / North Hill Roundabout:

- There are a number of potential options which could be progressed here to increase capacity for all, as well as for Bus Rapid Transit (BRT).
- One option would be to provide a bit more capacity on the North Hill and A32 (south) approaches by some fairly minor widening into verges. Also the option to provide a bus lane in both directions north of the roundabout and a new shared use path north of the roundabout towards Welborne.
- A signal option will also be investigated here, but is likely to increase delay compared to the roundabout, especially as we are trying to promote the A32 as the main through route.
- A third option might be to convert it into a priority junction with the A32 as the main through route and perhaps left-out only for the two minor arms North Hill and Furze Court; maintaining the right-turn in to North Hill, but maybe making Furze Court left-out only as well.

- The key issues are that we need to prioritise movements onto the A32 rather than south towards Park Lane;
- Traffic flows south towards North Hill and Kiln Rd would increase by 2036 by approx. 100 vehicles in the am peak without development and by approx. 200 with the development. Traffic flows south towards the A32 would increase by approx. 150 in the am peak without the development and by approx. 700 with the development.

Kiln Road / Park Lane / Old Turnpike Signals:

- Without land take it is very difficult to undertake any improvements at this location, however it was noted that if improved capacity is provided at this junction particularly at Kiln Road more traffic would inevitably be attracted to use it, hence it may be preferable to leave it as it is to act as self enforced deterrent to additional traffic.
- In order to improve capacity the only realistic option is to ban certain movements. One option is to make Kiln Road left-out only, which means it could run at the same time as North Hill traffic. This requires a small amount of third party land to the north.
- Another option would be to make Old Turnpike left-out only, which would mean that could run at the same time as Park Lane. This would increase capacity slightly, but not as much as the Kiln Road option; however this wouldn't need any third party land.
- The final option would be to take a significant amount of third party land to the north and east and widen the approaches to provide extra lanes and turning bays etc.
- Questions were asked regarding turning movements at this junction in order that a clearer understanding could be had.
- **Post meeting Note** - 2010 top 4 moves in priority order: Kiln Rd to North Hill; North Hill to Kiln Rd; Park Lane to North Hill; North Hill to Park Lane. 2036 top 4 moves in priority order: Kiln Rd to North Hill; North Hill to Park Lane; North Hill to Kiln Rd and Park Lane to North Hill.

A32 / Wallington Way / High Street / Broadcut Double Roundabout:

- Capacity is not considered to be a significant issue at these 2 roundabouts. Minor widening could possibly be made to the A32 (north) approach at the High St roundabout, and the Broadcut approach at the eastern roundabout, in order to increase capacity slightly.
- Improvements could be made for BRT, i.e. a short section of bus lane on the High Street approach.

A27 / A32 Delme Roundabout:

- Options being considered include using space in the middle of the roundabout and constructing a new bridge over the Wallington River, in order to route traffic from one or more approaches through the middle. This is obviously constrained by the rail viaducts, but the aim is to send traffic through one or more of the viaducts not currently used, in order to reduce the amount of conflicts as traffic circulates all around the large roundabout.
- A smaller scale option could be to increase capacity on the western side of the roundabout, at the A27 westbound off-slip and East Street approaches, by widening into verge and providing additional lanes on the circulatory and the East Street approach.
- Turning data was requested to enable a better understanding:
- **Post Meeting note:** The predominant moves in 2036 are to and from the A27 Cams Hill followed by to and from the A27 towards the M27 Jct 11.

A32 Wickham Rd (Through North Fareham):

- Traffic increases along this section would require on street parking to be removed to improve flow of traffic, i.e. the introduction of double yellow lines along the extent of the road. Alternative parking locations nearby would be required to accommodate this – FBC to investigate potential to negotiate for allotment land?
- On the A32 north of Sainsbury's traffic flow would increase by approx. 600-700 vehicles in the am peak, south of that point the majority of new trips would head into Fareham town centre with the smaller proportion heading towards Delme, hence there is less of an increase on the A32 south of the roundabouts..
- Issues were raised regarding the blocking back caused by the right turn into Turnpike Lane and the nearby bollard. Both these issues are to be investigated further.

Kiln Road / Old Turnpike / Park Lane:

- Options were discussed but not really supported for traffic management measures, i.e. 20mph speed limit; Pinch points; One-way working; Speed cushions, Junction tables; Road markings, vehicular activated signs.

High Street:

Traffic management measures as above...

3. Wickham Session

- The increase in traffic on the A334 through Wickham between 2010 and 2036 (No Welborne) is forecast to be approximately 200 vehicles in the AM peak hour and 240 vehicles in the PM peak hour.
- With Welborne there is forecast to be a very limited further increase in traffic on the A334.
- The increase in traffic on the A32 School Road (north of the roundabout with the A334) between 2010 and 2036 is forecast to be approximately 100 vehicles in both the AM and PM peak hours.
- With Welborne there is forecast to be a further increase of approximately 200 vehicles in the AM peak hour and 150 vehicles in the PM peak hour on the A32 School Road.

A32 / A334 Wickham Roundabout:

- One option here would be to introduce signals, in order to make this a less attractive route for traffic due to increased delay.
The signals could either be set up to provide increased capacity compared to the existing roundabout, or certain movements could be given reduced green time to reduce their capacity.
- There would also be the option to ban certain movements; the left turn from the A334 or the right turn from the A32 (north) are possibilities as the SRTM shows no demand for these movements. Could also maybe ban the left turn into the A334 from the A32 (south) to try and stop people routing through Wickham, although this may be difficult to enforce geometrically. Any banning of movements obviously affects existing residents as well, so

needs consultation with them. Banning movements may also cause traffic to use other less suitable routes further north in Wickham, but if traffic suffered delay on these routes too, it may further discourage through traffic.

- Another option might be to convert it from a roundabout into a priority junction. This would obviously make the right turn out from the A334 much more difficult and may discourage through traffic, but would increase the efficiency of the left turn into the A334 from the A32. Again, this option affects existing residents as much as anyone.

A32 School Road / B2177 Southwick Road / Bridge St Junction

- Comments were made regarding the possibility of installing signals at this junction and others noted that there had been a previous improvement plan for the junction.
- It was also questioned whether this junction could be converted into a shared space.
- There were also concerns over rat-running on the B2177.

A334 / The Square Junction

- It was commented that this junction should be made into a shared space.

A334 Winchester Rd / Fareham Rd (Through Wickham):

- There is the potential for traffic management measures through Wickham, i.e. 20mph speed limit? Pinch points, One-way working and/or vehicular activated signs? As it's an A-road some measures may not be appropriate.
- It was commented that there is a designated HGV route through Wickham and asked whether this designation could be lifted.
- It was also asked whether some form of HGV charging system could be introduced to deter HGVs from using this route.
- Concerns were also raised regarding the potential routing of Welborne HGV construction traffic through Wickham. This is unlikely to be a route taken by the majority of Welborne construction traffic, which will predominantly access the site via the motorway and the A32 south of Wickham.
- A Wickham bypass was suggested.

A32 School Road / Hoad's Hill

- Concerns were raised regarding vehicle speeds on this road. This is something that could be investigated further and traffic management measures as discussed above could be implemented, in consultation with local residents.

Mayles Lane / Titchfield Lane

- Concerns were raised regarding rat-running along Mayles Lane and Titchfield Lane.
- It was also stated that Mayles Lane should remain as it is and that the existing bollards should remain.

Other Comments

- Making use of technology and road user charging.
- Providing a Park and Ride service at a reasonable rate.
- Restricting Welborne development traffic to right-turn only out of the site.

- Promoting cycling for short distance trips.
- Using the old railway line for pedestrian and cycle trips.
- The potential for queuing through Welborne and coming off the motorway.
- 80 unit residential development near Wickham at Glebe field must be taken into account.
- Providing gateways at villages around the site and particularly near Newtown School.





Welborne Standing Conference – Local Transport impacts workshop 28 March 2014

Workshop held with local community representatives - Fareham ward Councillors, Fareham Society, Wallington Village Association, Funtley Village Society, Knowle Village Residents Association, Wickham Parish Council, Wickham Society and Winchester City ward Councillors - presentations/facilitation by HCC/FBC and chaired by Henry Cleary. For attendance see below.

Background Local traffic impacts – existing and from new developments - are one of the strong concerns for local communities in Fareham and neighbouring areas. How to handle future traffic growth and growing congestion is an issue whether or not Welborne is built, but, as the Transport Strategy for Welborne indicates (section 3.6), there are key junctions and pinch points in north Fareham, Funtley, Knowle and Wickham which will be particularly affected by the development and are likely to need remedial measures. The purpose of the workshop was to identify the main problem areas as viewed by communities and to develop a view on what response measures would be most acceptable. For example if speeding at some points is a concern, what type of traffic calming measures are preferable; if on street parking is lost, can an alternative be offered; would more signalled junctions help and so on.

Initial presentations by the FBC/CC officer team summarised the Welborne Transport strategy (part of the evidence base) and gave examples of measures that could be considered to address local traffic problem locations both in terms of **traffic calming** (eg humps, ramps, speed cameras, speed indicators, priority working, restricted/controlled turns etc) or **capacity upgrades** ranging from the very extensive re-modelling such as Quay Roundabout or sections of new road to measures such as parking re-allocation (moving parking off road to create better flow).

Problem areas/issues/concerns identified in initial discussion:

- Congestion in Fareham was already an issue and was likely to be worsened by new development generally and traffic from Welborne. Current problems were illustrated by the example of the major investment in Quay St roundabout where users are experiencing substantial queuing and other problems (although the situation would probably be worse without this major scheme). Traffic modelling indicates the main pressure on the area is the high volume of east-west moves along the A27/M27;
- A single new development on the scale of Welborne risked greater traffic impacts than distributed development but the latter offered little potential for remedial investment or transport management measures. Large scale development does have that potential;
- As pressure builds, the potential for increased rat running through Fareham to avoid pressure points increases (already a problem at times);
- Volume and speed of traffic going north/south along A32. Although traffic modelling indicates much reduced flows north of the M27 (redesign will create a more urban road with roundabouts etc which will make it less attractive) there is scepticism that this reduction will occur in practice;
- Concern that BRT may not be sufficiently attractive to divert people from car use. To be economically viable BRT has to be routed through built up areas (rather than along the motorway) but it is difficult to create bus priority measures on existing roads without loss of parking/impact on other traffic;

- Concern not to change the “no through traffic” status of Mayles Lane/access to Knowle (this was confirmed by FBC/HCC as continuing policy);
- Concern on impacts of additional traffic on villages to the north of Wickham;
- Concern that a more detailed level of traffic modelling was required (this would come at the next planning stage – planning application)
- An overall concern that the scale of the Welborne development could not be accommodated by available road infrastructure if car use remained at current levels.

Specific local traffic measures worth testing/developing

Wickham/Knowle

- Shared space (as a flexible modern slow down measure) for areas within Wickham Village (particularly at junction of A32/B2177)
- Potential for an alternative route for north/south car traffic through Welborne development (example of diverted road at Barton Farm, Winchester);
- Signal controls/restrictions on traffic leaving Welborne to minimise movements north – requirement to turn right to M27;
- Low cost e.g. gateway measures for villages north of Wickham
- Use of technology to control vehicle movements, particularly HGV, through Wickham
- Explore a by-pass option for Wickham

North Fareham/Funtley

- The worst pressure points were likely to be along Wickham Road and at the Delme and Quay St roundabouts. Capacity to improve was very limited and likely to be costly;
- There are options for improving capacity at the North Hill/Kiln Road Junction ranging from moderate to draconian measures;
- The Serpentine Road / Wickham Road junction was highlighted as worth looking at – traffic movements in and out of Serpentine Road can cause hold ups on Wickham Road.
- A more detailed assessment of Fareham (urban area) traffic problems overall and more radical measures.

Overall conclusions

Congestion is already an issue in Fareham and will increase whether or not Welborne is built. While Welborne will have a more concentrated impact it also has the potential to generate investment to relieve problems and several options for further study at Wickham have been identified as above. For Fareham the major issue is the volume of east west traffic in the wider area as well as N-S moves to Gosport. This would be addressed by the Highways Agency Smart Motorways project for the M27 which would allow signal controlled motorway traffic and use of the hard shoulder. However more radical measures to reduce car use will also be needed. Without action on these, local improvements at the locations identified in the Welborne Transport Strategy will have limited benefit.

Next steps

- Comment further on items raised at this workshop

- Update on Highways Agency Smart Motorways scheme for M27 (with potential to reduce off motorway traffic)
- Consider radical measures in Fareham including conversion of some roads to one way with BRT lane and additional off street parking
- Consider potential for Park and Ride
- Standing Conference to consider more sustainable transport measures e.g. how to encourage cycling including electric bikes.

Attendees at workshop

- Cllr Mrs Pam Bryant FBC ward councillor - Fareham north
 - Cllr John Bryant FBC ward councillor - Fareham north
 - Brenda Clapperton Fareham Society
 - David Wallington Wallington Village Community Association
 - Ed Morell Funtley Village Society
 - Michael Carter Wickham Society
 - Sheila Chambers Knowle Village Residents Association
 - Barry Eades Knowle Village Residents Association
 - Therese Evans Wickham Parish Council /
 - Winchester City Council ward councillor - Wickham
 - Michael Bennett Wickham Parish Council
 - Nicki Oliver Wickham Parish Council
 - Cllr Vicki Weston Winchester City Council Portfolio Holder for Built Environment
& ward councillor – Swanmore & Newtown
 - Alan Emmott Fareham Wheelers
 - David Pepper BST group
 - Fiona Gray Buckland Developments
-
- Henry Cleary Chair, Standing Conference
 - Toby Ayling Fareham Borough Council
 - Robert Burton Fareham Borough Council
 - Adam Collier Fareham Borough Council
 - Heather Walmsley Hampshire County Council
 - Steve Jenkins Hampshire County Council

4.4.2014

Appendix VII

Press articles and emails of local support

From: gmrace@sky.com  
Subject: Wellborne
Date: 1 April 2014 23:00
To: info@Funtleyvillagesociety.org.uk

Following the meeting on Thursday, my wife and I were inspired to try to do more to support your campaign. We duplicated the info given at the meeting and attached the letter which is attached to this e-mail. This was circulated amongst the other 81 houses in Prices Lodge Estate (William Price Gardens, Coghlan Clise (Including Paul Whittle) , and Poyner Close. So far 4 people have said that they have sent the letter and talking to others I feel that the reason why they are not responding is that they do not know what to say and that some believe that it is too late.

HTH

Malcolm Race

4, Poyner Close,
Fareham.
F. 516213.

Dear Neighbours,

On Thursday 27th March we attended the Meeting at Funtley Social Club regarding the proposed building of Welborne town - North of Fareham. The next stage is for the plan to go before the Planning Inspector.

It was suggested at that Meeting that if we were against this building we could send the attached letter, or using the ideas from the letter and Aide Memoire, formulate your own letter to be sent to Fareham Council at the address shown on the letter by 5p.m. April 11th. If you are writing your own letter you should state that you are attempting to show that *the plan is either not legally compliant or sound*. More information can be found on the Fareham Borough Council website (www.fareham.gov.uk) or on the Funtley Village Society website (www.funtleyvillagesociety.org.uk)

Thank you for reading this and hopefully for sending your letter to the Council.

Yours Sincerely,

Jim Race
Malcolm Race

From: Ed Morell edmorell@me.com
Subject: Fwd: Proposed Welbourne Development
Date: 6 April 2014 17:32
To:



Begin forwarded message:

From: Nigel Perry
Subject: Re: Proposed Welbourne Development
Date: 5 April 2014 18:36:35 BST
To: Edward Morell <edmorell@me.com>

I will be hand delivering FBC letter to ensure the Government Inspector receives it well before the 11th

Rgds
Nigel

From: [Edward Morell](#)
Sent: Saturday, April 05, 2014 2:53 PM
To: [Nigel Perry](#)
Cc: info@funtleyvillagesociety.org.uk
Subject: Re: Proposed Welbourne Development

Dear Mr Perry,
Very helpful background. It would be very interesting to see his response !

Will you also be submitting your objections directly to the Government Inspector via the Welborne Planning Team at Fareham Borough Council ?
The cutoff date is the 11th April.
Thank you.
E. Morell

Sent from my iPad

On 5 Apr 2014, at 13:13, Nigel Perry wrote:

Mark,

I am contacting you with regard to the above which I do not consider the Welbourne Local Plan Part 3 to be legally compliant or sound for the following reasons:

1) As per your comments made in 2005 referring to expansion of homes in Hampshire (see link) I believe that the Infrastructure in this area not have changed substantially since 2005 with the M27 and A32 still at over capacity at prime times with currently no viable or preferable option for J10B of the M27 put forward by FBC. which is essential surely for this development.

<http://www.theyworkforvou.com/debates/?id=2005-12-14d.1305.0>

2) As the recent weather has demonstrated, Titchfield having serious flooding issues will only be seriously effected with the building of 6500 houses and the removal of major drainage that this will cause (Chapter 9 WEL 39)

3) Relating to the Welbourne Local Plan (Chapter 7 WEL23) There is an assumption made that a large proportion of residents in Welbourne will NOT use their own vehicles to travel to and from their homes but use public transport or work from home. The implementation of the BTR will not happen until 2026 so even if above statement is true (which I doubt) they will need to use their cars until this period on an over capacity at prime time road structure.

4) Healthcare Services (Chapter 5 WEL14) The QA Hospital is the only acute facility that serves Fareham and the surrounds. It is already at full capacity on many days with no proposal for addition capacity elsewhere and with Southampton main Hospitals also being full to capacity on many days. Any travelling further will surely put lives at risk?

days. Any travelling further will surely put lives at risk:

5) Schools (Chapter 5 WEL15). The first primary School is not proposed until 5000 homes have been completed with Secondary School planned for 2026 with insufficient evidence in the plan that existing capacity in local schools will cover the the additional children

I refer to you comment in 2005 referring to expansion of homes in Hampshire;

'If we are to proceed with development on that scale in Hampshire and on a greater scale in the Thames Gateway, Buckinghamshire, Bedford, Essex, Kent, Hertfordshire, Milton Keynes, Northamptonshire and elsewhere, there must be a serious commitment to infrastructure investment.'

Can you demonstrate that a serious commitment to infrastructure investment has indeed taken place? If not how can the development on this scale be viable?

Whilst clearly there is a need and desire for additional housing, surely smaller developments of 50 to 80 houses around our area would be a better and more acceptable solution

I look forward to your comments.....

Rgds
Nigel Perry

From: nick.bates@buildingtecnic.com 
Subject: Fwd: Welborne
Date: 4 April 2014 10:41
To: info@funtleyvillagesociety.org.uk

Hi Guys,

Please find attached a letter I have sent to The News today which extracts I would be happy that you use if you wish. I am sending a version of it to the Government Inspector on the basis that the proposals for potable water supply and foul and storm drainage are not legally compliant or sound..

Kind regards, Nick

Nicholas R. Bates
Home detail:-
Deers Leap, Whiteley Lane, Fareham, Hampshire, England. PO15 6RW
Tel.(from abroad:- 0044 1329 847576)
within UK:- 01329 847576
mobile:- 07768 925626

----- Original Message -----

From: nick.bates@buildingtecnic.com
To: letters@thenews.co.uk
Sent: Fri 04/04/14 10:00 AM
Subject: Fwd: Welborne

IT CANNOT BE WELBORNE BUT ILLBORNE

What an absurdity that on top of the huge number of reasons that Welborne is unwelcome (vehicles, gridlock, environmental waste, hospitals, schools, new people etc.) the might of Fareham Borough Council is disregarding massive environmental considerations, nay, obligations. Take water as a simple example. Existing supply of potable water is acknowledged as stressed i.e. There is not enough available for this development to take place so to satisfy the problem FBC propose "grey water" usage e.g. bathwater used to flush loos. Forget the implications of storage of this water and dual plumbing, that's the developers problem. Sounds great but the water authorities will confirm, especially in view of reduced flush cisterns, without bath water introduced directly into foul drains they block. Even with this measure it means the rest of us will likely end up on standpipes in dry weather due to water shortage. What about the upheaval to dig the foul drainage to the proposed Peel Common STW the other side of Fareham? I wouldn't want to live on that route! Rainwater run off from the housing alone would easily produce 6000 cubic metres in a single day which figure can easily be quadrupled by roads, paths, drives and hard standing which would all run into Wallington, Funtley and Titchfield. That's 24,000 cubic metres or tonnes/day. I wouldn't want to live there under those conditions as these areas already flood!

Are our councillors mad, condemning the residents of our area from one which we love to one that we will hate.

Only one of the hundreds of people I have spoken to about this proposal was for it and he is a councillor.

Nicholas R. Bates

Home detail:-
Deers Leap, Whiteley Lane, Fareham, Hampshire, England. PO15 6RW
Tel.(from abroad:- 0044 1329 847576)
within UK:- 01329 847576
mobile:- 07768 925626

Awford: How I'll help Blues avoid the drop

CARETAKER MANAGER SPEAKS OF HIS PLAN TO ENSURE POMPEY STAY IN THE LEAGUE - BACK PAGE



'WE WILL FIGHT THIS TO THE END'



Residents turn out in force to protest against Welborne plan

ANGRY campaigners packed out a public meeting and vowed to fight against the new town of Welborne 'every step of the way'.

The protestors are mobilis-

ing as plans for Welborne, to be built north of Fareham, are now open for comments from the public before going to the government for approval.

FULL STORY ■ PAGE 7

INSIDE

FOREIGNER STAR
MICK JONES
ON COMING HOME

The Guide WOW



He's coming

PLUS

WIN
FAMILY
TICKETS TO
ALICE SHOW
AT THE
KINGS

Villagers vow to fight town every step of the way



ANGRY Residents during the meeting

Picture: Sarah Standing (14897-2094)

by **KIMBERLEY BARBER**

Fareham reporter

kimberley.barber@thenews.co.uk

RESIDENTS have pledged to fight plans for a new town 'to the bitter end' as scores of people went to the meeting of a village society.

Funtley Village Society held the meeting last night to advise people on the best way to object to plans for a 6,000-home town to be built to the north of Fareham, next to their village.

Plans for the new town, Welborne, are currently open for comments, ahead of being sent to an independent inspector who will assess the plans for soundness. If found sound, the plans will be adopted by Fareham Borough Council by the end of the year.

Ed Morrell, chairman of the Funtley Village Society, said: 'The whole purpose of the meeting was to show residents how to respond to the Welborne plan as we have until April 11 to comment.'

'It was an ideal opportunity for people to get together and respond to Welborne

Meeting sees more than 200 people pack out village hall to voice their objection to Welborne

if they are not in favour.'

The meeting saw presentations from committee members and guest speaker community activist Shaun Cunningham take to the stage.

Speakers Adrian Saunders and Andy Tower, both Funtley residents, went through the Welborne plan and spoke about the potential impact it will have on the village.

Mr Tower said: 'I was quite surprised when I was out leafletting at how many people did not know this was happening.'

'We are fighting with our friends from Knowle, Wickham and the Campaign for Rural England. We intend to keep the pressure up on Sean Woodward [leader of Fareham Borough Council] and his chums every step of the way.'

Mr Cunningham gave an impassioned speech and roused cheers of 'hear, hear' and several rounds of applause.

Mr Cunningham said: 'For me Welborne is a disaster, a disaster for Fareham, a disaster for the countryside and if that's not enough, a disaster for our local governance.'

Passions were running high at the end of the presentations as members of the public got the chance to ask questions and make their opinions known.

Residents raised concerns over flooding, traffic, noise, subsidence, lack of healthcare provision and the date of installation of other infrastructure such as schools and employment space.

David Walton, from Wallington Village Society, said: 'We have got to sow enough doubt in the inspector's mind to make him seriously wonder if there's enough evidence for him to find the plan sound.'

Percy O'Dell, from Funtley Lane, said: 'The one way of shattering these plans is to vote, there's an election coming up.'

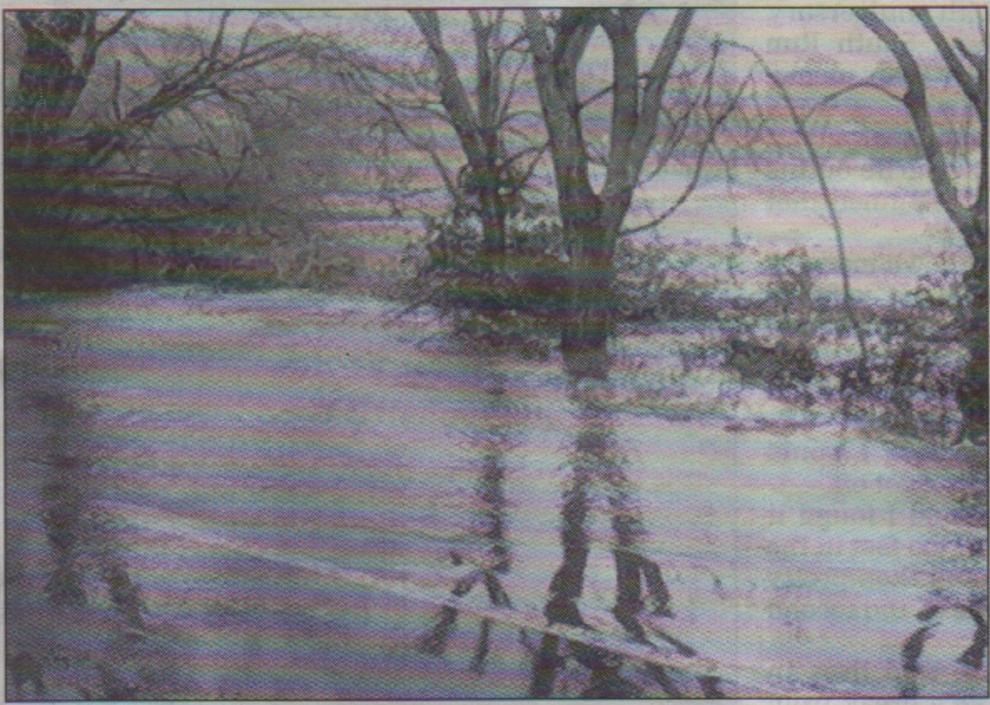
Give us a referendum on plans to build a new town next to our village

FUNTLEY VILLAGE SOCIETY

The Funtley Village Society has set up a website for residents to see its work. It can be found at funtlevillagesociety.org.uk.

If you would like to contact the group about membership of the society or would like to contribute something to the website then email info@funtlevillagesociety.org.uk

Ruth Saunders, from the Funtley Village Society, makes a plea to Fareham's council leader over the proposed development of Welborne



BURST BANKS
Flooding in Funtley

WELL, hasn't it rained! Everyone's talking about it aren't they?

But you see here in Funtley, it's not that unusual to have our back gardens ankle deep in water, or to see the main road with streams of water running down it, or the River Meon burst its banks just down the road from us.

It's also not unusual for us to have power cuts (on Christmas Eve it was for 17 hours!). Just the other weekend we had yet another traffic accident on the road through our village as cars try to fit through our narrow bit of road which equates to a single lane with cars parked down one side.

But again it's not that unusual.

You see we're used to it here, but we still love our village and the community

spirit we have nurtured over the years.

So can you imagine how we felt when the council announced it was going to build 10,000 houses on the beautiful green fields behind us. No-one in the village was consulted.

Council leader Sean Woodward would have you believe that a 'democratic' process was used to determine where

the town would be.

Hardly democratic through is it, when those most greatly affected weren't even asked? (He told us, it was the fault of Royal Mail).

So again, you won't be surprised to hear that in the most recent survey, yet again we can't find anyone in Funtley that actually received the 'random' survey. Strange that, isn't it?

This development is being planned with scant regard to the problems it will cause i.e. the destruction of green fields, wildlife, more traffic congestion, unproven infrastructure and of course additional flooding.

I would ask Cllr Woodward to give us a democratic referendum on the decision, with clear, honest facts to help us all decide.

Appendix VIII

Email confirmation from FBC re submission of letters to
the Planning Inspectorate

From: Shaun Cunningham stop.welborne.campaign@outlook.com

Subject: Written Submissions

Date: 4 March 2014 17:06

To: M STEPHENSON mstephenson128@btinternet.com, Adrian Saunders saundersadrianr@aol.com, Mudge, Jason jason.mudge@hp.com, caren.ransom@tiscali.co.uk, Stuart Tennent stewyinpagham@mac.com, stewyinpagham@me.com, edmorell@me.com, pitretrail@ntlworld.com, wilsonruthie@aol.com

Hello Everyone

See E-Mail below regards to Written Submissions on the Welborne Plan

The Email is between my ward councillor and Mr William Nichols Planning Strategy Team Leader.

[I do have approve from Cllr Price to pass it on.](#)

The last paragraph confirms letters will be accepted. The important point all points raised must be on soundness.

Had to get in touch with my ward councillor because I was going round in circles with the Council

Hope it helps.

Regards

Shaun

rom: Nichols, William

Sent: 04 March 2014 12:55

To: Price, Cllr. R.H.

Cc: Jolley, Richard; Burnett, Claire; Chevis, Mark

Subject: Publicity on Development Sites and Policies Plan

Dear Cllr Price

I write further to your recent discussions with Richard Jolley and in relation your constituent's query about the publicity relating to the current period for representations on the Local Plan Part 2: Development Sites and Policies Plan.

The publication versions of Local Plan Part 2: Development Sites and Policies Plan and the Local Plan Part 3: Welborne Plan have been publicised in the same way, and I can confirm the following:

A statutory notice advising of the publication of the Development Sites and Policies Plan was placed in the Hampshire Independent free newspaper (published on Friday 28 February, 2014), as required in the Regulations. This notice is also available at the Customer Service Centre at the Civic Offices, and at the four libraries in the Borough: Fareham, Locks Heath, Portchester, and Stubbington;

Notices advising of the publication of both Plans and information on how to make representations, are being placed on all 42 of the Council's noticeboards across the Borough;

A press release for the Development Sites and Policies Plan is being issued;

The publication of both the Development Sites and Policies Plan was publicised at the Portchester Community Action Team Meeting on Friday 28 February, 2014;

Copies of the Development Sites and Policies Plan and supporting Sustainability Appraisal and Habitats Regulations Assessment documents, together with paper forms and guidance on how to make representations have been made available to view at the Customer Service Centre at the Civic Offices, and at the four libraries in the Borough: Fareham, Locks Heath, Portchester, and Stubbington;

New web pages have been published on the Council's website, with clear links to the Development Sites and Policies Plan, supporting evidence, and information on how to make representations;

Links to the relevant pages of the Council's website have been set out on the Council's social media accounts on facebook and twitter; and

Approximately 1,500 individuals, businesses and organisations on the Council's consultation database (including those who made responded to previous consultations on Welborne), have been sent a letter or email, notifying them of the publication of both Plans, together with information on how to make representations.

The online representation form has been prepared in accordance with the Planning Inspectorate's document: Examining Local Plans Procedural Practice. The representation form requires respondents to specific representations directly related to 'legal compliance', 'soundness' and 'compliance with the duty to cooperate', and it is recognised that, given its technical nature, further clarification on how to complete the form may be required.

It was therefore considered beneficial to try and help people making comments to structure them to focus on soundness or legal compliance, hence the technical nature of the response form and the need for the [guidance note](#), which seeks to make the process of completing the form more straightforward. The Council will still be accepting all forms of response, and so it is not a requirement to use the forms provided. However, responses that do not relate to soundness or legal compliance

will not be taken into consideration by the Planning Inspector.

I trust that the above is clear. However, if you would like to discuss any aspect of the above in greater detail, please contact Richard Jolley or me.

Kind regards

William Nichols
Planning Strategy Team Leader
Fareham Borough Council
01329 824512