

Mark Wyatt Esq
Principal Planner
Department of Planning and Regulation
Fareham Borough Council
Civic Offices
Fareham
PO16 7AZ

Ref: P/17/0266/OA
Welborne Land North of Fareham

May 21st 2017

Dear Mr Wyatt,

I write, on behalf of the committee of the Funtley Village Society, in response to the outline planning application from Buckland Development Limited for up to 6,000 homes at the Welborne Garden Village.

Please see below a summary of the key points we wish to highlight at this juncture.

Traffic Assessment

Executive Summary. This document reaches a conclusion that 1,000 houses can be built (phase 1) without changes being made to junctions of the M27, however the conclusion reached is not supported by findings within the assessment itself, namely:

Section 7.7.3 explains how the existing section of the M27 has "...sub-standard sections in relation to junction spacing and on / off-slip roads. The existing east facing slips and the weaving length between junctions are sub-standard."

It goes on to say.. "The current spacing between the east facing slip-roads of Junction 10 and the west facing slips of Junction 11 is sub-standard. Similarly the spacing between Junction 10 and 9, particularly on the westbound carriageway, is constrained ..."

Section 7.7.4 states, "The existing eastbound off-slip is a Type A layout (circular loop) but it should be a Type E layout based on current and future traffic volumes (non circular loop)."

Section 7.7.6 states "... The spacing between Junction 9 and 10 results in an insufficient length to provide the required weaving distance ... this gives an approximate weaving length of around 1.55km (using a Type A layout), falling short of the desirable minimum of 2km."

Section 7.7.8 sums up the current situation when it states, “In summary, there are difficulties in providing an upgraded Junction 10 given the sub-standard existing arrangement.”

However section 7.8.2 then reaches the conclusion.

In summary, the assessment has determined that some development can be accommodated on the Welborne site with the current arrangement at M27 Junction 10. The assessment for Sequence 1 indicates that there are no additional requirements in the on / off-slip arrangements over the current base year requirements for an interim scenario of 1,000 dwellings or equivalent.”

As stated, that is a conclusion entirely unsupported by the evidence presented in the assessment itself, highlighted to you here, which details how the current situation – even without the traffic from an extra 1,000 houses, is inadequate, not legally compliant, and dangerous. The Funtley Village Society feel that any required changes to the M27 should be made **BEFORE** any houses are built and extra M27 traffic is inevitably generated, not during development phase 2 – as is the current plan.

Transport issues

The convoluted route from the new off ramp will (with potentially 4 roundabouts to negotiate) without doubt will cause traffic to back up in Welborne. The subsequent congestion will force drivers to either leave at Junction 9 and use back roads into north Fareham (i.e. through Funtley or Fishers Hill) or they will revert to using Junction 11 to travel eastbound.

The Bus Rapid Transport route is planned to use the same route through North Fareham, as most traffic exiting is Junction 10 eastbound. This route is already running at near capacity and cars are at a standstill during peak times. We do not have confidence in the SRTM model as it states traffic flows will decrease following the upgrade coming into north Fareham – which logically cannot be correct.

The congestion and increased traffic will also cause the air quality to suffer. The prevailing wind comes from a southerly direction, so the pollution will be blown over Funtley and the Kiln Road homes, which are already built close to the motorway. It's noted that homes at Welborne are not being built close to the motorway because of the poor air quality and noise. However, it seems to be considered acceptable to allow the increased pollution and noise to blow over the existing community in Funtley.

The narrowing of the carriage way to a single lane under the bridge down Funtley Hill, will encourage speeding through the village, as drivers will try to beat the cars coming down the hill. It is known that cars already speed along this road and we feel that this will encourage this practice. The Plans show a SANGS car park emerging onto this junction (see the infrastructure diagram) which will only exacerbate the

danger as cars pulling out could potentially not be aware of the speeding cars down the hill.

Health services – Welborne

There are presently three health centres serving the areas surrounding the proposed development of Welborne – Wickham Surgery to the north, Highlands Medical Centre and Gudge Heath Lane Surgery to the south. Funtley is served by either Highlands or Gudge Heath Lane (with a few residents registered at the Wickham Surgery), which between them (excluding Wickham) have 24,447 patients on their registers, for whom the wait for a routine appointment is approximately four weeks, sometimes longer. According to the plans proposed by Buckland Developments the Welborne Health Centre will not be built until Phase 2 of the project by which time several hundred homes will already be built and occupied by families requiring health services. These service requirements will not be restricted to routine appointments for the diagnosis and treatment of ailments or referrals for serious conditions, but also regular clinics for diabetes, coronary heart disease (CHD), audiology, optical, podiatry, maternity and others. This will place an unsustainable load on the doctors and other staff at already strained centres. There will be an urgent need for more medical facilities from whenever the first homes are occupied and we cannot wait for whenever in phase 2 the health centre is built, commissioned and staffed.

Further to the above BBC South Today informed us on 12th May 2017, that the Fareham and Gosport Clinical Commissioning Group has now stated as a matter of policy that it is not prepared to finance the staffing of any medical facilities at Welborne whenever they are to be built and that the surrounding facilities will have to cope. The building of a development the size of Welborne without the promised infrastructure makes the entire project unviable and no further progress should be contemplated until this matter is resolved. Executive Leader of Fareham Borough Council, Cllr Seán Woodward, when interviewed about the matter of the CCG embargo could go no further than to say he expected that the Secretary of State for Health would undoubtedly have something to say about the matter, a disingenuous response to say the least.

Water Resources, Sewerage and Flood Risk

The gradient of land for Welborne increases upwards from Funtley to Wickham, thus increasing concern for residents with regard to flooding from the Welborne development in cases of rainfall whether it is moderate or extensive!!! There is a culvert of 750mm in diameter running from the fields at the back of Funtley across the railway line to continue along Funtley Road to River Lane where it deposits into the River Meon – this culvert is unacceptable as River Lane floods now without the excess water being sent this way during and after Welborne is delivered and the ground, which naturally absorbs some water, will be concreted over leaving the effects of runoff to flow freely downhill towards Funtley Road. Please note the following: -

http://www.fareham.gov.uk/downloadfiles/BPMS_PublicDocument_171797_419_20170228_135544.pdf

10.4 Furthermore, Paragraph 100 states: ' Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.'

How are SUDS going to be implemented? I would also draw your attention to the Environment Agency document

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/290714/sp2-159-tr1-e-e.pdf

where it states on page ix of the Executive Summary, "It is clear that regular and systematic wetland maintenance is critical in order to ensure the basic performance and longevity of urban wetlands, and over a 25 – 30 year lifetime the full maintenance and operational costs could well be roughly equivalent to initial construction costs. Adopting and managing authorities therefore need to fully and carefully evaluate how long-term, future maintenance costs can be covered. A simple diagnostic methodology is provided for predicting sediment removal maintenance requirement time."

How are the SUDs to be maintained in the future with Welborne and who will be the managing authority to abide by these detailed recommendations of the Environment Agency?

There has been very recent communication from Southern Water to FBC PLAN – 017885 dated 3rd May 2017, where it is clear from this communication I quote from their letter: -

"The proposed development would increase flows into the wastewater sewerage system and as a result increase the risk of flooding in and around the existing area, contrary to paragraph 109 of the National Planning Policy Framework"

"The proposed development lies within a Source Protection Zone around one of Southern Water's public water supply sources as defined under the Environment Agency's Groundwater Protection Policy."

It is clear from the date of this letter that this is a very recent communication. Why has there been silence up till now? The Welborne development has been debated for so long over many years and had an examination in public in 2014. Over these years local people have been stating all the time there is flood risk in this area and now it seems we did have many reasons for concern, but were at the time ignored.

As this utility is part of the infrastructure, this communication with utilities like Southern Water should all been commenced a long time ago even before the Examination in Public.

Pollution and Air Quality

Concerns have been raised over the pollution and air quality surrounding the Welborne development and the industrial units that are proposed within this development. The new Junction 10 proposed has raised a lot of concerns with the off and on slips and the route people will take through Welborne to get back to the A32 heading South towards Fareham. This will add to the congestion already happening from all types of motor vehicles, thus adding exhaust fumes to the air. The M27 is a constant noise 24/7 and is a major route. It needs a new resurface and the Highways Agency England should be consulted over this as a matter of urgency BEFORE any development takes place.

From the environment agency website on Air pollution:

“Good air quality is important for the environment and to keep plants and people healthy. The substances people put into the air from industry, electricity generation and transport cause pollution and add to global warming through the greenhouse effect.”

How will Fareham Borough Council maintain the good air quality we all need to be healthy? I note there is an air quality metre at the Quay Street Roundabout. Why have we not got one at the bottom of North Hill? There is as much congestion at North Hill as there is at Quay Street Roundabout.

Funtley buffer zones

In reference to chapter 5, Open Space and Green infrastructure, we have examined the proposed buffer zones between Funtley and Welborne (we refer to illustrative diagrams 5.34 & 5.35 on page 83 of this section). The proposed buffer zones in this outline planning application address the concerns previously expressed by the Funtley Village Society and Funtley residents. We welcome the incorporation of strategic tree planting in respect of West Park and the buffer zone to the north of the Funtley Recreation Ground and the location of a proposed new park incorporating a cricket ground and pavilion. The proposed gap of 120 metres in respect of the size of West Park from the northern boundary of the Funtley Recreation Ground would satisfy our concerns re community separation. In respect of the buffer zone to the east of Funtley with the proposed semi natural green space gap of 52.5 meters from the Funtley boundary, we are satisfied that this would meet our minimum criteria re a buffer zone that is wooded through strategic tree planting. We propose that this tree planting takes place in phase one to allow the trees to mature prior to phase 4 when the development near to Funtley commences. We also welcome the proposed lower density of housing immediately adjacent to the buffer zones. We reiterate that these distances and gaps must be confirmed in the detailed design, following any approval

of this plan by Fareham Borough Council. The strategic tree planting is very important to Funtley residents, as it not only represents a physical barrier between Funtley and Welborne, but also a visual barrier as well as acting as an important mitigation factor in any down stream flooding.

Yours sincerely,

Edward Morell

Chair

Funtley Village Society.

COPY