

# Community Action Team Meeting (CAT) 12 February 2019 – Ferneham Hall

## Who was there?

**Present:** Cllr Bell, Cllr Bryant, Cllr Clubley, Cllr P. Davies, Cllr Ellis, Cllr Kelly, Cllr Trott, Cllr Walker.

**Residents:** approx. 150

## What was talked about?

Executive Leader of Fareham Borough Council, Cllr Seán Woodward and Mark Wyatt (Principal Planner) gave updates on the amended outline planning application submitted by Buckland Development Limited for up to 6,000 homes at Welborne Garden Village.

The application was originally submitted and consulted on in 2017. Buckland Development has made amendments to the application in response to consultation feedback.

### Questions:

**Q1:** Part of infrastructure shows roundabouts, will these be built at the same time as the J10 construction?

**Q2:** Will the BRT go in at the same time as the infrastructure?

**A:** The Junction 10 works and the link to the A32 will all come together at the same time. The applicant has been in discussion with bus operators and the County Council over the proposed route. North Hill, Park lane, Osborne Road South, West Street and Trinity Street are proposed to be the route for the BRT that will be the quickest route to get to Welborne. The applicant, FBC and HCC will continue to have a dialogue about the route and how the roads will cope.

**Q:** If the BRT is going to be like the express bus in Gosport. Does that mean North Hill and Park Lane will have access just for the buses and not the people who live there?

**A:** No. Part of the Gosport Eclipse Service runs on the line of the old railway and part is on normal roads. The application from Buckland does not propose to make North Hill and Park Lane a bus only road. Buckland will continue to work with Hampshire Highways to ensure what is put in place will actually work for surrounding residents too.

**Q:** By 2029 2000 houses will be in place. What is the estimation of the amount of the cars on the roads then?

**A:** The Transport Assessment (TA) looks at the projected amount of traffic, the flows and the distribution. The TA is being reviewed in detail by the Highway Authority (HCC). The Welborne Plan sets out that it will be a south facing development for traffic. Predictions are that most of the traffic will go south on the A32 rather than north on the A32.

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**Q:** Concerns given that some people will suffer as more houses will be built.

**A:** We live in an area where more houses will be built, so there will be more traffic. We have to accept that but we need to make sure we mitigate those impacts by working with Buckland and the Highway Authority.

**Q:** What about people living south of J10. What considerations are given to traffic where people are already live? Would you expect them to go through 5 roundabouts, or go through the Gosport Road onto the motorway at J11. How would we go to Southampton?

**A:** Highways England have to sign off on this scheme to make sure it is going to work. In terms of current residents travelling to Southampton, you would go along the A32, turn into Welborne cross two roundabouts on the east to west link road then go under the motorway to the final roundabout to join the M27 west bound. The applicant is undertaking micro-simulation modelling to see how the traffic will flow in order for this to work and assessing the impacts upon alternative routes. The highways agencies are very alive to these comments.

**Q:** BRT through Park Lane, and Trinity Street – it's a very narrow road and not two-way.

**A:** This is the route proposed by Buckland. It is being considered by the County Council and the bus operators.

**Q:** Is the infrastructure delivery in line with the building of houses?

**A:** Phasing will be for something for the Council to determine. Developments need to be viable, infrastructure needs to work. No one is going to build a secondary school before housing is carried out. The proposal needs to be viable with a balance between the delivery of housing and infrastructure. One major infrastructure item is J10 and this is in phase 1. It needs to be in the beginning rather than much later and other infrastructure and amenities will be phased according the relative population growth that is needed to support such facilities.

**Q:** I live in North Hill and it is a limited width road. There is always trouble with the drains, and there has been flooding on the traffic lights and at the bottom of the hill. I have reported it, but I do think the drains are going to suffer and get worse.

**A:** The problem identified seems to be an existing problem rather than one created by Welborne. It would be for Hampshire County Council as the Highway Authority to resolve and not for Fareham Borough Council. We will get your details and see if we can resolve this with them.

**NB:** Hampshire Highways have since updated that they have an Officer reviewing the enquiry into drainage problems in North Hill road, and will report back with an update soon.

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**Q1:** There is concern with Dashwood being used to mitigate the impact of a large proportion of the development. The woodland is important environmentally and ecologically. Could/Should other SANGS (Suitable Alternative Natural Greenspaces) such as Fareham Common be completed earlier?

**A1:** The ownership of Fareham Common isn't fully in Bucklands hands. Once acquired then the delivery of this SANG may well be able to be reviewed.

**Q2:** There needs to be input from Natural England, will there be?

**A2:** Natural England are advising the Planning Authority on matters relevant to their area of expertise such as the SANG, its delivery and ongoing management/maintenance.

**Q:** What percentage of the cost of the infrastructure is going to impact on us and our council tax or will it all fall on Buckland?

**A:** The Welborne infrastructure will not come from our council tax receipts. It will come from Buckland as the developer and it will come from other public sector and Government contributions to the site. The residents of Welborne will pay their Council Tax and that will be used to fund services.

**Q:** 6000 houses could be 18,000 cars. Do you think there should be a park and ride facility built in Welborne for Fareham?

**A:** No. Welborne does not propose a park and ride. There is plenty of parking in Fareham town centre. We are aiming to have a good express bus service (the BRT), so that it is an attractive place to live.

**Q:** 6000 homes, but no hospital facilities, QA and Southampton General won't cope. A new hospital needs to be part of Welborne.

**A:** Welborne is not going to generate a population that will need a hospital of its own. We do have the Fareham Community Hospital which could be and should be better utilised. The Health Authority and Trusts who run the hospitals, they are being consulted as part of this consultation. QA is about to spend some significant NHS Capital money on a new accident and emergency unit which will help with the recent issue of queuing ambulances.

**Q:** Will proper consideration be given to the relevant policy on provision of cycle ways.

**A:** Hampshire has a cycling strategy for the County and Buckland has a pedestrian and cycle strategy submitted as part of the application. Working with the Highway Authority we will try to accommodate a strategy to use non-car modes of travel into Welborne.

**Q:** This is just an Outline application, but I don't see the link from Funtley into the roundabouts and into North Hill. Would we consider changes to the roads?

**A:** No. Funtley is looking for a buffer to Welborne and not a link to Welborne.

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**Q:** Up to 2100 homes will be delivered before the first school is provided, has Fareham got the existing infrastructure to cope with the schools at that point?

**A:** It's the duty of Hampshire County Council to ensure that every child has a school to go to. They are the education authority and they will have to make sure that education facilities are set up to accommodate the new population. This may be through existing capacity in the existing schools it may be that a temporary school facility is needed in Welborne before the first permanent school opens.

**Q:** What powers does a local authority have to keep the develop on track with the phases?

**A:** The infrastructure will be secured by a legal agreement. This will have triggers for the delivery of specific pieces of infrastructure before certain numbers of houses are occupied. The applicant would be tied in by this legal agreement.

**Q:** Why is Sport England in disagreement – why did they object?

**A:** Discussion is ongoing with Sport England and we haven't got the final comments yet.

**NB:** Since the CAT Meeting Sport England have now written to the Council with No Objection to the proposal.

**Q:** For walking and cycling groups – will Pook Lane be completely closed?

**A:** No, It's just a vehicle closure.

**Q:** Top risks to the project?

**A:** i) Planning permission not being granted, ii) Infrastructure funding being lost, iii) Highways authorities not approving the proposals.

**Q:** Could you confirm where the water sewage will be going?

**A:** The application submits that all foul water will be treated at Peel Common Waste Water Treatment Works.

**Q:** Distance between the roundabouts looks very short? I'm concerned about the industrial part of the proposal and that it's going to have lorries in long lines, and irate car drivers?

**A:** The Highway Authority will have to model how the roundabouts will work. Traffic Modelling surveys will need to take place.

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