

Welborne Plan
Submission Version
Regulation 22.(1)(c) Statement

June 2014

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1 Introduction

- 1.1 This document sets out how Fareham Borough Council has engaged with communities and the wider public as part of the preparation of the Welborne Plan. Also, how the council has complied with statutory regulations, including the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Fareham Borough Statement of Community Involvement (Revision) (2011).
- 1.2 The Fareham Borough Council Statement of Community Involvement that was adopted in April 2006 was subsequently reviewed and a revised document was adopted on 24th January 2011. The SCI identifies the ways and means by which FBC will engage with the community in the preparation and revision of Local Plan documents. An essential part of amalgamations to planning regulations is that public engagement should be appropriate and proportionate for the context and stage of the document and the scale of interest. As a result, FBC has been committed to an on-going course of community engagement.
- 1.3 Regulation 22(1)(c) of the Town and Country Planning (Local Planning) (England) Regulations 2012 requires that the submission of a local plan is accompanied by a statement setting out:
- (i) which bodies and persons the local planning authority invited to make representations under regulation 18,
 - (ii) how those bodies and persons were invited to make representations under regulation 18,
 - (iii) a summary of the main issues raised by the representations made pursuant to regulation 18,
 - (iv) how any representations made pursuant to regulation 18 have been taken into account;
 - (v) if representations were made pursuant to regulation 20, the number of representations made and a summary of the main issues raised in those representations; and
 - (vi) if no representations were made in regulation 20, that no such representations were made;
- 1.4 Prior to public consultation on the Publication Draft of the Welborne Plan (in spring 2014), this Regulation 22.(1)(c) statement will include only the formal consultation that was undertaken under regulation 18 (sections i – iv as listed above).
- 1.5 This document is therefore split into two main parts;

Part A – Plan Preparation (Informal consultation)

- 1.6 This part deals with the initial consultation that took place as part of the preparation of the plan, setting out how the concept of Welborne developed within the South East Plan, what early engagement exercises were undertaken, who was involved and a summary of the main issues raised.

- 1.7 The principle of a major new community to the north of Fareham emerged in 2004 as part of the early development of the South East Plan. The principle was initially progressed through development of the Council's Core Strategy (Local Plan Part 1) which included numerous consultation exercises during 2009-10 with land owners, local communities and relevant organisations.
- 1.8 Following adoption of Local Plan Part 1 in 2011, the focus for consultation then switched to developing Local Plan Part 3 (The Welborne Plan). The first consultation exercise specifically for the Welborne Plan consisted of an options consultation in 2012, which was undertaken under the Town and Country Planning (Local Development) (England) Regulation 2004.

Part B – Publication of the Plan (Formal consultation)

- 1.9 Part B explains and summarises, in line with the requirements of regulation 22 of the Town and Country Planning (Local Development) (England) Regulations (2012), the consultees involved and the issues that were raised during the regulation 18¹ publication of the Draft Welborne Plan.

¹ Town and Country Planning (Local Development) (England) Regulations (2012)

Part A

Plan Preparation (Informal consultation)

2 Developing the Welborne concept (2004 - 2009)

Strategic Development Area

- 2.1 Welborne was first identified as part of the process of developing the South East Plan. A series of workshops, referred to as the "spring debates", were held during April and May 2004 where key discussion issues included options for accommodating increases in housing numbers including the possibility of a new Strategic Development Area (SDA). The outcome of these workshops and other consultations, which formed part of the development of the Fareham Core Strategy, led to the production of an initial draft South East Plan, which was available for comment from 24th January to 15th April 2005. Fareham Borough Council residents were alerted to this consultation by a special article in the spring 2005 edition of Fareham Today. The draft consultation document included options for housing targets and spatial distribution in South Hampshire which included a SDA, but did not specify its location.
- 2.2 Following the initial draft consultation in early 2005, consultation took place during September and October 2005 on the proposed housing figures and their distribution within the South Hampshire sub-region. The outcome of this consultation was reported in the Statement of Consultation Background Report which was submitted by PUSH together with its final advice to the South East of England Regional Assembly (SEERA) in December 2005.

The South East Plan

- 2.3 Following further policy and evidence work, the draft South East Plan was submitted to Government on 31 March 2006, following more than two years' development work and final approval in a full SEERA meeting on 1 March 2006. This submission version of the South East Plan first identified the location of the Fareham SDA (within Policy SH2).
- 2.4 Consultation on this draft South East Plan, including housing targets for district councils and the SDA policy allocations was then undertaken by Government from 31 March until 23 June 2006 and which was identified by Fareham Borough Council in the spring 2006 edition of Fareham Today on the Council's Planning webpages.
- 2.5 Following the consultation, an Examination-in-Public (EiP) was held between 28th November 2006 and 30th March 2007 and which included structured debates on sub-regional matters including whether the proposals for the SDA were justified and appropriate. The Panel's report following the EiP was finally published by the Government Office for the South East (GOSE) on 29 August 2007.
- 2.6 Then in July 2008, less than a year after the publishing of the Panel's report and

more than two years after SEERA submitted the Plan, GOSE launched a public consultation on proposed changes to the South East Plan, which ran from 17 July to 24 October 2008. Finally, on the 6 May 2009 Government published the final South East Plan, which confirmed Policy SH2 as:

Strategic Development Areas (SDAs) will be allocated in close proximity to the two cities in the following broad locations:

- i. **within Fareham Borough to the north of the M27 motorway comprising 10,000 new dwellings***
- ii. to the north and north-east of Hedge End comprising 6,000 new dwellings.*

3 Developing Principal of Welborne in the Core Strategy (2009-11)

- 3.1 Although this statement focuses on the development of the Welborne Plan, there were specific opportunities during the development of the Fareham Core Strategy (Local Plan Part 1) for the public to make comments or provide representations on the Welborne development. This section explains what these opportunities were

Core Strategy Preferred Options Consultation (2009)

- 3.2 A series of topic papers were issued which included a position Statement on the North of Fareham Strategic Development Area (SDA). Public consultation on the topic papers took place from 12th January to 23rd February 2009, in accordance with Regulation 25 of the Town and Country Planning (Local Development) (England) (Amendment) Regulation 2008.

Draft Pre-Submission Core Strategy 2009-2010

- 3.3 During the preparation of this document the Joint Venture Partnership, Transport for South Hampshire, ATLAS, the Partnership for Urban South Hampshire (PUSH) and Winchester City Council were all consulted in regards to housing numbers and infrastructure requirements.

3.4 Community Liaison Group

In July 2008 the Borough Council's Executive agreed to establish a Community Liaison Group to bring together all the relevant community interests vital to the successful delivery of the SDA. This was to create a forum for the discussion and resolution of key issues arising during the course of planning for and delivery of a new community at Welborne. The Group had its first meeting in February 2009 and continued to meet up until 13th July 2010. The agendas and minutes are available on the FBC [website](http://www.fareham.gov.uk/planning/new_community/commliaisongroup0910.aspx)²

3.5 SDA Visioning Events

On March 27th 2009 a first workshop was held to help create a vision for the SDA, together with discussions on a series of high level development principles which would help to refine the draft SDA policy further from the Core Strategy preferred options consultation stage and responses. This workshop was attended by 57 representatives of a wide range of interests, including local business, community groups, elected members, the county council, government agencies and adjoining local authorities. The workshop was facilitated by Urban Design and Mediation and resulted in a number of principles being agreed that were taken forward for further refinement at a subsequent workshop.

- 3.6 The second workshop was held on 19th June 2009 and was attended by 70 representatives of community and interest groups, service providers,

² http://www.fareham.gov.uk/planning/new_community/commliaisongroup0910.aspx

organisations, local authorities and developers. The purpose of the event was to respond to the results of first visioning event and formulate development principles and design specifications. Outcomes included a set of development principles which helped define the design criteria to deliver a quality place and consider the relationship between the SDA and Fareham town centre. A Summary Report on the visioning events held on the 27th March and 19 June 2009 and the results of the Fareham Borough Council visioning surveys undertaken in June and July 2009 are available on the FBC [website](#)³.

3.7 Questionnaires

In order to engage with the general population of the borough, two questionnaires were made available in June and July 2009, to the people of Fareham offering them the opportunity to make their views known regarding the makeup, character and content of the SDA to ensure that there was opportunities for local people to contribute to the construction of a vision for the development of the SDA. Residents' views were sought on a questionnaire which was issued alongside a two page article in Fareham Today in July 2009. The article set out the intentions and a broad description of the new community and explained that before the policy for the SDA could be finalised, the Council was consulting on a number of key questions. Interested respondents were directed to further information and a questionnaire on the website, in libraries and at the council offices. The report on the Fareham SDA Questionnaire issued via Fareham Today is available on the FBC [website](#)⁴.

3.8 Strategic Masterplan

The Joint Venture Developer's for the SDA in 2010 produced a Strategic Masterplan for the North of Fareham Strategic Development Area. The Strategic Masterplan was developed to show how the Council's emerging Core Strategy Policy on the Strategic Development Area could potentially be implemented and was subsequently used in finalising the SDA policy in the Core Strategy Pre-submission Draft. As part of this process, the Joint Venture Developer ran two intensive workshops on the 20th and 21st July 2010. The Summary Report of the masterplanning workshops is available on the FBC [website](#)⁵.

3.9 E-Panel Surveys

Between 14th and 28th October 2010, a second survey was sent to all members of the Fareham e-panel (total of 961 residents) which is representative of the population profiles of the Borough as a whole. This survey asked the e-panel for their views on how the Council should plan for a new community to the north of Fareham town. The survey was successful with 50% of the e-panel responding to it. 82% of the responses (376 residents) preferred accommodating the development in a new community to the north of Fareham town as opposed to 18% (83 residents) opting for accommodating development on other countryside sites between existing settlements. In terms of providing key facilities, it was considered that the top 3 to be given priority should be primary schools (344 responses), a health centre (324 responses) and a secondary school (208 responses). The e-panel questionnaire and the results of the questionnaire are

³ http://www.fareham.gov.uk/planning/new_community/visioningevents.aspx

⁴ http://www.fareham.gov.uk/planning/new_community/questionnaires.aspx

⁵ http://www.fareham.gov.uk/pdf/planning/new_community/workreport.pdf

available on the FBC [website](#)⁶.

Core Strategy Examination 2011

- 3.10 The above consultation process was challenged by various respondents at the Core Strategy Examination; however the Inspector in his Report on the Examination found that the process undertaken by the Council was sound (extract below). The full report can be found on the FBC [website](#).

"The SCI was adopted in 2006 and consultation has been compliant with the requirements therein. While concerns have been raised about arrangements to publicise elements of the Core Strategy, notably the North of Fareham SDA, it is evident from the documents submitted by the Council, including the Regulation 30(1)(d) and 30(1)(e) Statements, that relevant statutory requirements have been met. The dates and venues of the hearings were published in the local press and posted on the examination website".⁷

⁶ http://www.fareham.gov.uk/planning/new_community/questionnaires.aspx

⁷ http://www.fareham.gov.uk/PDF/planning/fareham_CSreport.pdf

4 Development of the Welborne Plan (2011-12)

- 4.1 This chapter provides details of the early informal consultation processes which took place for the Welborne Plan following the adoption of the Core Strategy. These included surveys and workshops and the inception of the governance structure.

Residents Survey

- 4.2 The 2011 FBC Residents Survey asked a number of questions about housing opportunities within the Borough. This was distributed to a sample of 4020 households in Fareham Borough (268 in each ward). A total of 1318 responses were received back (a response rate of 33%). The responses to these questions (available on the FBC [website](#)⁸) indicate that a majority of respondents do not think that there are enough opportunities for young people or for young families to buy or rent a home locally, although a majority did think that there were enough opportunities for older people. Also, a large majority thought that the Council should be doing more to provide new affordable homes for local people.

Phase 1 Public Survey

- 4.3 Between January and March 2012 a public survey was conducted by Fareham Borough Council, asking people about open spaces, community buildings, housing and sustainability. Invitations were sent to the e-panel and the LDF consultation database, from which we received 487 responses to the Phase 1 survey, a summary of which is available on the FBC [website](#)⁹.

Primary Schools and Fareham Youth Council

- 4.4 We visited four local primary schools to ask children what they would provide in the new community and met with the Fareham Youth Council. A Youth Conference was arranged in March 2012, where all secondary schools in the Borough, together with Fareham College were invited to send student representatives to explore their views on two issues for the new community; sustainable travel and green spaces. As such, discussion focused on the most and least sustainable forms of transport, as well as various approaches to laying out green space. A summary of the results is set out in the Fareham Today article available on the FBC [website](#)¹⁰.

Strategic Board

- 4.5 As part of the revised governance structure for Welborne, two new groups were established - the Strategic Board and the Standing Conference. Both groups

⁸ http://www.fareham.gov.uk/planning/new_community/ressurvey2011.aspx

⁹ http://www.fareham.gov.uk/pdf/planning/new_community/Phase1SurveyResults.pdf

¹⁰ http://www.fareham.gov.uk/pdf/latest_news/fareham_today/FT_SpecialEdition_Page7.pdf

meet regularly to discuss the wider issues involved in planning and delivering Welborne. The Strategic Board's membership is comprised of high level FBC members and officers, member and officer representation from HCC and representatives from the HCA, LEP, PUSH, TCPA and a landowner representative with the aim being to drive forward and set the strategic direction for the Welborne new community project. The Strategic Board and Standing Conference were established following a decision by the Council's Executive on 6 February 2012, the report for which is available on the FBC [website](#)¹¹. Both the [Strategic Board](#)¹² and [Standing Conference](#)¹³ meetings are held in public and the minutes are available on the FBC website (Appendix A).

Standing Conference

- 4.6 The Standing Conference meanwhile has a much wider membership which as well as including FBC members and officers, also includes a wide range of local community, business, retail, education, and health representatives, alongside surrounding local authority and landowner representatives. The Standing Conference provides a means of bringing together these groups in a formal round-table setting in order to advise on the progress being made and to provide opportunities to make comments.

SDA AAP Sustainability Appraisal (SA) Scoping Report

- 4.7 Alongside the preparation of the Welborne Plan and in accordance with SA guidance, Fareham Borough Council prepared a SA Scoping Report. An invitation was sent to all statutory consultees as well as all organisations, groups and businesses on the LDF database and was made available for comment online and at the exhibitions, over the period 6 July to 11 August 2009. The Scoping Report is available on the FBC [website](#)¹⁴.

SDA AAP Habitats Regulations Assessment (HRA) Baseline Data Review

- 4.8 A Habitats Regulations Assessment Baseline Data Review has been prepared and is available on the FBC [website](#)¹⁵, but has not been subject to formal consultation.

¹¹ <http://www.fareham.gov.uk/crs/executive/120206/reports-public/spe-120206-r07-scr.pdf>

¹² http://www.fareham.gov.uk/planning/new_community/stratboard.aspx

¹³ http://www.fareham.gov.uk/planning/new_community/standingconference.aspx

¹⁴ http://www.fareham.gov.uk/pdf/planning/new_community/NCNFSAScoping.pdf

¹⁵ http://www.fareham.gov.uk/pdf/planning/new_community/HRABaselineDataReview.pdf

5 Options Consultation and Responses (2012)

- 5.1 This consultation stage marked the conclusion of the early engagement on the Welborne Plan, or the 'NCNF Plan' as it was then known. This consultation ran for a 4-week period from 2nd July to the 31 July 2012 and was featured in a special edition of [Fareham Today](#)¹⁶ and in an [options consultation document](#)¹⁷ which set out four broad development options and four broad transport options which invited representations from the community.
- 5.2 Invitations were sent to the e-panel and the SCI list of consultees (Appendix B), with the material being available both online and in hard copy. The development options that were consulted on had evolved from ongoing work on the 'concept masterplan'. The results from this consultation have assisted in selecting a 'preferred option' for development, which is being presented in the Draft Welborne Plan. In addition, a draft green infrastructure strategy and a study of the opportunities for providing and using water and energy in a sustainable way were also consulted on. A total of 535 responses were received during the consultation period (via hardcopy and email) and the Options Consultation Summary Report is available on the FBC [website](#)¹⁸.

Engagement Methods

- 5.3 Letters and emails (Appendix C) were sent to all consultation bodies and Fareham Borough residents on the Council's consultation database which is kept in accordance with the Statement of Community Involvement (Revision) (2011). This consisted of 548 emails and 271 letters sent to residents and 522 emails and 268 letters to consultation bodies/organisations. This comprised a total of 1609 invites. The consultation was also published within the special edition of Fareham Borough Council's News Magazine Fareham Today which was published in June 2012 (Appendix D).
- 5.4 The Options consultation document (Appendix E) was made available in hard copy at the FBC Civic offices and in Fareham Library, whilst the documentation was all published on the FBC website. As part of FBC's efforts to undertake a consultation which was as inclusive as possible, the Council also made extensive use of [twitter](#)¹⁹ and [Facebook](#)²⁰ social media websites in an attempt to reach a different demographic of the Fareham population than traditional methods might. This was most notably an attempt to attract responses and interest in the consultation from both young people and young families.
- 5.5 To assist in the understanding of the consultation, five exhibitions within the local

¹⁶ http://www.fareham.gov.uk/pdf/latest_news/fareham_today/ftspecedJune12.pdf

¹⁷ http://www.fareham.gov.uk/pdf/planning/new_community/Webcondoc.pdf

¹⁸ http://www.fareham.gov.uk/pdf/planning/new_community/NCNFoptionsresponse.pdf

¹⁹ <https://twitter.com/FarehamBC>

²⁰ <https://www.facebook.com/farehamnewcommunity?sk=wall>

communities surrounding Welborne were held throughout the consultation period. Approximately 500 people attended the five exhibitions which were held over a two week period at meeting centres in Fareham (twice), Funtley, Knowle and Wickham. The exhibitions at Knowle and Wickham were undertaken, despite these local communities being located outside of Fareham Borough and within the neighbouring Winchester City Council. This was to ensure that those potentially affected by the Welborne development outside of the Borough still had an opportunity to engage in the options proposals.

- 5.6 Respondents were provided with a variety of ways to comment on the options being presented, including using on-line response forms and paper response forms which were provided in both full and shortened formats. Paper copies of the relevant documents and response forms were made available at Fareham Borough Council offices and at the exhibitions.

Responses

- 5.7 The Council received approximately 535 responses to the Options Consultation held in July 2012. In terms of respondent characteristics, over 75% of respondents were 35 or older, with the majority of responses coming from the 55-64 year olds.

Summary of Masterplan Option 1

- 5.8
- Many people thought that the land freed up along the M27 to the west of the A32 was not suitable for residential development because of its proximity to the motorway and the associated problems of air quality, noise and safety.
 - Spreading traffic across two motorway junctions was seen as both an advantage and a disadvantage.
 - It was felt that this option would not support self-containment.
 - Several respondents said that locating employment at M27 junction 11 was not consistent with the Core Strategy as the Inspector removed reference to this.
 - There was some support for the delivery of the link road but many thought the high cost could prevent it being delivered.
 - Many people were concerned about the environmental impact of option 1, especially on the slopes of Portsdown Hill.
 - The lack of an all moves J10 was seen as a serious drawback of this option.
 - Option 1 was not seen to promote sustainable travel as the BRT route is less extensive and the A32 going through the middle of the site would act as a barrier to walking and cycling.
 - The quantum and scale of development in option 1 was considered too high by many respondents and would result in the loss of the most countryside and have the greatest impact on neighbouring communities.
 - The business park could be in conflict with the sub-regional 'Cities First' strategy.

Summary Masterplan Option 2

- 5.9
- Most people commenting on the advantages of Option 2 thought that they were incorrect or overstated.
 - The key concern was the perceived over-provision of employment floorspace which was thought to be financially unviable and many pointed to

the plentiful supply of vacant employment space in the local area.

- Some thought that the advantages were too focused on short-term infrastructure cost savings at the expense of long-term traffic impacts.
- There was widespread scepticism that BRT would be well used.
- Many agreed with the disadvantages.
- There was considerable concern that 'self-containment' would be undermined by the lack of a link road in Option 2.
- Many other respondents did not agree that any significant self-containment would be achieved in any of the options.
- The most frequently cited additional disadvantage was the likely impact of Option 2 on existing roads in north Fareham.
- Requiring Junction 10 to cope with almost all of the additional traffic was also seen as a disadvantage.

Summary Masterplan Option 3

- 5.10
- Several responses preferred this option to either option 1 or 2 as in their view this offered better containment of the potential development impacts.
 - This option was preferred by a number of respondents because it had a lesser impact on the landscape in general, on the setting of Portsdown Hill.
 - This option was popular amongst respondents because of the reduced land take and subsequent reduction in traffic generation.
 - It was also felt that this option would provide a better noise buffer between the motorway and new houses.
 - This option was considered by some to have less of a visual impact on residents in the Kiln Road area (from which Portsdown Hill is clearly visible) than option 1 and 2 and still provides open space adjoining this road.
 - The main disadvantage of this option which was highlighted by many respondents was the potential impact on traffic. This was expressed in terms of the impact on the motorway itself, junctions 10 and 11, and on the local road network.
 - The lack of a new link to junction 11 was seen as a disadvantage by several respondents.
 - Several respondents pointed to the fact that Junction 10 will need significant improvements in this option, but there is no indication of the costs, or that such improvements are achievable.
 - Some respondents felt that houses were being sacrificed for employment creating a mismatch and over providing job opportunities.
 - Questions were also raised as to whether there would be the demand for this amount of employment floorspace given the vacant premises nearby.
 - There were concerns that the levels of self containment would not be achieved, leading to out commuting.
 - One respondent felt that the employment was too concentrated in one location in this option and should be spread around the site more.
 - Majority of respondents felt that the A32 would form a major barrier dividing the new community.
 - There was also the feeling that there would be no natural barrier to stop further expansion eastwards.
 - There is nothing in the proposals which would ensure that residents of Fareham and Gosport would benefit from the jobs created. New businesses are likely to have to recruit from outside of the borough to get the necessary

skills.

- This option would still impact on local health and education services. And there is a possibility that community facilities would be 'downsized' if fewer houses were built.

Summary of Masterplan Option 4

- 5.11
- Most who made comments agreed with the advantages and considered the overall size of Option 4 more suitable than other options.
 - Of those who disagreed with the advantages, most thought the traffic problems created for existing areas would not be solved by the smaller size settlement.
 - A wide range of additional advantages were suggested with no clear pattern and only small numbers suggesting each.
 - Additional advantages included reduced pressure on services and infrastructure, reduced flooding potential for Wallington and the use of less high-grade farmland.
 - There were a large number of comments on the disadvantages.
 - Many referred to the potential pressure to increase housing density and were very concerned by this and hoped the Council would resist.
 - Most people who commented on the potential pressure to make up housing numbers within the Borough agreed that this should be resisted by ensuring that the new community provided sufficient homes.
 - Many agreed that Option 4 could struggle to fund sufficient infrastructure and they were concerned by this.
 - Although some were concerned at the prospect of fewer affordable homes, more respondents did not think this was a disadvantage

Summary of Transport Option 1

- 5.12
- It was not felt by the majority of respondents that all the advantages associated with the link road and higher quantum of development would be forthcoming in practice.
 - The majority of residents felt it was unlikely to find jobs on-site and that out-commuting would still be a significant problem.
 - Many disagreed with the suggested advantage of the A32 becoming a quieter more local road as this being unlikely to be achieved due to high traffic volumes and congestion at peak times.
 - Those living in north Fareham felt that the main advantage of this option was that it would divert traffic away from junction 10 and onto junction 11, therefore reducing impacts on their homes.
 - It was felt that the potential disadvantages had not been fully explored and there was considerable concern expressed over current traffic volumes in the area.
 - The environmental impacts on Portsdown Hill were of considerable concern for many respondents.
 - A major concern for those living close to junction 10 was the potential adverse impacts on their homes.
 - Many thought that junction 11 was already at capacity during peak times and that increased traffic in this area could result in grid lock.
 - There was a body of opinion expressed that there is a significant risk at Welborne of re-creating the access problems seen at Whiteley (M27 junction

9).

Summary of Transport Option 2

- 5.13
- There was significant interest in the "all-moves" junction 10 and its potential impact on traffic movements and increased traffic congestion throughout the residential areas of north Fareham, Wickham and country roads.
 - The majority of respondents also expressed concern as to the capacity and ability of the M27 and A32 to cope with the levels of development proposed, the knock-on effects of additional junctions added to the motorway and how this will contribute to increased traffic congestion.
 - Many respondents disagreed that the absence of a new road would lessen the environmental impact of the scheme and cited a range of factors as being significant including the cumulative environmental impact on the South Downs National Park and the countryside; views in and out of Wickham and the loss of the buffer zone provided by Fareham Common.
 - Advantage 4 provided a persuasive argument in favour of transport Option 2.
 - Many respondents were confused with the notion of the A32 being referred to as a "local street" given how busy it is and being a key route in and out of Fareham.

Summary of Transport Option 3

- 5.14
- The majority of respondents had formed a consensus that junction 10 needs a high level of planning and investment to make it work in reducing traffic impacts on existing roads, specifically the A32 and the M27.
 - Transport links to the proposed new community would only work if junction 10 benefits from access on and off the M27.
 - Several respondents were focused on the overall impact of the new development and considered this to be the best transport option as it would reduce environmental impact and the inadequacy of infrastructure to support the new community.
 - Many respondents agreed that by providing access to the new community via junction 10 and ensuring that all development happens in one place is only likely to add to traffic congestion.
 - There is was no guarantee that residents will work in the employment area and so this is unlikely to reduce traffic moving in and out of the new community.
 - Many respondents expressed strong objections to the A32 being referred to as a "pedestrian friendly street" as this does not reflect the existing volume of traffic movements and the heavily congested roads.

Summary of Transport Option 4

- 5.15
- This option was perceived to have a lesser impact on the already congested strategic and local road network.
 - Size of development maybe too small to provide local services as part of the new community and hence this may well lead to residents having to travel out of the new community in order to reach them, and therefore adding to traffic congestion on the roads rather than taking it away.
 - Several respondents expressed concerns about the lack of a traffic assessment for all the development options.

- Several respondents felt that it would be more useful if the new development increased retail trade in the centre of Fareham rather than detracted from it.
- The extension of the BRT could prove to be unviable if the development is too small to provide local services as part of the new community.

Location of new District Centre

- 5.16
- Location 4 was the most popular choice because of its central location.
 - Locations 1 and 2 offer easy access for passing trade making them more viable, but may attract visitors away from other centres.
 - Locations 3 and 4 would be less visible.
 - Locations 1 and 4 are closest to the employment areas.
 - Locations 2 and 3 would be best for serving the residents of Knowle.
 - Traffic impact was a key consideration in choosing a good location for the district centre.
 - Needs provision of sufficient car parking, BRT access and cycle and pedestrian linkages.
 - District centre needs to be established in an early phase in order to establish self-contained lifestyles from the outset.
 - Frontage onto the local park was deemed desirable.
 - Co-locate education and community uses to create a focal point for the community.

Location of the new secondary school

5.17 *Location 1, East of Funtley*

Many chose location 1 as it would be closer to the heart of the community and would promote sustainable travel choices. Some rejected location 1 as they thought it would be hemmed-in and hard to access by car from Fareham. Others thought it was well located to benefit existing residents in Funtley, Knowle and north Fareham, using the existing M27 underpass.

5.18 *Location 2, East of the A32*

Those favouring location 2 liked the ease of access from junction 10 and the A32. A large number rejected location 2 as they thought it would increase the overall traffic impact of the development. Many also thought that the location was too isolated, dominated by busy roads and would be a problem for students to cross the A32.

5.19 *Neither location*

A wide range of reasons were provided for choosing neither location option. A number of respondents considered both locations to be too close to the M27 to be able to provide a suitable learning environment. Some suggested alternative locations, generally more central within the community or north of location 1 adjacent to Knowle.

Summary of Variations to Options

5.20 *Smaller central park*

- Most comments were in favour of this variation.
- Some considered the park large enough to absorb a 10% reduction and others questioned the value of such a large park.

- Those against this pointed to the need for sufficient leisure space and play space for children.
- Others thought it was a valuable focal point for the new community that should not be eroded.

5.21 *Using some of the Knowle buffer*

- Almost all of the positive comments related to the use of part of the buffer for playing fields rather than for building additional homes on which was thought to be a good compromise.
- Some considered the use of the buffer as an opportunity to better integrate Knowle with the new community.
- Many were opposed to any use of the buffer and thought that it was essential for settlement identity and was greatly valued by Knowle residents.
- Some referred to promises made by FBC and to the commitments of WCC to leave it undeveloped.

5.22 *Reducing the size of the Funtley buffer*

- Attracted fewer comments than other variations and these were evenly split between those for and against.
- Those in favour questioned the need for the full buffer while those opposed focussed on the value that Funtley residents placed on maintaining their separate identity and rural setting.

5.23 *Reducing the proportion of employment floorspace*

- Most comments made were in favour of this option - few were against it.
- Large numbers considered the level of employment provision to be too much and unnecessary given the high level of vacant floorspace locally.
- Many were sceptical about the ability to achieve any significant level of self-containment. It was thought that the majority of residents moving to the new community would already be in employment outside of the new community.
- However those against thought that reducing the level of employment floorspace would undermine self-containment and increase traffic levels.

5.24 *Raising the average housing density*

- The large majority of those commenting were against this variation, but those in favour thought that it would have the greatest effect on housing numbers.
- Many thought that densities should not be increased or were too high already.
- Those against considered that increased densities would lead to a range of neighbourhood problems such as a reduction in quality of life, pressure on parking and neighbour conflicts.

Summary of the Green Infrastructure Strategy

- 5.25
- A number commented on the importance of protecting areas like Portsdown Hill, Knowle and Funtley, but in many cases did not say whether they felt the strategy achieves this.
 - Questions were raised as to whether the green corridors would be sufficient to encourage wildlife and whether they would have sufficient width to be effective.

- There were also concerns as to whether there would be sufficient space/buffers to deal with flood risk and surface water management. Surface water run-off into the River Wallington was also something which people thought must be avoided.
- Some respondents erroneously thought that the strategy would destroy/harm ancient woodland, whereas in fact the strategy retains and enhances such features.
- One respondent questioned whether sufficient open space was being left between the motorway and the potential development area to mitigate noise impacts.
- One respondent questioned whether the proposal was for employment to be built in a wetland corridor and whether this would lead to flooding. Development in the flood plain should be avoided.
- The use of 'evergreen' trees to screen and buffer the development was suggested by one respondent.
- The role of private gardens to improve biodiversity and prevent flooding was raised by one respondent.
- The development of the GI strategy should actively involve the Meon Valley Partnership.
- Green roofs should be considered to help link the different areas of GI with the developable areas, especially the employments areas.
- The importance of providing guidance on how to ensure the GI enhances biodiversity was highlighted by one respondent, who recommended the production of a SPD providing Residential Design Guidance.

Summary of Energy Options

- 5.26
- Energy efficiency was the most popular option and should be the starting point for the development because it will last the lifetime of the home.
 - Many respondents thought the optimum energy solution should include a variety of two, or even all three options.
 - Many respondents were against wind turbine development at the new community as they felt that it would have a detrimental impact on the landscape.
 - There was support for having sustainable energy measures installed in the development from the beginning so that residents would know what they are buying into.
 - There is a desire for the new community to be exemplar in its use and generation of energy.
 - Lack of consumer choice about energy supplier was considered a serious problem and led some people to reject a site wide energy approach.
 - Individual building generation was supported by some because it provides a degree of energy self-sufficiency from the energy suppliers.
 - There was general acceptance of solar panels and several respondents thought they should be widely used in the new community to capitalise on its south facing slope.
 - The problem of not being able to extend or adapt the home easily if it is very energy efficient would be a serious barrier for some people.

Summary of water efficiency measures

- 5.27
- Rainwater was the preferred measure of water re-use because it is easy to

use and cost effective. Many people have already adopted this approach to recycling water.

- Grey water recycling had a reasonable amount of support because it is reliable and seen as a further step towards sustainability from rainwater harvesting.
- Black water recycling had a very low level of support due to scepticism that it would work effectively and perceived risks about dual supply and odour. The main reason for supporting it was the resultant lower water bills and no maintenance responsibility for homeowners.
- Quite a few respondents favoured an optimum sustainability solution combining all three types of water re-use.
- There was a great deal of support for water efficiency in the home, but concern that fixtures and fittings could be replaced by future residents.
- Alleviating any flood risk was a priority for many respondents.

Part B

Publication of the Plan (Formal consultation)

6 Regulation 18 (Draft Plan) Consultation (2013)

- 6.1 The regulation 18 'Draft Welborne Plan' was subjected to a 6 week public consultation between 29th April 2013 and 10th June 2013.
- 6.2 In accordance with regulation 22(1)(c)(i) the full list of bodies and persons that were invited to make representations on the Draft Plan under regulation 18 is presented at Appendix F. There were a number of bodies are on the Council's Statement of Community Involvement 2011 but which were not consulted with under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. These bodies together with reasons for their omission from the consultation are presented at Appendix G.
- 6.3 A total of 1677 letters and emails were sent to all of the consultation bodies and residents on the Council's consultation database, which includes all specific organisations as specified by the Council's Statement of Community Involvement (Revision) (2011). In accordance with regulation 22(1)(c)(ii) a copy of the letter that was sent to all these bodies and organisations is presented at Appendix H. Furthermore, the consultation was advertised in the Council's quarterly news magazine Fareham Today which was published in March 2013 (Appendix I) and on the Council's website (Appendix J).
- 6.4 Consultation documents consisted of the Draft Plan and all the supporting evidence documents which were published on a dedicated page on the Fareham Borough Council website on 29 April 2013. Summary pages of each Plan chapter were also created in order to help aid people's understanding of the Plan. An online form was setup on the consultation webpage to enable consultees to directly submit comments online. Hard copies of all documents were made available at the Borough Council offices and at Fareham Library.
- 6.5 As with the Options consultation, the Welborne Planning team organised and ran five public exhibitions for residents and other interested parties to come and look at details of the plan, which were explained via a series of large exhibition boards and ask questions to the team of Fareham Borough Council planning officers. All exhibitions operated on a drop-in basis and were open to all members of the public and any interested parties. Consultation comment forms were provided at each exhibition (Appendix K).
- 6.6 The exhibitions were promoted through the Fareham Today article, the Council's website, social media and through a press release 'Help shape the plan for Welborne', which was issued in early May. Wickham Parish Council which covers the areas of Wickham and Knowle were notified of the exhibitions and notices were placed on parish notice boards by the parish clerk. A poster was also displayed in Fareham Library to draw attention to the consultation documents available there (Appendix L).

- 6.7 The exhibition events were undertaken as follows:
- Tuesday 7 May, Ferneham Hall, Fareham (2-7pm)
 - Wednesday 8 May, Funtley Social Club, Funtley Road (2-7pm)
 - Tuesday 14 May, Knowle Community Centre, Knowle Avenue (4-7pm)
 - Tuesday 21 May, Ferneham Hall, Fareham (2-7pm)
 - Thursday 23 May, Wickham Community Centre, Mill Lane (4-7pm)
- 6.8 Attendance at these events was recorded and over the five exhibitions a total of 478 people attended.
- 6.9 In terms of consultation representations, the council received a total of 224 responses from all consultees which consisted of a total of 359 separate representations.
- 6.10 In accordance with regulation 22(1)(c)(iii) the main issues that were raised by the representations on the regulation 18 consultation of the Draft Plan are presented at Appendix M.
- 6.11 Appendix N provides a summary of the representations that were made during the regulation 18 consultation in order of the Draft Plan. Furthermore, in accordance with regulation 22(1)(c)(iv) Appendix N also details how the representations have been taken into account by the Publication Draft Welborne Plan.

7 Regulation 19 (Publication Draft Plan) (2014)

- 7.1 The Local Plan Part 3: The Welborne Plan was published for a six week period of representations between 28th February 2014 and 11th April 2014 in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 ('the Regulations').
- 7.2 In accordance with regulation 19(a), a statement of the representations procedure was published on the Council's website, social media, a local newspaper and on 42 public notice boards across the borough (Appendix O). In addition, all of the proposed submission documents were made available at the Council's Civic Offices and the Publication Draft Plan made available at the four libraries across the borough.
- 7.3 In accordance with regulation 19(b), a letter (Appendix P) containing a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and the locations and times at which they can be inspected was sent to all general and specific consultation bodies who were invited to make representations under regulation 18(1) (Appendix F). Furthermore, consultation 'packs' containing the Plan, Sustainability Appraisal and Habitats Regulations Assessment were sent to the prominent local community groups.
- 7.4 The Council received a total of 635 representations on the Welborne Plan made under regulation 20 of the Regulations. A complete list of the representations received on the publication Welborne Plan is presented in Appendix O (Annex 1). The full representation from each of the persons/bodies listed in Appendix O (Annex 1) has been submitted to the Secretary of State and will be available on the Council's website.
- 7.5 In accordance with regulation 22.(1)(c)(v) of the Regulations, a summary of the main issues raised by these representations has been produced (Appendix Q). The summary is divided into themes (as listed in 7.9). For reference, the name and representation number of each person/body to submit a representation on a particular theme is provided at the start of that theme.
- 7.6 Where representations requested modifications to be made to the Welborne Plan, these have been considered and where these are deemed to be acceptable are listed within the Council's schedule of proposed minor amendments – a supporting document to the submission version of the Welborne Plan.
- 7.7 Of the total 635 representations (including 1 late representation), 502 consisted of a standard letter or a standard 'aide memoir' prepared by a local residents' group and which only needed respondents to insert their name, address and signature before submitting. These 502 representations are listed in Appendix Q (Annex 2) and were received as follows;

- 436 consisted of only the standard letter with no additional comment;
- 47 consisted of the standard letter alongside additional comments;
- 8 consisted of only the aide memoir; and
- 11 consisted of both the standard letter and aide memoir with no additional comment.

7.8 A total of 132 respondents submitted individual representations, covering the range of issues contained in the Publication Plan. These representations have been divided into main issues (themes) and summarised. The themes developed below largely mirror the sections of the Welborne Plan, with the exception of some issues (e.g. themes 4, 5 and 6) which have been separated out from within the same Welborne Plan section.

7.9 The themes into which the representations have been summarised are as follows;

Theme 1	Vision, Objectives and Development Principles
Theme 2	Site and Setting
Theme 3	Character Areas
Theme 4	Economy and Employment
Theme 5	District Centre, Local Centre and Community Hub
Theme 6	Education, Community and Health Facilities
Theme 7	Homes and Affordable Housing
Theme 8	Transport
Theme 9	Green Infrastructure, Biodiversity and Landscape
Theme 10	Energy, Water and Waste
Theme 11	Phasing and Delivery, the Infrastructure Delivery Plan, Viability and Monitoring
Theme 12	Sustainability Appraisal & Habitats Regulation Assessment

Appendices

- A Welborne Governance Structure
- B List of bodies and persons consulted with for Options Consultation
- C Invitation Letter sent to general and specific bodies for Options Consultation
- D Fareham Today Advert for Options Consultation
- E Options Consultation document (front cover)
- F List of bodies and persons invited to make representations under regulation 18
- G List of bodies and persons not invited to make representations under regulation 18
- H Letter/email inviting bodies and persons to make representations under regulation 18
- I Advert in Fareham Today for Regulation 18 Consultation
- J Publication of Draft Welborne Plan on Fareham Borough Council website for regulation 18
- K Consultation response form for regulation 18 consultation
- L Exhibition poster at Fareham Library to promote regulation 18 consultation
- M Summary of the main issues raised by the representations made pursuant to regulation 18
- N Summary of how representations made pursuant to regulation 18 have been taken into account
- O Statement of Regulation 19 Representations Procedure
- P Summary of Main Issues Raised in the Representations on the Regulation 19 Publication Version of Local Plan Part 3: The Welborne Plan

Appendix A

Welborne Governance Structure

Governance

To enable a variety of interests and different groups to help to develop the proposals for the new community, new Governance arrangements were reported to, and subsequently approved by the Fareham Borough Council Executive on 6 February 2012. The agreed new Governance structure is presented over. The two main groups consist of the Strategic Board, which sets the strategic direction for the development of the new community and the Standing Conference, which brings together a range of different local interest groups and stakeholders in a formal setting.

Standing Conference

The governance structure is intended to ensure that a wide range of local business, housing, voluntary, education, youth, and environmental interests, together with adjoining local authorities, have the opportunity to identify and highlight issues important to the successful delivery of Welborne. In particular, the Standing Conference assists in ensuring that the relevant local Ward members are fully appraised of the views of local community groups.

The Standing Conference provides a means for interest groups to be informed on the overall progress being made on Welborne (formerly the New Community North of Fareham and before that, Strategic Development Area) and to understand the overall direction of the project. It should be noted that it does not form the key community engagement and public consultation mechanism with the interested parties on the detail of the Welborne Plan, as each of these parties are engaged and consulted with individually on such detail through the Welborne Plan preparation process.

The conference meets in public quarterly and has an independent Chairman. The meetings are held in public but with participation limited to invited members of the Standing Conference. Additional workshop sessions are undertaken on an ad-hoc basis in order to explore certain issues in further detail. The agendas and minutes of all Standing Conference meetings are available on the Council's [website](#).

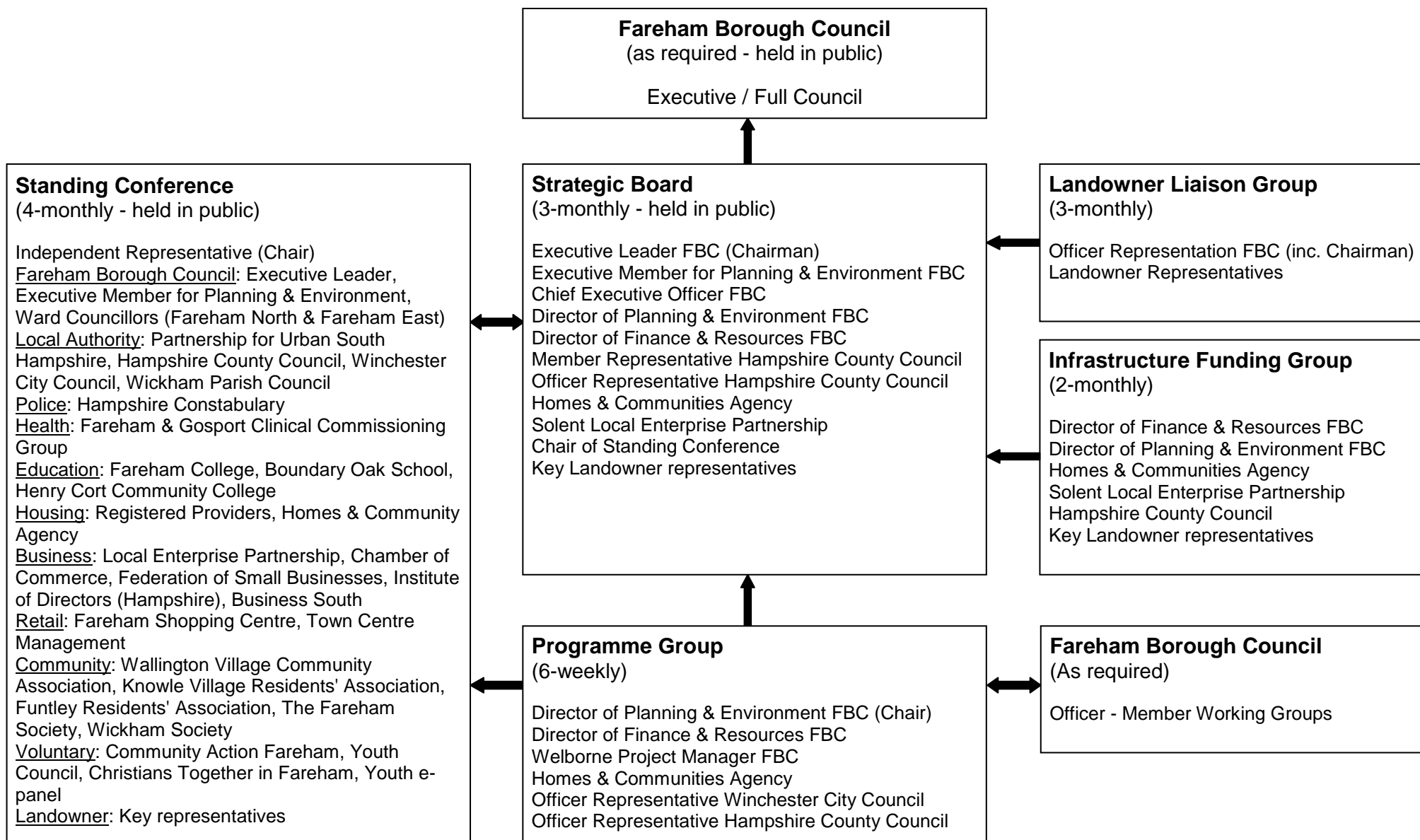
Strategic Board

The purpose of the Board is to drive forward and set the strategic direction for the development of the new community and also to receive reports and briefings from officers on:

- Progression of the Welborne Plan
- Development of the infrastructure funding strategy
- Proposals for a joint infrastructure fund
- Revenue and capital funding bids
- Quarterly progress reports.

The Strategic Board meets in public every three months is chaired by the Executive Leader of Fareham Borough Council and includes other invited representatives from organisations key to the planning and delivery of the new community. The agendas and minutes of all Strategic Board meetings to-date are available on the Council's [website](#).

Governance Structure for Welborne



Appendix B

List of bodies and persons consulted with for Options Consultation

* Denotes 'Specific' Consultation Bodies as identified in The Town and Country Planning (Local Development) (England) Regulations 2004, which must be consulted if they are affected by the subject matter of the Local Development Framework Document. All others are 'General' Consultation Bodies which will be consulted if the Council consider appropriate.

** Denotes consultees that are not set out in full, but are part of the council's consultation database.

Government Bodies

Department for Communities and Local Government
Other Central Government
Departments as appropriate
Government Office for the South East (until 01/04/2011)
South East England Development Agency (until 01/04/2012)
Church Commissioners
Equality and Human Rights Commission
Commission for Architecture and the Built Environment
Historic Buildings and Monuments Commission for England
Homes and Communities Agency*
Crown Estates
Environment Agency*
Forestry Commission
Natural England*
English Heritage*
The Coal Authority
Health and Safety Executive
Highways Agency*
Network Rail
Marine Management Organisation (MMO)
The Housing Corporation
The Planning Inspectorate

Elected Bodies and Representatives

Fareham Borough Councillors**
Local Members of Parliament**
Local Members of European Parliament**
Eastleigh Borough Council*
East Hampshire District Council*
Gosport Borough Council*

Havant Borough Council*
New Forest District Council*
Portsmouth City Council*
Rushmoor Borough Council*
Southampton City Council*
Test Valley Borough Council*
Winchester City Council*
Hampshire County Council*
Bursledon Parish Council*
Hamble-le-Rice Parish Council*
Southwick and Widley Parish Council*
Whiteley Parish Council*
Wickham Parish Council*
Botley Parish Council*
Bishops Waltham Parish Council*
Boarhunt Parish Council*
Partnership for Urban South Hampshire
Fareham Borough Council
Departments as appropriate

Key Local Businesses

National Air Traffic Services
Estée Lauder
HMS Collingwood
Office of National Statistics
Kvaerner UK Ltd
Asda Stores Ltd
EDS Credit Services
Barclays Bank PLC
J Sainsbury
FR-HiTEMP Ltd
CooperVision Limited
Schefenacker Vision Systems (SVS) UK Ltd
Fareham Shopping Centre
Eaton Aerospace
Grant Thornton
Meggitt Avionics
Turbomeca UK Ltd

Parallel Business Centre
Portchester Business Centre
START Business Centre
Visiocorp
Boots Plc
Marks and Spencers Plc

Local Faith Groups

Churches Together
Al Mahdi Mosque
Other individual places of worship, as appropriate**

Business Associations

Confederation of British Industry
Institute of Directors
Federation of Small Businesses
Business Environment Forum
Business Link Hampshire and Isle of Wight
Solent Enterprise Hub
Solent Local Enterprise Partnership
Country Landowners and Business Association
National Farmers Union
House Builders Federation
Southampton and Fareham Chamber of Commerce
Hampshire Economic Partnership
Portsmouth and South East Hampshire Chamber of Commerce

Civic, Community and Voluntary Organisations

Community Action Fareham
Fareham Society
Portchester Civic Society
Portchester Society
Fareham Allotment Association
Caring and Disability Information Centre, Fareham
South Hampshire's Unheard Voices
Hampshire Children and Families Forum, Fareham Branch
Hampshire Voluntary Housing Society
Hampshire Coalition for Disabled People
Hampshire Voluntary Care Advice Service
Fareham Area Disability Forum
Fareham Area Active Blind

The Harbour Economic Development Forum
Portsmouth and South East Hampshire Partnership
Gypsy Council
Aircraft Owners & Pilots Association
The Burrridge & Swanwick Residents Association
Catisfield Village Association
Disability Dynamics Ltd
Fareham Access Group
Fareham Community Association
Fareham East Tenants Forum
Fareham Leaseholders Group
Fareham South TA
Fareham West Tenants Forum
Friends, Families and Travellers
Funtley Village Society
Hill Head Residents Association
Knowle Village Residents Association
North Fareham Greening Campaign
Portchester Community Association
Priory Park Community Association
Ranvilles Community Association
Sarisbury Residents Association
Sight Concern (Hampshire Association for the Care of the Blind)
Swanwick Yacht Surveyors
The Theatres Trust
The Waterlooville Trust
Titchfield Community Association
Titchfield Village Trust
Wallington Village Community Association
Warsash Residents Association
Wickham Society
Women's National Commission
Local and major private housebuilders, developers, planning and other consultants**
Individual residents' as appropriate**

Culture, Community, Sport, Historic and Tourism

National Trust
Sport England South East
Sport England
Hampshire County Sports Partnership
The Theatres Trust
Planning Aid South
Tourism South East

Environment

Gosport and Fareham Friends of the Earth
Campaign to Protect Rural England – Hampshire Branch
The Woodland Trust
Greenpeace UK
Groundwork Solent
Solent Protection Society
Hampshire and Isle of Wight Wildlife Trust
RSPB
Forestry Commission
British Wind Energy Association
Friends of Holly Hill Woodland Park
Friends of Warsash Common
Hampshire Gardens Trust
Whiteley Conservation Group

Public Services

Hampshire Fire and Rescue
Hampshire Constabulary
Hampshire and Isle of Wight Strategic Health Authority*
Jobcentre Plus
Citizens Advice Bureau
Post Office South East Regional Office
Queen Alexandra Hospital
Probation service
Portsmouth Hospital's NHS Trust
Hampshire Primary Care Trust
Transport for South Hampshire
Individual health centres and GP practices as appropriate**

Transport

Airport Operators**
BAA Aerodrome Safeguarding*
Civil Aviation Authority
The Rail Freight Group
British Water Authorities, Maritime and Port Authorities
National Express Group
First Group
Highways Agency*
Network Rail
South West Trains
First Provincial Bus
Associated British Ports
Portsmouth Harbour

Railtrack Plc
River Hamble Harbour Authority
Southampton Airport
Southampton Port
Freight Transport Association

Local Media

Newspapers: Portsmouth News, Southampton Echo, Fareham and Gosport Journal
TV: BBC South, Meridian TV
Radio: BBC Radio Solent, Ocean FM, Power FM, Wave FM and Radio 101 FM.
Web: local web sites with reciprocal links to Fareham Borough web site

Education

Hampshire and Portsmouth Learning Partnership
Hampshire Early Years Development and Childcare Partnership
Fareham College
Individual schools and colleges, as appropriate**
Hampshire and Isle of Wight Learning and Skills Council

Social Housing Providers

Portsmouth Housing Association
Swaythling Housing Association
Burridge and Swanwick Housing Association
Eastleigh Housing Association
Hampshire Voluntary Housing Society

Young People

Fareham Youth Council
Fareham and Gosport Connexions
Youth Concern Fareham
Hampshire County Council Youth Service
Individual youth centres, as appropriate**
Local scouts, guides and other such groups as appropriate**

Older People

Age Concern Fareham
Help the Aged

Utilities**

The following who own, control or function within Fareham Borough:

British Telecommunications Plc*

Cable & Wireless Communications Plc*

Southern Gas Networks*

Countrywide Gas*

National Grid*

Npower*

Powergen*

Southern Electric*

SWEB Energy*

Portsmouth Water Ltd*

Southern Water Services Ltd*

Atlantic Electric & Gas*

- electronic communications apparatus*
- sewerage undertakers*
- licence holders under section 7(2) of the Gas Act 1986; section 6(1)(b) or (c) of the Electricity Act 1989*

Persons to whom the electronic* communications code applies by virtue of a direction given under section 106(3)(a) of the Communications Act 2003.

Appendix C

Invitation Letter sent to general and specific bodies for Options Consultation



«Number»
«ContactName»
«Organisation»
«Address1»
«Address2»
«Address3»
«Address4»
«Postcode»

Director of Planning and Environment
Richard Jolley

Contact: Strategic Planning &
Design
Date: 2 July 2012

Dear «Salutation»

Community Options Consultation

- Fareham Borough Council is planning for a New Community to the North of Fareham. The new community will be a significant development of around 7,000 homes and 91,000 square metres of employment floorspace, along with schools, community facilities and a large amount of open space. Last year, the Council adopted its Core Strategy which is the key planning document setting out the vision for the next 15 to 20 years for the whole Borough. The Core Strategy established the principle of the New Community and we are now producing an Area Action Plan which will fill in the details and set out what the development will be like.

As part of the work on the Area Action Plan, masterplanning and other evidence work has been undertaken and this has resulted in a range of potential options being developed. In this consultation, we are seeking your views on these options for the new community. There are options relating to:

- Masterplanning and transport
- Green infrastructure
- Energy and water

We want as many local people as possible to get involved in helping to shape the new community, so we will be hosting five public exhibitions where planners from the Borough Council will be on hand to answer your questions:

Date and Time	Venue for Exhibition	Address
Monday 16 th July 2-7pm	Ferneham Hall - Octagon Room	Ferneham Hall Osborn Road Fareham Hampshire PO16 7DB

Wednesday 18 th July 2-7pm	Funtley Social Club	Funtley Social Club 84 Funtley Road Fareham Hampshire PO17 5EE
Thursday 19 th July 2-7pm	Ferneham Hall - Octagon Room	Ferneham Hall Osborn Road Fareham Hampshire PO16 7DB
Wednesday 25 th July 4-7pm	Knowle Village Hall	Knowle Village Hall Knowle Avenue Knowle Fareham Hampshire PO17 5DG
Thursday 26 th July 4-7pm	Wickham Community Centre	Wickham Community Centre Mill Lane Wickham Hampshire PO17 5AL

We would encourage you to make your comments on the Options Consultation online by completing the survey at www.fareham.gov.uk/consultation. However you can also let us know your views filling in a paper copy of the survey and returning it by email, post, fax or handing it in at our public exhibitions.

By email to: planningpolicy@fareham.gov.uk

By post to:
Strategic Planning and Design
Department of Planning and Environment
Fareham Borough Council
Civic Offices
Civic Way
Fareham
PO16 7AZ

By fax to: 01329 821461

The deadline for survey responses to the **Options Consultation** is **31st July 2012**.

Sustainability Appraisal (SA) Scoping Report and Habitats Regulations Assessment Baseline Data Review

The Council is also publishing its Sustainability Appraisal (SA) Scoping Report and Habitats Regulations Assessment Baseline Data Review for public comment. This first stage is the SA Scoping Report which sets out the social, economic and environmental issues that will be considered in the Sustainability Appraisal of the Area Action Plan later this year. The Sustainability Appraisal will consider the social, economic and environmental effects of different policy options and will be used to inform decisions in each draft of the Area Action Plan.

A Habitat Regulations Assessment (HRA) of the Area Action Plan must be undertaken to protect the integrity of internationally important nature conservation sites. At this early stage in the Area Action Plan process, we have prepared a Baseline Data Review to inform the HRA process. This forms the baseline against which screening and detailed assessments will be prepared.

You can view the SA Scoping Report and the HRA Baseline Data Review:

- Online at www.fareham.gov.uk/consultation
- At the Civic Offices in Fareham
- At the public exhibitions in Fareham, Funtley, Knowle and Wickham

You can send also us any comments you have on these documents by email, post or by fax, using the contact details above. The deadline for comments on the **SA Scoping Report** and the **HRA Baseline Review** is **6th August 2012**.

For further information please contact Strategic Planning & Design on telephone: 01329 236100 or by email: planningpolicy@fareham.gov.uk.

You are receiving this letter because you have responded to one of our consultations or have asked to be placed on our consultation database. If you would like further information about anything mentioned in this letter or if you no longer wish to be on this database or would prefer to receive any information via email, please contact Sara Rowe (LDF Support Officer) on 01329 236100 or srowe@fareham.gov.uk.

We look forward to receiving your responses.

Appendix D

Fareham Today Advert for Options Consultation

Getting involved in the masterplanning

Here's how you can get involved with finding out about the masterplan options and giving us your views in the next phase of consultation from 2nd – 31st July 2012:

Online

Masterplan options will be available for comment on the Council's website

Public exhibitions

A series of public exhibitions in Fareham, Wickham and Knowle Village during July to explore 'masterplan' options

- Monday 16 July 2pm to 7pm at Ferneham Hall, Octagon Lounge, Osborn Road, Fareham
- Wednesday 18 July 2pm to 7pm at Funtley Social Club, 84 Funtley Road, Funtley
- Thursday 19 July 2pm to 7pm at Ferneham Hall, Octagon Lounge, Osborn Road, Fareham
- Wednesday 25 July 4pm to 7pm at Knowle Village Hall, Greater Horseshoe Way, Knowle
- Thursday 26 July 4pm to 7pm at Wickham Community Centre, Mill Lane, Wickham

Next Steps

The results of the masterplanning consultation will help us to develop a preferred first stage masterplan option. This, along with all other consultation will be used to produce a first draft of the Area Action Plan which will be published for public consultation in the Winter of 2012/2013.

We will take into account what you tell us about the draft Plan, and in Spring 2013 we will produce a final draft. The Plan will then be considered by an independent inspector early in 2014, in what is called an "examination in public", at which local people and interested groups can make representations. The Plan is expected to be adopted in mid 2014.

Want to know more?

If you would like to know more about the new community, the future of the Borough and how you can get involved please:

Visit our website at www.fareham.gov.uk

Phone us on 01329 236100 and ask for Strategic Planning and Design

Email us at planningpolicy@fareham.gov.uk

You can see some of the Frequently Asked Questions on our website at www.fareham.gov.uk/sdafaq

You can view our community engagement plan at www.fareham.gov.uk/pdf/planning/ldf/CEP.pdf

You can also sign up to the Council's database by emailing us with your contact details at planningpolicy@fareham.gov.uk or writing to Strategic Planning and Design at Fareham Borough Council, Civic Way, Fareham, Hants PO16 7AZ.

Follow us on Twitter: @FarehamBC

Join us on Facebook: www.facebook.com/farehambc

For more information about the Government's perspective on future development, see 'Laying the Foundations: a Housing Strategy for England' from the Department of Communities and Local Government at: www.communities.gov.uk/documents/housing/pdf/2033676.pdf

An audio version of this magazine is available on request from the editor and online at www.fareham.gov.uk/farehamtoday

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Appendix E

Options Consultation document (front cover)

New Community North of Fareham Options Consultation

This is the printed version of the exhibition boards used for the consultation on masterplanning options for the New Community North of Fareham, from **2nd to 31st July 2012**. This document is available on the Council's website (see the last page) along with an answer grid for the questions you will find below. We hope you will find it interesting and that you will take this opportunity to share your views with us.

Last year, the Council adopted its Core Strategy which is the key planning document setting out the vision for the next 15 to 20 years for the whole Borough.

The Core Strategy established the principle of the New Community and we are now producing an Area Action Plan which will fill in the details and set out what the development will be like.

The purpose of the masterplanning work is to create a number of options for development. They seek to balance the vision and aspirations for the site with the constraints, which affect how the new community can be developed.

This exhibition is all about finding out what you think about these different options to help us select the right one for the Area Action Plan.

Timetable for the preparation of the Area Action Plan



The Vision for the New Community

The vision for the New Community was established with representatives of the local community through 'visioning workshops' held in 2009. The vision has been included in the Core Strategy and sets the framework for the masterplanning to create a community that:

Is diverse and well integrated, with a significant proportion of its inhabitants' needs being accessible within a main centre and smaller neighbourhood centres.

Contains a mix of dwelling types to meet the needs of the increasing numbers of single person households, families, and the needs of an aging population.

Provides a range of accessible new jobs which contribute towards meeting the employment needs of this diverse new community.

Creates an integrated movement system that is convenient and safe to use and connects the community to its surroundings in a way that encourages walking and cycling and provides excellent public transport.

Creates a distinctive character through the layout and design that will complement the local landscape and historic structures.

Provides an integrated and linked network of open and public spaces and green routes. This green network will incorporate the site's natural features to provide habitats and recreational opportunities and link to the wider countryside.

Will be an exemplar of energy efficient design. It will incorporate sustainable drainage solutions and provide opportunities for local food production. It will aim to meet its own renewable energy needs and deal effectively and sustainably with waste.

Appendix F

List of bodies and persons invited to make representations under regulation 18

Consultees

The organisations and individuals listed below and who were invited to comment on the content and policies in the Draft Welborne Plan are comprised from the Council's [Statement of Community Interest 2011](#), [paragraph 2 of The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#) (where these are not already included within the Statement of Community Interest) and those organisations and individuals who have previously requested to be included on the Welborne Plan consultation database.

Organisation

Abbeyfield Society	Bell Cornwell Partnership
Abshot Community Centre	Bellway Homes
Abshot Country Club	Berkley Homes
Ack Tourism	Bespoke Property Services
Acreage Developments Ltd	Bishop's Waltham Parish Council
Adams Hendry	BJC Town Planning Consultancy
ADP Chartered Architects	Blake Lapthorn
African Caribbean Community Association	BNP Paribas Real Estate
Age Concern Hampshire	Boarhunt Parish Council
Age UK	Boots Plc
Aircraft Owners & Pilots Association	Botley Parish Council
Airport Operators Association	Boundary Oak School
AJM Planning Associates	Bovis Homes
Al Mahdi Mosque Fareham	Boyer Planning Ltd
Alan Culshaw Associates	Bramwell Homes Ltd
Albion Water Limited*	BRE
Alliance Environment & Planning Ltd	Brett Incorporated Ltd
Alsop Verrill	Brian Campbell Associates
Altyre Properties	British Chemical Distributors & Traders Association
Alzheimer's Support Group Fareham	British Geological Survey
Anglo-Arab Society	British Telecommunications Plc*
Architectress	British Wind Energy Association
Architectural Services	Brook Lane Surgery
Arlington Property Developments Ltd	Brookfield Community School
Arts Council	Bryan James & Co Ltd
Associated British Ports	Bryant Homes (Southern) Ltd
Atlantic Electric & Gas	BST Group
ATLAS	Buckland Development
Axis Architecture Ltd	Burridge & Swanwick Residents Association
BAA Aerodrome Safeguarding	Burridge Sports and Social Club
Bangladeshi Welfare Association	Bursledon Parish Council
Banner Homes Ltd	Burton Property
Barfoots of Botley	Business Link Hampshire
Barratt Homes	Butterfly Conservation
Barton Willmore	Cable & Wireless Communications Plc
Baycroft School	Campaign for Real Ale
BBC Radio Solent	

Campaign to Protect Rural England - Hampshire
 Cams Hill Secondary School
 Caring & Disability Information Centre (Fareham)
 Castle Primary School
 Catholic Church
 Catisfield Village Association
 CB Richard Ellis
 CCM Ltd
 CESSA Housing Association
 Children's Services Department"
 Chris Edmond Associates
 Chris Thomas Ltd
 Christians Together Fareham
 Church Commissioners
 Churches Together
 Circuit Planning Representative
 Citizens' Advice Bureau
 Civil Aviation Authority
 Cluttons LLP
 Coal Authority*
 Coastal Waterwatch Ltd
 Colliers CRE
 Community Action Fareham
 Community Strategy Group
 Confederation of British Industry (CBI)
 Consumer Council for Water
 COO IBM Global Technology Services UK & Ireland
 Co-Op
 Co-operative food
 Corinthian Homes Ltd
 Council for British Archaeology
 Country Land & Business Association
 Countrywide Gas*
 Crest Strategic Projects Ltd
 Crofton Anne Dale County Infant School
 Crofton Anne Dale County Junior School
 Crofton Hammond Infant School
 Crofton Hammond Junior School
 Crofton Nurses & Ancillary Services
 Crofton School
 Crofton Youth Project
 D & M E Marshall
 D2 Planning
 Daniells Harrison Chartered Surveyors
 David Ames Associates

David Henshall
 David Lander Consultancy Ltd
 David Lock Associates
 David Newell Consultancy
 David Pantling Consultancy
 David Seward
 David Wilson Homes
 Defence Estates Organisation
 Deloitte
 Denham Properties
 Department for Communities & Local Government
 Department for Environment, Food and Rural Affairs
 Department for Transport
 Derek Marlow Chartered Surveyors
 Disability Dynamics
 Disabled Persons Transport Advisory Committee
 Douglas Briggs Partnership
 DPDS Consulting
 Dr Jordan & Partners
 Dr Palmer & Partners
 Dr RM Roope & Partners
 Dr Sommerville & Partners
 Drinking Water Inspectorate
 Drivers Jonas Deloitte
 Drs Britt, Heal, Cooper, Cole & Martin
 Drs Evans, Naylor, Sinclair & Wade
 Drs Sims, Douglas, Wakefield & Larmer
 E.ON UK*
 Early Education and Childcare Unit
 East Hampshire District Council
 Eastleigh Borough Council*
 Eaton Areospace
 Education Authority
 Energy Network Association
 Engineering Architects
 English Courtyard Developments Ltd
 English Heritage*
 Enterprise Inns Plc
 Environment Agency*
 Environment Centre
 Equality & Human Rights Commission
 Estate Partnerships Ltd
 Estee Lauder
 Europa Capital Partners LLP
 Fairhalls Estate Agents

Fareham & Gosport Clinical
 Commissioning Group*
 Fareham & Gosport Journal
 Fareham & Gosport MENCAP
 Fareham & Gosport Mind (Community
 Mental Health Chaplain)
 Fareham & Gosport Primary Care
 Trust
 Fareham Access Group
 Fareham and Gosport Drug and
 Alcohol Service
 Fareham and Gosport Family Aid
 Fareham Allotment Association
 Fareham Area Active Blind
 Fareham Area Disability Forum
 Fareham Borough Council
 Fareham College
 Fareham Community Association
 Fareham Community Church
 Fareham East Tenants Forum
 Fareham Health Centre
 Fareham Leaseholders Group
 Fareham Leisure Centre
 Fareham Masonic Hall Ltd
 Fareham Methodist Church
 Fareham Practice Based
 Commissioning Patient Group
 Fareham Rifle & Pistol Club
 Fareham Shopping Centre
 Fareham Society
 Fareham South TA
 Fareham Stroke Club
 Fareham United Reformed Church
 Fareham West Tenants Forum
 Fareham Youth Concern
 Fay & Son Ltd
 Federation of Small Businesses
 Ferneham Hall
 First Group
 First Wessex Group
 Firstplan
 Foreman Homes Ltd
 Forest Enterprise
 Forestry Commission
 Framptons
 Freight Transport Association
 Friends of Holly Hill Woodland Park
 Friends of Warsash Common
 Friends, Families and Travellers and
 Traveller Law Reform Project

Funtley Village Society and Residents'
 Association
 Fusion Online Limited
 FWCC
 G L Hearn
 Garner Wood
 Genesis Centre
 Genesis Town Planning
 George Wimpey Southern Ltd
 Gleeson Land
 Goadsby & Harding (Commercial) Ltd
 Gosport & Fareham Friends of the
 Earth
 Gosport and Fareham branch of the
 Multiple Sclerosis Society
 Gosport Borough Council*
 Grant Thornton
 Greenpeace UK
 Groundwork Solent
 Gypsy Council
 Hallam Land Management Limited
 Hamble-le-Rice Parish Council Offices
 Hampshire & IoW Wildlife Trust
 Hampshire Buddhist Society
 Hampshire Chamber of Commerce
 Hampshire Coalition of Disabled
 People
 Hampshire Community Health Care
 Hampshire Constabulary
 Hampshire County Council*
 Hampshire Early Years Development
 & Childcare Partnership
 Hampshire Fire & Rescue Service
 Hampshire Gardens Trust
 Hampshire Iranian Community
 Hampshire Police & Crime
 Commissioner*
 Hampshire Properties Assets Ltd
 Hampshire Voluntary Care Advice
 Service
 Hampshire Scouts
 Hanover Retirement Housing
 Harbour Economic Development
 Forum
 Harrison Primary School
 Harvey & Hewlett
 Havant Borough Council
 Health & Safety Executive
 Heathfield School
 Hellier Langston

Henry Cort Community College	Levene Chartered Surveyors
Hermitage Housing Association	Levvel Ltd
HGP Architects	Linden Homes Developments Ltd
Highlands Hub	Lisney, Chartered Surveyors
Highlands Medical Centre	Locks Heath Day Centre
Highways Agency*	Locks Heath Football Club
Hill Head Residents Association	Locks Heath Free Church
Holloway Iliffe & Mitchell	Locks Heath Infant School
Holy Rood Church	Locks Heath Memorial Hall
Holy Trinity Church	Lockwood Community Centre
Home Builders Federation	Lord Wilson School
Home Group	Lucas Land & Planning
Homes & Communities Agency*	Luken Beck Partnership Ltd
Horstonbridge Development	Lysses House Hotel
Management	M.J.H Developments
Hughes Ellard	Maddox & Associates
Humberts Planning	Manser Precision Engineering
Hyde Martlett	Margaret Toms
Ian Judd & Partners	Marine Management Organisation*
Ingenium Archial Ltd	Marine South East Ltd
Institute of Directors (IOD)	Maritime and Coastguard Agency
JH Knott Dip TP MRTPI	Marks & Spencers Plc
Jobcentre Plus	Marsh Plant
Jolley Farmer Pub	Mayfair Investments
Jones Day	McCarthy & Stone Ltd
JPC Strategic Planning & Leisure Ltd	Meggitt Avionics
JW & FJ Bartlett	Meoncross School
Keats of Petersfield	MEP - Councillor J Elles
Kebbell Homes - Kebbell	MEP - Councillor N Deva
Developments Ltd	MEP - Councillor N Farage
Kenn Scaddan Associates	MEP - Councillor R Ashworth
Kershaw Day Centre	MEP - Councillor S Bowles
KIDS South East	MEP - Mr D J Hannan
Kier Partnership Homes	MEP - Mr P Skinner
King Sturge	Meridian TV
King Sumners Partnership	Michael James Construction Ltd
KMA (Kris Mitra Associates Ltd)	Michael Peagram FRICS
Knightstone Housing Association	Michael Ricketts Associates
Knowle Village Residents Association	Miller Hughes Associates Ltd
KSP Consultancy LLP	Miller Strategic Land
La Orient Chinese	Ministry of Defence
Lafarge Aggregates	MOD Safeguarding
Lambert Smith Hampton	Mono Consultants Ltd
Landspeed Partnership	Montagu Evans
Latimer & Ayles Partnership	Morrisons Planning Specialists
Lawn Tennis Association	MP - Caroline Dinenage MP
Learning & Skills Council for	MP - Mark Hoban MP
Hampshire	Mrs H R Westover
Lee Flying Association	MT Planning
Leukaemia Research Fund	MTA Architects

MVA Consultancy
 Nathaniel Lichfield & Partners
 National Air Traffic Services
 National Express Group Plc
 National Farmers Union
 National Grid c/o AMEC Environment
 & Infrastructure UK Limited*
 National Trust
 Natural England*
 Neame Sutton
 Nel Wright Architects
 Network Rail*
 Neville Lovett Community School
 New Forest District Council
 New Forest National Park Authority
 NHS Hampshire
 NOMS/HM Prison Service
 North Fareham Greening Campaign
 Northern Infant School
 Northern Junior Community School
 Npower*
 NTL Communications
 O & H Properties Ltd
 Oasis - Titchfield Youth Project
 Office for National Statistics
 Office of Government Commerce
 Office of Rail Regulation
 OFWAT
 Open Sight (Hampshire Association for
 the Care of the Blind)
 Orchard Homes & Developments
 Orchard Lea Infant School
 Orchard Lea Junior School
 Osborn Clinic
 Osel Architecture Ltd
 Owen Davies Architects
 Parallel Business Centre
 Park Gate Primary School
 Parnell Design Partnership
 Partnership for Urban South
 Hampshire
 Passenger Transport Authorities
 Paul Jones Architects
 Paxton Pumas Rugby Club
 Peacock & Smith
 Pearce Architects
 Pegasus Planning Group
 Persimmon Homes
 Places For People
 Planning Aid England

Planning Inspectorate
 Planning Issues Ltd
 Polish Association
 Polymedia Ltd
 Portchester Business Centre
 Portchester Civic Society
 Portchester Community Association
 Portchester Community Centre
 Portchester Community School
 Portchester Free Church
 Portchester Planning Consultancy
 Portchester Society
 Portchester Youth Centre
 Portsmouth & South East Hampshire
 Chamber of Commerce
 Portsmouth & South East Hampshire
 Partnership
 Portsmouth City Council*
 Portsmouth City Primary Care Trust
 Portsmouth Harbour
 Portsmouth Race Equality Network
 Organisation
 Portsmouth Water*
 Poseidon Amateur Boxing Club
 Post House Hotel
 Post Office Ltd
 Powergen
 PR Newman
 Priory Park Community Association
 Priory Park Community Centre
 PRO Vision Planning & Design
 Propernomics
 Property Deals 4 U
 PRP Architects
 Pure Town Planning Ltd
 PV Projects
 Quantum Group
 Queen Alexandra Hospital
 Radian Housing
 Raglan Housing Association
 Rail Freight Group
 Ranvilles Community Association
 Ranvilles County Infant School
 Ranvilles County Junior School
 Rapleys
 Red Barn County Primary School
 Redlands Primary School
 Redrow Homes Ltd
 Renewable UK
 Richard Headley Chartered Architects

River Hamble Harbour Authority
 Robinson Reade Ltd
 Roman Catholic Diocese of Fareham
 Rovers Tackle (TCM)
 RPS Planning, Transport &
 Environment
 RSPB
 Rushmoor Borough Council
 Sacred Heart RC Church
 Sanctuary Shaftesbury Housing
 Association
 Sarisbury Building Ltd
 Sarisbury C of E Junior School
 Sarisbury Community Centre
 Sarisbury County Junior School
 Sarisbury Infant School
 Sarisbury Residents Association
 Savills (L&P) Ltd
 SBK Group
 Scotia Gas Networks*
 Scottish and Southern Energy*
 Segensworth Business Forum
 Seymour Harris Architects
 Simon Cooper Associates Ltd
 Skeens & Ash Ltd
 Smart Futures Ltd
 SMR - Samvardhana Motherson
 Reflectec
 Solent Construction
 Solent Enterprise Hub
 Solent Forum
 Solent Hotel
 Solent Local Enterprise Partnership
 Solent Protection Society
 South Central Ambulance Service
 South Downs National Park Authority
 South Hampshire's Unheard Voices
 South West Trains
 Southampton & Fareham Chamber of
 Commerce & Industry
 Southampton Airport
 Southampton City Council
 Southampton Daily Echo
 Southampton Port
 Southcott Homes
 Southern Health
 Southern Planning Practice
 Southern Water Services Ltd*
 Southwick & Widley Parish Council
 Sovereign Housing Association

Sport England South
 Sport Hampshire & IOW
 SSE Telecoms
 St Anthonys Catholic Primary School
 St Columba Primary Academy
 St Francis School
 St John The Baptist CE Primary
 School
 St John's Church Centre
 St Jude's RC Primary School
 St Mary's Church
 St Peter & St Paul's Church
 Stewart Ross Associates
 Strand Harbour Securities Ltd
 Stubbington Natural Health Clinic
 Stubbington Study Centre
 Sustainable Land Plc
 Swanwick Yacht Surveyors
 Swaythling Housing Society Ltd
 TAB Projects Ltd
 Taylor Wimpey Strategic Land
 Terence O'Rourke Ltd
 Test Valley Borough Council
 Testway Housing Ltd.
 Tetlow King Planning
 Thames Valley Housing
 The Design Studio
 The Estates Practice
 The NFGLG
 The Planning Bureau
 Theatres Trust
 Thorns Young Architectural
 Tibbalds Planning & Urban Design Ltd
 Titchfield Community Association
 Titchfield Evangelical Church
 Titchfield Primary School
 Titchfield Village Trust
 Tomes Architects
 Tools for Self Reliance
 Tourism Solutions
 Tourism South East
 Town & Country Architects
 Transport for South Hampshire (TfSH)
 Traveller Law Reform Project
 TSN Homes
 Turbomeca UK Ltd
 Turley Associates
 Two Saints Ltd
 Tynfield Gypsy Site
 V Henry

Vail Williams LLP
 Veolia Environmental Services
 Victory Hall
 Waitrose - John Lewis PLC
 Wallington Community Centre
 Wallington Village Community Association
 Wallisdean Infant School
 Wallisdean Junior School
 Wardle Evans Ltd
 Warsash Maritime Centre
 Warsash Residents Association
 Waterloooville Trust
 Wave 105.2 FM
 West Hampshire CCG
 West Hill Park School
 Western Wards Community Campus
 Westwaddy ADP
 WG Wilson & Son
 White Young Green Planning
 Whiteley Community Centre
 Whiteley Conservation Group
 Whiteley County Primary School
 Whiteley Parish Council
 Wickham Parish Council
 Wickham Society
 Wicor Primary School
 Wildfowl & Wetlands Trust
 Wildlife Trust - Fareham District Group
 Wilkinsons (TCM)
 Wilson Homes Ltd
 Wimpey Homes Southern Ltd
 Winchester City Council*
 Wired Wessex
 Woodland Trust
 Woolf Bond Planning
 Workbase plus
 WSX Enterprise Limited
 Wykeham House School
 Xperience
 X-Press Legal Services
 Yeomans Ltd
 YOU Community Legal Advice
 Youth Council

* Denotes either a 'specific consultation body' or 'local policing body' as identified by paragraph 2 of The Town and Country **Planning (Local Planning)** (England) Regulations 2012, all of which must be consulted if they are potentially affected by the subject matter of the Local Plan.

Individuals

A G Day	Chris Snookies	Gail Grant
A W Hackney	Chris Wren	Gail Grant
A.Stewart	Christine Hammond	Gareth Harvey
Adrian Saunders	Christopher Cook	Gary Jeffries
Alan Burnage	Christopher Ramsden	Gemma Akins
Alan Chapman	Claire Bull	Geoff Hillam
Alan Hockey	Clive Dakin	Gerry Banks
Alan Seeley	Clive Percival	Graeme Zaki
Alex Brims	Councillor Graham	Graham. C.Fuller
Alexander Bartell	Burgess	Grant Harrison
Alice Hart	Councillor John Bryant	Greer Jones
Alison Ascough	Councillor Katrina Trott	H Hayes
Allan Simpson	Councillor P Whittle	H Wadey
Alyn Snott	Councillor Pamela Bryant	H.D. Fuller
Amanda Hughes	D J Leach	Hannah Buckley
Andre Wheeler	D N Tee	Heather and Edward
Andrea Smith	D R Mundy	Shepherd
Andrea Utteridge	D. Geeves	Henry Cleary OBE
Andrew Leonard	Danny Munce	I & A Grimwood
Andrew March	Darren Knight	Ian & Judy Goddard
Andrew Newman	Darren O'Callaghan	Ian Calvert
Andrew Wannell	Darren Ord	Ian Cameron
Andrew Weller	Dave Rowell	Ian Laws
Andy Mayes	David Sharp	Iredale
Angela Oates	David Simpson	J Cox
Anita Renyard	David Sleeman	J H Gore
Ann Ward and Chan Ward	David Smith	J Hyde
Annette Devoil	Debbie Thomas	J M Tuffill
AR & MT Baker	Dr & Mrs Amin Dorwish	J Wren
B Junet	Dr & Mrs Clark	J Wren
B M Cadogan	Dr Alan Green	J. Fagot
B M Cross	Dr Bryan Osborn	J. W. Hall
Barbara Carstens	Dr Eric Brierley	JA Schofield
Barrie Clyne	Dr John & Mrs Zena	Jack Stickland
Barry Dennett	McGrath	Jack Wilson
Barry Eades	Dr M A Brierley	Jagjit Magdair
Barry Martin	Dr N Jenkins	James Carpenter
BD & ES Dannan	Dr R A Bellenger	James Tilmouth
Brenda Clapperton MBE	Dr Richard Greaves	Jane Greening & Michael
Brian and Heather Oswald	Drs Dunton	Frost
Brian Bailey	E.W Furnell	Jane Turner
Brook White	Elizabeth Beardsall	Janine Hensman
C Edmonds	Emilie Heaver	Jo Parkinson
C F Cooper	Emma Hedges	Joanne Andrews
C Timlett	F Hedges	Joanne Elliott and Steve
Carole Lovesey & Rob	F W York	Elliott
Andrews	Fiona McCrae	John & Ingrid Walls
Catherine Combes	Fred Bridger	John Anderson
Chris Brown	G Crosby	John Barker
Chris Martin	G F White	John Brailsford
Chris Morgan	G Harrison	John Forbes

John Manuel
 John Morgan
 John Thomason
 John Wooding
 Jonathan Buckley
 Joyce Knight
 Julie Kilny
 June Sowerby
 K J Hartley
 Karen Grinyer
 Karen Middleton
 Kate Ryan
 Kate Smith
 Kate Stapleford
 Katherine Jones
 Kathy Carstens
 Keith Davies
 Keith Evans
 Kingsland
 Kirstin Smith
 L Clark
 Langford Vincent
 Lorna Rowley
 Lynn Doy
 M A Phelps
 M Hone
 M Shillabeer
 M. Hutchings
 Madeline Close
 Malcolm Brand
 Mandy & Paul Frost
 Mandy Wrenn
 Maralyn Williams
 Mark Madavan
 Mark Thitlethwaite
 Mark Topp
 Matthew Cotton
 Messrs P, B, H & K
 Lutman
 Michael and Julia Raven
 Michael Hayes
 Mike Blyth
 Mike Lowman
 Miss Anita Jackson
 Miss Catherine Clarkson
 Miss Daphne Gale
 Miss Emma Howells
 Miss G Williams
 Miss Heather Constance
 Miss Joanne West
 Miss Karen Healey
 Miss Linda Townroe

Miss R Bethany
 Miss S Boyce
 Miss Sarah Devries
 Mr & Mrs A G Wake
 Mr & Mrs A Tower
 Mr & Mrs Barker
 Mr & Mrs Bennett
 Mr & Mrs Bird
 Mr & Mrs Braines
 Mr & Mrs Brooks
 Mr & Mrs Bullen-Ross
 Mr & Mrs Callard
 Mr & Mrs Christopher
 Mr & Mrs Coates
 Mr & Mrs D Barnard
 Mr & Mrs Davis
 Mr & Mrs DJ Pearce
 Mr & Mrs Goldstone
 Mr & Mrs Goves
 Mr & Mrs Greener
 Mr & Mrs Grist
 Mr & Mrs Hall
 Mr & Mrs Hawkins
 Mr & Mrs Holloway
 Mr & Mrs J Curtis
 Mr & Mrs J R Batten
 Mr & Mrs J Searle
 Mr & Mrs JS Pratt
 Mr & Mrs M Coward
 Mr & Mrs M Pringle
 Mr & Mrs Mason
 Mr & Mrs Mewett
 Mr & Mrs O'Neill
 Mr & Mrs P Hymers
 Mr & Mrs P Sutliff
 Mr & Mrs Pink
 Mr & Mrs Scutt
 Mr & Mrs Shamai
 Mr & Mrs Smith
 Mr & Mrs Stent
 Mr & Mrs T Wallington
 Mr & Mrs Thurlby
 Mr & Mrs Tutton
 Mr & Mrs Whettingsteel
 Mr & Mrs Wieczorek
 Mr & Mrs Wood
 Mr & Mrs WT Green
 Mr A Bailey
 Mr A Norris
 Mr Adrian Baskerville
 Mr Adrian Groves
 Mr AG Pond

Mr AJ Stowe
 Mr Alan Bignell
 Mr Alan Causer
 Mr Alan Habgood
 Mr Alan Kennedy
 Mr Alan Rayner
 Mr Alan Rothwell
 Mr Alan White
 Mr Alastair Wilson
 Mr Alexander Costaras
 Mr Alexander Wright
 Mr Alfons Heinrich
 Mr Alfred Jones
 Mr Allen Brown & Miss
 Jean Emblin
 Mr and Mrs AE Judd
 Mr and Mrs Arnold
 Mr and Mrs Cambell
 Mr and Mrs Catling
 Mr and Mrs Edgeworth
 Mr and Mrs G&J Everitt
 Mr and Mrs I & T Wynee-
 Powell
 Mr and Mrs J.G. Fairhurst
 Mr and Mrs Knight
 Mr and Mrs Lipscombe
 Mr and Mrs Mottram
 Mr and Mrs Norris
 Mr and Mrs R A Rawson
 Mr and Mrs S Bailey
 Mr and Mrs W Smith
 Mr and Mrs Weatherhead
 Mr and Mrs Webb
 Mr and Mrs Woodland
 Mr and Mrs Worwood
 Mr and Ms Thompson
 Mr Andrew Bell
 Mr Andrew Deacon
 Mr Andrew Hay
 Mr Andrew Hughes
 Mr Andrew Kelley
 Mr Andy Snow
 Mr Anthony Dye
 Mr Anthony Hillary
 Mr B & Mrs J Griffiths
 Mr B Barrett
 Mr B Hill
 Mr Barrie Marson
 Mr Barrie Thomasson
 Mr Barry Painter
 Mr Barry Woolsey
 Mr Ben Lovegrove

Mr Bevis	Mr Derek Arnold	Mr J O Evans
Mr Brian Chappelle	Mr Derek Hunt	Mr J Vetts
Mr Bryan Christophersen	Mr Derek Langley	Mr J Waters
Mr C Bingham, Mrs J Bingham, Mrs S Bingham-Salter and Mr G Salter	Mr Dominic Anderson	Mr James Cameron
Mr C D Allen	Mr Donald Asquith	Mr James Sheridan
Mr C H Dore	Mr E Downing	Mr Jeff Hamblen
Mr C Narrainen	Mr E Fitzgerald	Mr Jeffrey Moore
Mr C Rees	Mr Edward Stevens	Mr Jim Barry
Mr C Rickman	Mr EG I'anson	Mr John Austin
Mr Charles Benoy	Mr Eric Boswell	Mr John Davies
Mr Chris Beardshaw	Mr Eric Cousins	Mr John Dugan
Mr Chris Delves	Mr Eugene Wright	Mr John Easton
Mr Chris Elvidge	Mr Furness	Mr John Grant
Mr Chris Hoare	Mr G & Mrs B Nash	Mr John Guest
Mr Chris Rickman	Mr G & Mrs R M Crosby	Mr John Halsey
Mr Chris Ward	Mr G Lanegan	Mr John Haynes
Mr Christopher Beaton	Mr G Moyse	Mr John Hayston
Mr Christopher Brett	Mr G.G. and Mrs M.P. Linke	Mr John Hill
Mr Christopher Castle	Mr Garry Clatworthy	Mr John Hollingdale
Mr Christopher Gauntlett	Mr Garry White	Mr John McMaster
Mr Christopher Quarrell	Mr Gary Coates	Mr John Rickett
Mr Christopher Rudolph	Mr Gary Gibbs	Mr John Surnam
Mr Cliff Latimer	Mr Gary Moran	Mr John Terry
Mr Colin Elcock	Mr Geoff Casey	Mr John Thompson
Mr D Copeland	Mr Geoffrey Harvey	Mr Jon Ward
Mr D G Basson	Mr Geoffrey Young	Mr Jonathan Edwards
Mr D Palmer	Mr George Craig	Mr Jonathan Sayer
Mr D Williams	Mr Gerald Jay	Mr Jonathon Coates
Mr D Yule	Mr Gordon Bloomfield	Mr Jones
Mr D. Odell	Mr Graham Pace	Mr Joseph Ellison
Mr Danny Huxtable	Mr Graham Russell	Mr JR and Mrs CE Hutchins
Mr Darren Gosling	Mr Hands	Mr JR Marchant
Mr David Ansley-Watson	Mr Howard Payne	Mr Justin Chard
Mr David Back	Mr Hugh McMullen	Mr K J Leach
Mr David Blake	Mr I J Richards	Mr Keith Brady
Mr David Boatman	Mr I Maitland Scott	Mr Keith Laycock
Mr David Cockshoot	Mr Ian Brooks	Mr Keith Morton
Mr David Gosney	Mr Ian Calvert	Mr Ken Neely
Mr David Greenaway	Mr Ian Creek	Mr Ken Weaver
Mr David Lander	Mr Ian Fraser	Mr Kevin Gilbert
Mr David Morris	Mr Ian Judd	Mr Kevin Hicks
Mr David Remington	Mr Ian Judd	Mr L F & Mrs C A Kimber
Mr David Roger-Jones	Mr Ian Payne	Mr Larry Boyd
Mr David Rose	Mr Ian Viggers	Mr Laurence Brokenshire
Mr David Stone	Mr Ivan and Mrs Gillian Johns	Mr Les Smith
Mr David Tanner	Mr J A W Codling	Mr Leslie Lee
Mr David Watson	Mr J Burgess	Mr LR Archer
Mr Dean Oakey	Mr J Gamblin	Mr M Berridge
Mr Denis Langridge	Mr J H Knott	Mr M Daly
Mr Dennis Brown	Mr J Lansdell	Mr M Daniel & Mrs T Daniel

Mr M F McGinn
Mr M Moyse
Mr M Peagram
Mr Macdougall
Mr Malcolm Hill
Mr Malcolm Race
Mr Mark Badger
Mr Mark Child
Mr Mark Cole
Mr Mark Dobie
Mr Mark Edwins
Mr Mark Elliott
Mr Mark Garrett
Mr Mark Lynam
Mr Mark Madden
Mr Mark Martin
Mr Mark Phillimore
Mr Mark Shepherd
Mr Martin Firth
Mr Martin Wade
Mr Martin Wills
Mr Maurice Blake
Mr Maurice Brown
Mr Maurice Opie
Mr McCune
Mr Melvyn Rees
Mr Michael Cullen
Mr Michael Oakes
Mr Michael Schmidt
Mr Michael Slydel
Mr Michael Spoor
Mr Michael Stevens
Mr Michael Taylor-New
Mr Michael Wellock
Mr Mike Parsons
Mr Mike Smith
Mr Mike Tod
Mr Mike Turner
Mr Mike Tyrer
Mr N Hounslow
Mr Natasha Kemp
Mr Nic Holladay
Mr Nicholas Horn
Mr Nick Castle
Mr Nigel Ashdown-Watts
Mr Nigel Barnes
Mr Nigel Pritchard
Mr Nigel Pritchard
Mr Norman Craig Lewis
Mr Oliver Smith
Mr or Ms Newman
Mr or/and Mrs Gale

Mr P Frampton
Mr P Hobbs
Mr P Jaworek
Mr P Lucas
Mr P Price
Mr P Richards
Mr Patrick Spence
Mr Paul Cope
Mr Paul Fishwick
Mr Paul Head
Mr Paul Maple
Mr Paul Mawer
Mr Paul Taylor
Mr Paul White
Mr Paul Woodley
Mr Peter Adams
Mr Peter Dempsey
Mr Peter Hewitt
Mr Peter Kennell
Mr Peter Phillips
Mr Peter Savage
Mr Peter Sparkes
Mr Peter Sparrow
Mr Peter Truscott
Mr Peter Wilkinson
Mr Peters Proost
Mr Phil Carter
Mr Philip Casey
Mr Philip Greenish
Mr Philip Jupe
Mr Philip Warwick
Mr Phillip Berry
Mr Picton
Mr Punia
Mr R Downes
Mr R E Wood
Mr R F Richardson
Mr R Fitzer
Mr R J McConnell
Mr R J Ray
Mr R J Warren
Mr R Magill
Mr R Merryweather
Mr R Mullender
Mr R Wort
Mr Raymond Sayers
Mr Richard Blunt
Mr Richard Bridgland
Mr Richard Collyer
Mr Richard Dickson
Mr Richard Francis
Mr Richard Morgon

Mr Richard Sharp
Mr Richard Shepherd
Mr Richard Stubbs
Mr Richards
Mr RJ Cowell
Mr RN Davis
Mr Robert Davis
Mr Robert Doel
Mr Robert Fawcett
Mr Robert Gardner
Mr Robert Goulson
Mr Robert Hitchins
Mr Robin Reay
Mr Robin Wren
Mr Roderick Howes
Mr Rodney Masters
Mr Roger Hills
Mr Ron Bryan
Mr Rouse
Mr Roy Hallett
Mr Roy Kimber
Mr S Bunting
Mr S Millsom
Mr S R Churchill
Mr S Waring
Mr Sadhana Patel
Mr Scott Andrew
Mr Simon Clear
Mr Simon Reeves
Mr Stephen Coles
Mr Stephen Nrtton
Mr Steve and Mrs Jayne Smith
Mr Steve Carly
Mr Steve Metcalf
Mr Steven Carlisle
Mr Street
Mr Stuart Greaves
Mr Stuart Parsons
Mr T & Mrs W Richards
Mr T E Cooksley
Mr T F Luker
Mr T Hawke
Mr T J Brewer
Mr T J Hill
Mr Terence Finding
Mr Terry Ferguson
Mr Tim Bleathman
Mr Tim Gardner
Mr Tim Martin
Mr Tony Jeffries
Mr Tony Palmer

Mr Tooley
 Mr Troy Hobbs
 Mr V Pym
 Mr Van der Sande
 Mr Vic Cayford
 Mr W & Mrs DS Bowyer
 Mr W K Hutchinson
 Mr W Ruffell
 Mr W Stembridge
 Mr W Tracy
 Mr Wilfred Phillips
 Mr William Chorlton
 Mr William McArthur
 Mr William Rampton
 Mr. A George
 Mrs & Mrs D Barnes
 Mrs A Forder
 Mrs A Gould
 Mrs A M Lis
 Mrs A.F. Wilson
 Mrs Amanda Laws
 Mrs Amanda Stanswood
 Mrs Amy Elvidge
 Mrs Angela Morrow
 Mrs Angela Robinson
 Mrs Ann Jakob and Mr F.J.Jakob
 Mrs Ann Sadler-Forster
 Mrs Anne Samphire
 Mrs Baker
 Mrs Betty Marshall
 Mrs C A Hamblen
 Mrs C Saltonstall
 Mrs Carol Masson
 Mrs Caroline Heneghan
 Mrs Catherine Hill
 Mrs Chris Peters
 Mrs Clare Weeks
 Mrs D Foley
 Mrs D Gilbert
 Mrs D Hammond
 Mrs D Hiskey
 Mrs Daphne Haywood
 Mrs Donna Evans
 Mrs Dorothy Williams
 Mrs E Grigg
 Mrs Eileen Kettlewell
 Mrs Elizabeth Leythorne
 Mrs Fiona Cherrington
 Mrs G Preddy
 Mrs Gill Fraser
 Mrs Gina Bate

Mrs Glenda Ashdown-Watts
 Mrs Gloria Lovell
 Mrs Heathcote
 Mrs Helen Fielding
 Mrs Helen Stansby
 Mrs Heloise Fella
 Mrs Isabella Herron
 Mrs J Gale
 Mrs J Gregory
 Mrs J Luckett
 Mrs J Lynn
 Mrs J M Toms
 Mrs J M Wooding
 Mrs J Pepper
 Mrs J Renton
 Mrs J Wilkinson
 Mrs J Withinshaw
 Mrs J.M. Lucas
 Mrs Jacqueline McIntosh
 Mrs Jane Baskerville
 Mrs Jane Nyce
 Mrs Janet Aberly
 Mrs Janet Pauline Young
 Mrs Jayne Judge
 Mrs Jean Cornish
 Mrs Jean Figgins
 Mrs Jean Robinson
 Mrs Jennifer Campbell
 Mrs Jill Mitchell
 Mrs Jillian Race
 Mrs Joan Selby
 Mrs Joan Sims
 Mrs Joanne Copsey
 Mrs Joanne Hinks
 Mrs Judith Lucas
 Mrs Julia Coles
 Mrs Julie Jarvis
 Mrs Julie Tett
 Mrs K Stewart
 Mrs Karen Dean
 Mrs Kate Maple
 Mrs Kathleen Bell
 Mrs Katie Castle
 Mrs Kay Burnham
 Mrs Kelly Dewey
 Mrs Kerry Simmonds
 Mrs Kim Duckworth
 Mrs L Clubley
 Mrs Laura Kearley
 Mrs Leslie Wassell
 Mrs Linda Davies

Mrs Linda Foster
 Mrs Lindsey Bailey
 Mrs Lisa Rawding
 Mrs Liz Page
 Mrs Lorraine Shervell
 Mrs Lucille Pendry
 Mrs Lucy Czura
 Mrs Lynne Gough
 Mrs M Brand
 Mrs M Meek
 Mrs M Skipp
 Mrs M Sutton-Coulson
 Mrs Margaret Greenham
 Mrs Marina Richards
 Mrs Mary Kilbride
 Mrs Maureen Wraight
 Mrs N Rayner
 Mrs N South
 Mrs Nicola Davis
 Mrs Nicola Durden
 Mrs P Bunney & Mr R Bartlett
 Mrs P Donohue
 Mrs P Griffiths
 Mrs P Shergeon
 Mrs Pamela Bullock
 Mrs Pamela Moore
 Mrs Patricia Beard
 Mrs Patricia Mary Cope
 Mrs Patricia Sheridan
 Mrs Patricia Thomasson
 Mrs Patricia Toogood
 Mrs Pauline Gilmour
 Mrs Pauline Stephens
 Mrs Petula Brown
 Mrs Pippa Maclean
 Mrs Prudence Glennen
 Mrs R Bailey
 Mrs R Hayes
 Mrs R Mitchell
 Mrs Rhona Smyth
 Mrs Rita De Bunsen
 Mrs Rona Bassett
 Mrs Rosemary Jones
 Mrs Rosemary Skipper
 Mrs Rosmary Kucel
 Mrs Ruth Pankhurst
 Mrs S Maccario
 Mrs S O'Neil
 Mrs S V Bell
 Mrs Sally Donophy
 Mrs Sally Sadler

Mrs Sally Topp
Mrs Samantha Cowpe
Mrs Sandie Matthews
Mrs Sandra Fox
Mrs Sandra Harris
Mrs Sandra McIntosh
Mrs Saunders
Mrs Sharon Titheridge
Mrs Sheila Alexander
Mrs Sheila Liggins
Mrs Slattery
Mrs Susan Buller
Mrs T Davis
Mrs Terena Taylor-New
Mrs Teresa Bloomfield
Mrs V Haden-Brown
Mrs V J Braganca
Mrs V M Mikolajec
Mrs V Moillnet
Mrs Valerie Marsh
Mrs Valerie Mcdermott
Mrs Valerie Merson
Mrs Violet Dakin
Mrs Watson
Mrs Winifred Cornick
Mrs Y N Case
Mrs Yanyan Yang
Mrs Zoe Bolt
Ms A E Boyce
Ms A Jarczyk
Ms A Poore
Ms A Shute
Ms Abraham
Ms Alison Hall
Ms Amanda Moore
Ms Ann Hawzett
Ms Anne Coles
Ms Anne Johnson
Ms Annette Ward
Ms Barbara Percival
Ms Brenda Leece
Ms Carla Hodgson
Ms Carol Worwood
Ms Caroline Ford
Ms Chrissi Fuller
Ms Colleen Potter
Ms Connie King
Ms D Downes
Ms Diana Stevens
Ms Diane Botten
Ms Diann Dudley
Ms Eloise Pack

Ms Eve Webb
Ms H Carroll
Ms Hayley Russell
Ms J Crowther
Ms J Hammond
Ms J Pike
Ms J Richardson
Ms Jackie Arcedeckne-
Butler
Ms Jane England
Ms Jennie Firth
Ms Jill Race
Ms Joanne Parker
Ms Josie Rice
Ms Judith Masterson
Ms Judith Oakes
Ms Julie Tucker
Ms K Stone
Ms Karen Harrison
Ms Karen Reeder
Ms Kerry Gutteridge
Ms Kim March
Ms L Carr
Ms L Frampton
Ms Lesley Ellis
Ms Lindsay Havis
Ms Lucy Sutton
Ms M Parsley
Ms Maggie Smith
Ms Mandy Wrenn
Ms Margaret Spencer
Ms Marion Fletcher
Ms Mary Leahy
Ms Michelle Clift-
Matthews
Ms Nicky Brichard
Ms Nicola Jackson
Ms Pamela Batt
Ms R Taylor
Ms Rachel Allinson
Ms Rebecca Longley
Ms Roanna Dolan
Ms Ros Joslin
Ms Rosalyn Taylor
Ms Rosemary Player
Ms Sally Agass
Ms Sally Newrick
Ms Sandra Adams
Ms Sandra Hands
Ms Sarah Harwood
Ms Sarah Loudon
Ms Sharon Stewart

Ms Sue Chopping
Ms Susan Chillcott
Ms Susan Martin
Ms Susan Parsons
Ms Tracey Murphy
Ms Tracy Hardy
Ms V Achwal
Ms Vanessa Jaynes
Ms Virginia Hodge
Natalie Grady
Neale V. Fray
Neil & Lysa Darke
Neil Botten
Neil Eames
Neil Spurgeon
Nick Bird
Nicky Shilcock
Nicola Mayfield
Nigel Duncan
P Barr-Taylor
P Davis
P M Gulliford
P.Guy
Pat and Ann Cooper
Patricia Stallard
Paul & Pauls Wright
Paul Stanswood
Paula Shilcock
Pete Davison
Peter and Irene Tayler
Peter and Lisa Buckley
Peter Grimwood
Peter Locke
Peter Newman
Peter Samm
Peter Stevens
Phil Munday
Phyllis Webb
PWH Swan
R A Billett
R Clements
R Cunningham
R Greene
R Hutchinson
R J Randell
R Petrazzini
R W Betts
R. Edmunds
R.J Humphries
Rachel Jones
Rayman P Parkin
Rhona Harrington

Richard Browning
Richard Coles
Richard Jolley
Richard Stubbs
Richard Thornton
Robert Chambers
Robert Day
Robert Humby
Robert Thompson
Robert Tutton
Rod Byng
Rodney Savage
Roger Hall
Roger Shilcock
Ronald Rigby
Rosemary and Mike
O'Leary
Roy Kenway
Ruth Crosby

Ruth Saunders
S Donophy
S.A. Jordan
S.Warren
Sam Machin
Sarah Ord
Scott Wendland
Seán Woodward
Sharon Witt
Shirley Campbell
Sian E Kilmister
Simon Butler
Sir John Forbes
Sir Julian Oswald
Stephen Cumming
Stephen Curtis
Stephen Maddy
Stuart Bye
Stuart Roberts

Stuart Tennent
Susan Lampitt
Susan Richardson
Susie Lyegyureh
Sylvia Barnes
The Occupier
Thomas Brown
Tim Hancock
Tina Bulman
Tony Lawrence
Trevor Beech
Val Johnson
Victoria Pawlyn
W Harris
W J Lucas
Winston Hashtroodi
Yvonne Chadd
Zoe Neilson

Appendix G

List of bodies and persons not invited to make representations under regulation 18

The following list identifies the organisations / bodies on the Council's Statement of Community Involvement 2011 which were not consulted with under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 with reasons for their omission from consultation provided.

Organisation	Reason for omission from regulation 18 consultation
Government Bodies	
Government Office for the South East (until 01/04/2011)	Organisation no longer in existence.
South East England Development Agency (until 01/04/2012)	Organisation no longer in existence.
Commission for Architecture and the Built Environment (CABE)	CABE subsumed into the Design Council, who will be invited to comment on the Welborne Design Code SPD which will support the Welborne Plan.
The Crown Estate	Organisation not considered relevant to the consultation as the area covered by the Welborne Plan does not include or border any land owned by the Crown Estate.
The Housing Corporation	Organisation no longer in existence with responsibilities transferred to the Homes and Communities Agency (HCA) who were consulted.
Key Local Businesses	
HMS Collingwood	Organisation not considered relevant to the consultation as the area covered by the Welborne Plan does not include or border any land owned by HMS Collingwood.
Kvaerner UK Ltd	Organisation not considered relevant to the consultation
Asda Stores Ltd	Organisation not considered relevant to the consultation
EDS Credit Services	Organisation not considered relevant to the consultation
Barclays Bank PLC	Organisation not considered relevant to the consultation
J Sainsbury	Organisation not considered relevant to the consultation
FR-HiTEMP Ltd	Organisation not considered relevant to the consultation
CooperVision Limited	Organisation not considered relevant to the consultation
Schefenacker Vision Systems (SVS) UK Ltd	Organisation not considered relevant to the consultation
START Business Centre	Organisation not considered relevant to the consultation
Visiocorp	Organisation not considered relevant to the consultation
Business Associations	
Business Environment Forum	Organisation no longer in existence.
Business Link Hampshire and Isle of Wight	Organisation no longer in existence.
Civic, Community and Voluntary Organisations	
Women's National Commission	Organisation no longer in existence.

Culture, Community, Sport, Historic and Tourism

Hampshire County Sports Partnership

Organisation re-branded as **Sport Hampshire** & IOW and consulted with.

Public Services

Hampshire and Isle of Wight Strategic Health Authority*

Organisation no longer in existence and replaced by a number of Clinical Commissioning Groups, of which two (Fareham & Gosport CCG and West Hampshire CCG) were consulted with.

Probation service

Organisation not considered relevant to the consultation.

Portsmouth Hospital's NHS Trust

Organisation no longer in existence and replaced by a number of Clinical Commissioning Groups, of which two (Fareham & Gosport CCG and West Hampshire CCG) were consulted with.

Hampshire Primary Care Trust

Organisation no longer in existence and replaced by a number of Clinical Commissioning Groups, of which two (Fareham & Gosport CCG and West Hampshire CCG) were consulted with.

Transport

Railtrack Plc

Organisation no longer in existence. Responsibilities passed to Network Rail who were consulted with.

First Provincial Bus

Organisation part of First Group who were consulted with.

Local Media

Portsmouth News

Organisation not explicitly consulted with, but was made aware of consultation through a press release.

Ocean FM, Power FM, Radio 101 FM

Organisation not explicitly consulted with, but was made aware of consultation through a press release.

BBC South

Organisation not explicitly consulted with, but was made aware of consultation through a press release.

Education

Hampshire and Portsmouth Learning Partnership

Organisation no longer in existence.

Social Housing Providers

Burridge and Swanwick Housing Association

Error – should read 'Burridge and Swanwick Residents Association' who were consulted with.

Eastleigh Housing Association

Organisation no longer in existence; now part of First Wessex who were consulted with.

Hampshire Voluntary Housing Society

Organisation no longer in existence; now part of Sovereign Housing Association who were consulted with.

Portsmouth Housing Association

Organisation no longer in existence; now part of First Wessex who were consulted with.

Young People

Fareham and Gosport
Connexions
Youth Concern Fareham

Hampshire County Council
Youth Service

Organisation no longer in existence.

Duplicate entry – organisation (Fareham Youth Concern) was consulted with.
Organisation not explicitly consulted with, but responsibilities predominantly covered by Fareham Youth Concern who were consulted with.

Older People

Help the Aged

Change of name to 'Age UK' who was consulted with.

Utilities**

Cable & Wireless
Communications Plc*

Organisation not considered relevant to the consultation as it no longer has any apparatus in Fareham, or the UK.

Powergen*

Organisation no longer in existence; now part of 'E.ON UK' who was consulted with.

Southern Electric*

Organisation now known as 'Scottish and Southern Energy PLC' who was consulted with.

SWEB Energy*

Organisation no longer in existence, with SWEB area now operated by Western Power Distribution.

Atlantic Electric & Gas*

Organisation no longer in existence; now part of Scottish and Southern Energy PLC who were consulted with.

Appendix H

Letter/email inviting bodies and persons to make representations under regulation 18

FAREHAM

BOROUGH COUNCIL

Consultee Name

Address 1

Address 2

Address 3

Address 4

Address 5

Director of Planning and Environment

Richard Jolley

Contact: Richard Jolley

Ext.: 4388

Date: 26 April 2013

Dear Sir / Madam,

Notice of Public Consultation for the Fareham Borough Local Plan Part 3: The Welborne Plan - Draft for Consultation

Fareham Borough Council has prepared a draft version of the Local Plan Part 3: The Welborne Plan. This document will form the third part of Fareham's Local Plan, alongside the adopted Core Strategy (Local Plan Part 1) and the Draft Development Sites & Policies Plan (Local Plan Part 2), which is currently being prepared.

The Draft Welborne Plan covers planning policy relating to the development of Welborne, a distinctive new community to the north of Fareham, based on Garden City principles. In brief, Welborne will provide 6,500 new homes, including 30%-40% affordable housing. It will also provide up to 78,650sqm of employment floorspace, a connected network of 'Green Infrastructure' and open spaces and a range of recreational and community facilities. The purpose of the Welborne Plan is to provide planning policy to guide the site promoters, decision makers and the local community on how the site should be developed.

We are holding a public consultation on the Draft Welborne Plan which will give people and organisations the opportunity to express their views on the draft policies put forward in the Plan. The consultation period will run for six weeks from **Monday 29th April until 5pm Monday 10th June 2013**.

Sustainability Appraisal Options Assessment

As part of the ongoing work on the Sustainability Appraisal (SA), the Council has prepared an assessment of the options considered during the preparation of the Draft Plan. This is a way of testing a range of policy options against social, economic and environmental sustainability objectives. The results have been used to inform the policies in the Draft Welborne Plan. We invite you to comment on the SA Options Assessment, which can be accessed in the same locations as the Draft Welborne Plan during the consultation period.

Public Exhibitions

As part of the consultation, the Council will be holding five exhibitions in the communities surrounding Welborne to give people the opportunity to view the Plan and Sustainability Appraisal and to discuss any issues with Council Officers. The dates and venues for the exhibitions are:

Tuesday 7 May	Ferneham Hall, Fareham, PO16 7DB	2pm to 7pm
Wednesday 8 May	Funtley Social Club, PO17 5EE	2pm to 7pm
Tuesday 14 May	Knowle Community Centre, PO17 5GR	4pm to 7pm
Tuesday 21 May	Ferneham Hall, Fareham, PO16 7DB	2pm to 7pm
Thursday 23 May	Wickham Community Centre, PO17 5AL	4pm to 7pm

Viewing the Draft Plan and Making Comments

The Draft Plan can be viewed on the Fareham Borough Council website by visiting <http://www.fareham.gov.uk> and clicking on the "Have Your Say" link, where you will be able to view the [Draft Welborne Plan](#) and complete an [online response form](#).

A hard copy of the Draft Welborne Plan will be available for inspection at each of the exhibitions and also at the following locations and times during the consultation period. Hard copies of the response forms will be available to take away.

Fareham Borough Council Civic Offices, Civic Way Fareham PO16 7AZ	Monday to Thursday - 8.45am to 5.15pm Friday - 8.45am to 4.45pm
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Fareham Library Osborn Road Fareham PO16 7EN	Monday, Thursday & Friday - 9.30am to 7pm Tuesday & Wednesday - 9.30am to 5pm Saturday - 9.30am to 4pm
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If you have any queries about the consultation or the Welborne Plan or if you would like to request a hard copy of the response form please contact:


Planning Welborne
Department of Planning & Environment
Fareham Borough Council
Civic Offices
Civic Way
Fareham
Hampshire
PO16 7AZ

By Phone: 01329 236100 (ask for Planning Welborne)
By email: planningpolicy@fareham.gov.uk

We look forward to receiving your responses.

Appendix I

Advert in Fareham Today for Regulation 18 Consultation



Keeping Fareham town centre vibrant

Despite the challenging economic conditions, Fareham Town Centre is successful, and the Council and local retailers want it to stay that way.

In September 2012, changes to maintain the vibrancy of the town centre were agreed. Following discussions with local shops, residents and shoppers, a number of areas for improvement were identified, with parking at the forefront.

To reflect this, we have adopted a new Fareham Town Centre Parking Strategy, aimed at helping to support the town centre economy by providing efficient parking. The following changes that will come into effect 1 April 2013 hope to achieve this:

- The five hour limit in short stay car parks will be removed, so visitors will be able to stay as long as they like in the town centre
- Car parks will be changed from long and short stay to 'inner' and 'outer' car parks. This is to emphasise that there is no time limit placed on stays
- Inner car parks will be charged at £1.00 per hour, whilst outer car parks will be 70p per hour (£3.50 for an entire day). This represents no increase in current prices
- Malthouse Lane and Trinity Street car parks will become outer car parks. This change from short stay will mean a reduction on current prices, all-day parking in the area and parking season tickets will now be accepted.

Other actions being discussed with local businesses include:

- Improving location signs
- Additional seating and cycle racks within the pedestrian area
- Improving vacant shop facades
- New covered structures within the pedestrian area.

A new dedicated Town centre website – farehamtowncentre.co.uk – is also being planned, which will bring together all information about the town centre in one place.

Beyond this, the Council is working on a long term development plan to continue to improve the town centre and increase its appeal. This will include the development of key locations and increasing quality of public spaces.

For more information:
www.fareham.gov.uk/council/departments/planning/ldf/dspftc.aspx

Get involved in the New Community North of Fareham Plan

We consulted with the public on the options for the New Community North of Fareham in July 2012. We've used your responses and other research to put together a draft plan for the new community. We will be asking you to comment on the draft plan in a public consultation running from the end of April through to early June.

The finalised plan will guide the development of the New Community North of Fareham.

As part of this consultation we will be holding a series of public exhibitions where people can find out more about the draft plan:

Tuesday 7 May
Ferneham Hall, Osborn Road, Fareham
2pm–7pm

Wednesday 8 May
Funtley Social Club, 84 Funtley Road, Funtley
2pm–7pm

Tuesday 14 May
Knowle Community Hall,
Greater Horseshoe Way, Knowle
4pm–7pm

Tuesday 21 May
Ferneham Hall, Osborn Road, Fareham
2pm–7pm

Thursday 23 May
Wickham Community Centre,
Mill Lane, Wickham
4pm–7pm

The consultation will run between Monday 29 April and Monday 10 June. Your comments will help shape the plan for the New Community that will be examined by an independent inspector in mid-2014.

The draft plan will be available to view and comment on at www.fareham.gov.uk/consultation from Monday 29 April. Links will also be posted on Facebook and Twitter, and paper copies will be available at the Civic Offices, at Fareham Library and at the exhibitions. If you have any questions about the new community, please call 01329 236100 and ask for the New Community North of Fareham planning team or email planningpolicy@fareham.gov.uk.

Website: www.fareham.gov.uk • Facebook: www.facebook.com/farehambc • Twitter: @FarehamBC 5

Appendix J

Publication of Draft Welborne Plan on Fareham Borough Council website for regulation 18

[Contact Us](#)[Accessibility](#)[Mobile Site](#)[MyAccount](#)

FAREHAM

BOROUGH COUNCIL


A B C D E F G H I J K L M N O P Q R S T U V W X Y Z


[Home](#)[What's On](#)[Latest News](#)[Report it](#)[Apply for it](#)[Pay for it](#)


You are here: [Home](#) / [Planning](#) / [Local Plan](#)


The Draft Welborne Plan


The Draft Welborne Plan is a planning document that sets out the Council's proposals for how the new community of Welborne should be developed. The vision for Welborne is "A distinct new community set apart but connected to Fareham, whose spirit, character and form are inspired by its landscape setting." The Draft Welborne Plan aims to give clear planning guidance to ensure that this vision is achieved.


[The Draft Welborne Plan](#)  (4 MB)
(including appendices A, B & C; see below for appendix D)


[Appendix A: Review of the High Level Development Principles](#)  (4 MB)


[Appendix B: Masterplan Options Summary of Evaluation](#)  (4 MB)


[Appendix C: List of Evidence and Background Documents](#)  (4 MB)


[Appendix D.1 Constraints Plan](#)  (3 MB)

[Appendix D.2 Concept Masterplan](#)  (3 MB)


[Appendix D.3 Green Infrastructure Plan](#)  (3 MB)

[Appendix D.4 Green Infrastructure Uses Plan](#)  (2 MB)

[Appendix D.5 Pedestrian and Cycle Links](#)  (3 MB)

[Appendix D.6 Landscape and Habitat Plan](#)  (2 MB)

As the Welborne Plan is such a large planning document covering a range of subjects, we have created [summary of The Draft Welborne Plan](#).



Appendix K

Consultation response form for regulation 18 consultation

FAREHAM

BOROUGH COUNCIL

Help shape the Welborne Plan

Now that you have looked at the **Local Plan Part 3: Draft Welborne Plan**, please tell us what you think.

Please give us your views by filling in the boxes below. You can comment on as many parts of the plan as you want. **It is important that you clearly specify which policy or paragraph of the Draft Welborne Plan you are commenting on.**

The deadline for responses to the consultation is **5pm on Monday 10 June 2013.**

Q. What part of the Draft Plan would you like to comment on?

Policy:

or

Paragraph:

If you do not know the relevant policy or paragraph, then please insert the relevant exhibition board number or title.

Exhibition Board:

A. Comment:

Please put all your comments about the paragraph or policy in this box.

About you

Q. What is your postcode? (we only use this to map responses)

A.

Q. What is your interest in the Draft Plan for Welborne?

- A.**
- ☐ I am a resident of Fareham Borough
 - ☐ I am a resident of another area
 - ☐ I represent a community group or organisation
 - ☐ I represent a government department/agency or local authority
 - ☐ I am a developer/agent or landowner
 - ☐ I represent a business
 - ☐ Other (please give details below)

Q. Please tell us a bit more about you

Any personal information you give us is held securely and will be used only for council purposes in accordance with our data protection policy.

A. Your name:

Your address:

Q. If you represent an organisation or business, please tell us more:

A. Organisation name:

Fareham Borough Council - Equality Monitoring

Fareham Borough Council is committed to providing people with equal opportunities and eliminating unfair discrimination, both in the provision of service and in our role as a major employer. We want to collect information about people so that we can tailor our services to meet their needs and also make sure that we are not doing anything that stops people from having access to services, jobs or opportunities, and will change our policies and practices if that is what we need to do.

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.

Q. Your age:

- A.**
- ☐ Under 16
 - ☐ 16-24
 - ☐ 25-34
 - ☐ 35-44
 - ☐ 45-54
 - ☐ 55-64
 - ☐ 65+
 - ☐ Prefer not to say

Q. Your gender:

- A.**
- ☐ Male
 - ☐ Female

☐ Prefer not to say

Stay in touch

If you would like to stay in touch with information on Welborne, including the outcome of this consultation and future consultation stages, then please provide your email address in the below box.

Email address:

Thank you for telling us what you think.

Once you have completed this form, please return it to Fareham Borough Council:

By post to: Welborne Planning Team
 Department of Planning and Environment
 Fareham Borough Council
 Civic Offices, Civic Way
 Fareham
 PO16 7AZ

By fax to: 01329 821461

By hand to: Civic Offices reception or to staff at one of our public exhibitions.

The deadline for survey responses to this consultation is **5pm on 10th June 2013.**

For further information please contact the Welborne Planning team on: 01329 236100 or by email: planningpolicy@fareham.gov.uk.

Appendix L

Exhibition poster at Fareham Library to promote regulation 18 consultation

The Welborne Plan

Fareham Borough Council has produced the Draft Welborne Plan and we are now asking for your views on it.



You can comment on the Draft Plan during the public consultation period which is from **Monday 29th April to Monday 10th June 2013.**

To view the Draft Welborne Plan and make your consultation response please look at the documents in Fareham Library or visit:

- www.fareham.gov.uk;
- Fareham Borough Council Civic Offices;

Please also come along to one of our exhibitions:

- Tues 14 May: Knowle Community Centre, 4 - 7pm
- Tues 21 May: Ferneham Hall, 2 - 7pm
- Thurs 23 May: Wickham Centre, 4 - 7pm

FAREHAM
BOROUGH COUNCIL

Appendix M

Summary of the main issues raised by the representations made pursuant to regulation 18

Organised by Consultee Type

Major Landowners

-
- | | |
|----------------------------------|--|
| BST Group & Buckland Development | <ul style="list-style-type: none">• Major landowners confirm that they are working closely with each other and with their development partners.• Concern that the site identified in the masterplan may not be big enough to support 6,500 houses unless a much higher density of housing (more than 38 dwellings per hectare) is accepted.• Average density should not however exceed 35 dwellings per hectare and that constraints on the site such as noise from the M27, restrict the total capacity to around 5,500.• Concern that there are substantial residential areas within the Concept Masterplan that are very close to the M27 and within areas of high noise.• Absence of a published Financial Viability Appraisal to support infrastructure development is a fundamental concern.• The Draft Plan is overly prescriptive – policies need to be more flexible.• The draft Plan should only include a Junction 10 alteration which has the support of both Transport for South Hampshire and the Highways Agency and which has satisfied the appropriate standards, through robust modelling testing.• Greater flexibility needed on the overall amount and mix of employment land which should be focused to the west of the A32.• A risk that the cost of environmental mitigation (Green Infrastructure/ open green space), particularly of buying land will undermine the viability, funding and delivery of the development.• The location and general principles of the district centre are supported. |
|----------------------------------|--|
-

Minor Landowners

-
- | | |
|-------------|--|
| Bovis Homes | <ul style="list-style-type: none">• Bovis applauds the Council's commitment to laying the foundations for the delivery of Welborne and investing public monies to contribute to a robust evidence base.• The missing link in both the policies and the evidence base is how and when the infrastructure is needed, phased and paid for.• Whilst Bovis supports the development of a new community at Welborne, the key evidence regarding delivery that is currently publically available is limited and we therefore cannot be satisfied that the objectives and infrastructure needs will be met.• The Council should encourage the formation of a 'single delivery vehicle' for the entire project recognising that it is one of the largest strategic developments in the country and will be delivered over a long period of time.• Community Infrastructure Levy is another viability concern to Bovis in securing deliverability. |
|-------------|--|
-

Mr F Hedges, Mr G Moyse, Mr R Moore, Laly Family, Hastings Family & Flynn Family c/o WYG & Ian Judd	<ul style="list-style-type: none"> • Overall support and confirmation that their land is available. • Suggesting that land next to the Meon could make a better contribution to Green Infrastructure / open green space than the Knowle Triangle. • Suggest that land between Pook Lane and A32, next to M27 should be employment rather than Green Infrastructure/ open green space.
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Specific Consultation Bodies

Environment Agency	<ul style="list-style-type: none"> • Supportive of the vision and objectives. • Plan generally provides a sound basis for the proposed development. • Concerned that there is still uncertainty within the plan as to how the site's waste water will be dealt with.
English Heritage	<ul style="list-style-type: none"> • Support policy requiring a comprehensive masterplan to be developed to support a planning application. • Dean Farmhouse should be set within Green Infrastructure / open green space to conserve it and perhaps better reveal its importance (including its relationship to its setting).
Natural England	<ul style="list-style-type: none"> • Pleased that their advice in earlier consultations relating to the preparation of the plan has, in general, been taken. • It is not clear from the Plan what the current and future situation is with Green Infrastructure / open green space areas at Fareham Common, Knowle Triangle and Dash Wood, in terms of their biodiversity value and accessibility to the public. • It is not clear how the road network will relate to the onsite public open space. • No recognition of the negative effect of the M27 on the value of Green Infrastructure provision, especially Fareham common.
Network Rail	<ul style="list-style-type: none"> • Assumes that the short term decision to develop strong links to Fareham Station via the BRT and bus network enhancements is the most value for money option and represents the strongest business case at this time. • Any future investigation to a potential halt/station on the Fareham to Eastleigh line would require discussions with South West Trains, business case development and detailed timetable work.

Highways Agency	<ul style="list-style-type: none"> • There is not enough evidence at this time for the Highways Agency to assess the impact upon the Strategic Road Network (Motorways and Trunk Roads). • Need more detail of the design of the proposed Junction 10 works and how it interacts with both Junction 9 and Junction 11. • All future transport infrastructure improvements should ensure that all strategic highways improvements from J9 to J11 are also included. The need for such improvements should be established by further model testing of when future traffic impacts create material impacts between J9 and J11 in terms of queues and delays. • The Highways Agency would like to see greater commitment to the promotion and adoption of sustainable transport measures. • The Highways Agency would want to see greater commitment to develop pedestrian and cycle routes to access public transport facilities.
Hampshire County Council	<ul style="list-style-type: none"> • Main area of concern for the County Council is the proposed location of the new secondary school and one of the primary schools on land east of the A32. • The ideal location for the schools is next to other community facilities and as they should form the heart of the new development. • Hampshire County Council as Highway Authority has serious concerns about the school site east of the A32 and strongly objects to this site. • The Highway Authority also has concerns over the proposed location of the Household Waste Recycling Centre at Crockerhill Industrial Park. • The opportunity has been missed to provide a dedicated Bus Rapid Transit (BRT) bus/cycle route through the site to further encourage increased usage and help promote sustainable transport. • The concept masterplan is supported, having less environmental impact as well as having potentially fewer Sustainable Drainage System (SuDS) issues in respect to the water protection zones than the other options considered. • The scale and location of the Green Infrastructure / open green space within the 'downland' character area is unlikely to achieve the desired objectives.
Winchester City Council	<ul style="list-style-type: none"> • The City Council is concerned that the secondary school is located to the east of the A32 separating it from the main development. • Some remaining concerns regarding the landscape impacts north of Heytesbury Farm and along the Knowle Buffer. • Winchester welcomes the improvement of J10 and the rejection of development at J11 and would suggest this need to take place in the earliest phase possible. • Support the retention of the areas within Winchester District (including Knowle Triangle and Dash Wood / Ravenswood) as semi-natural green space, which is consistent with the Winchester District Local Plan Part 1. • Concern that the requirements for energy & water conservation don't seem to increase over the plan period, or have scope to be reviewed to take account of the length of the scheme.

Homes & Communities Agency	<ul style="list-style-type: none"> • Supports the proposals to create a new community at Welborne. • Proposals help address housing need and will deliver economic growth in the Fareham and wider south Hampshire area.
Scottish & Southern Energy	<ul style="list-style-type: none"> • Confirmation that the high voltage overhead lines to both the north and the south can be either diverted or undergrounded. • Confirmation that lower voltage lines would be gradually replaced as part of development.
Scotia Gas	<ul style="list-style-type: none"> • No specific capacity issues in this area – however any new development will need to be assessed and new pipelines may be needed.
Southern Water	<ul style="list-style-type: none"> • The development proposed in the Welborne Plan will create additional flow and load to the [Peel Common] works, which may need further investment and should therefore be recognised in the Plan. • Major off-site sewerage would be needed to connect Welborne to Peel Common Wastewater Treatment Works (WwTW) with the engineering configuration and route of the infrastructure needing to be investigated. • Any infrastructure specifically needed to serve the new development should be paid for by the development.
Portsmouth Water	<ul style="list-style-type: none"> • Portsmouth Water can supply the Welborne site with a sustainable source of water. • Pleased to see that Eco-Town standards have been dropped in favour of more pragmatic solutions, as our objective is to maximise water efficiency and not to “minimise water consumption”. • Sustainable Drainage Systems (SuDS) need to be very carefully considered due to the underlying groundwater zones and any underlying clay. • The location of water mains needs to be given careful consideration when locating buildings and infrastructure.

Other Key Organisations

Partnership for Urban South Hampshire	<ul style="list-style-type: none"> • In overall support as Welborne Plan is in accordance with the South Hampshire Strategy.
Hampshire and Isle of Wight Wildlife Trust	<ul style="list-style-type: none"> • The findings of the Habitat Regulations Assessment have concluded that, for the International and European designated sites; "significant effects are considered a likely or uncertain outcome of one or more of the masterplanning options". • The Green Infrastructure / open green space has not been informed by an ecological appraisal. • The proposals within the plan will lead to a significant adverse effect on the Botley Woods Site of Special Scientific Interest (SSSI). • There is no clarity of what contributions will be made to off-site Green Infrastructure / open green space.

Campaign for the Protection of Rural England	<ul style="list-style-type: none"> • Welcome the progress that has been made in attempting to “pin-down” many of the uncertainties that accompany a development of this scale. • Welcome the reduction from the original South East Plan housing numbers to some 6,500 dwellings and 78,650 sq. m of employment space, and the withdrawal of the J11 business park which represent a more realistic amount of development given the constraints of the location. • CPRE still objects to the fundamental proposal for a new town, thinking it as unnecessary to meet Fareham’s own affordable needs. • Concerns over reductions in energy efficiency proposed, the lack of a finalised transport solution, the type and purpose of the off-site Green Infrastructure / open green space, atmospheric pollution, disturbance to European habitat sites, levels of water consumption and the size of buffer between settlements.
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Residents and Private Individuals

(Residents comprises both Fareham Borough and Non-Fareham Borough residents)

Main issues	<ul style="list-style-type: none"> • Impact of additional traffic from Welborne on surrounding communities and roads; in particular the impact on North Hill, Wickham Road and Kiln Road. • Queuing traffic around Junction 10. • Lack of detail over the wider road and junction improvement measures that are required. • Over estimation of the use of Bus Rapid Transit (BRT). • Planning for too many houses – Fareham does not have the need for the amount being planned for. • Location of the Primary and Secondary school site to the east of the A32 – creates additional expense of footbridge and causes unnecessary safety concerns as children need to cross the A32. • Loss of open countryside and agricultural land. • Impossible to achieve the level of self-containment proposed due to unrealistic home-working predictions and the lack of control over where Welborne residents will work. • Significant opposition to the proposed location of the Household Waste Recycling Centre (HWRC) at Crockerhill Industrial Park. • Loss of identity and rural character for Knowle village. • Lack of certainty or a timescale of when infrastructure will be built. • Not enough green buffer in-between Welborne and Funtley, Knowle and Wickham. • The amount of affordable housing being planned for is too great. • Potential for increased flooding in Funtley and Wallington. • How waste water will be dealt with and whether it will give rise to more sludge tanker movements along Mayles Lane (from Albion Water site in Knowle).
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Community Groups

Standing Conference

- Many standing conference members still have concerns about the lack of detail on some topics and therefore have difficulty in visualising and understanding the nature of the development likely to come forward.
- Broad support for the high level development principles underlying the plan and particularly the commitments on masterplanning, design, Green Infrastructure / open green space and for the range of community services which the plan provides for.
- Major questions and concerns remain on a number of areas:
 - (1) How transport policies will be implemented.
 - (2) Environmental infrastructure.
 - (3) Whether the site can accommodate 6,500 homes at an acceptable density of development.
- Looking for revision of the policies in four areas:
 - (i) Introduction of trigger points to allow *flexibility in the plan* over its 25 year life in areas such as the make-up of employment space, types of housing, and environmental standards.
 - (ii) *A stronger retail provision in the Welborne district centre* to enable it to be the first choice for residents for day to day needs.
 - (iii) *Location of the first primary and secondary school at the heart of the Welborne development close to the district centre* to promote community building, shared use of facilities and sustainable travel with the site east of A32 being used if necessary at a later date.
 - (iv) *Green buffer (with neighbouring communities) policies to be strengthened*, including a low density development zone in the area next to the green buffer.

Fareham Society

- Objected to the proposed SDA/New Community/Welborne since it was first proposed because it believes that far too much development was being proposed in the wrong location.
 - Very poor location of the development that cannot be fully overcome by more detailed policies in the draft plan.
 - Specific concerns over:
 - The traffic impact because of the location next to the motorway junction.
 - Severance by the A32 if development takes place both to the east and west.
 - The loss of a large area of the best and most versatile agricultural land.
 - The practicality and viability of dealing with waste water.
 - Welcome the reductions that have been made to the scale of the development since the initial proposals were made, but believe that further reductions in scale and density may be necessary.
 - The Society does however support:
 - The comprehensive masterplanning.
 - Settlement separation.
 - a Strategic Design Code.
 - The principle of BRT.
 - Cycling and pedestrian linkages.
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	<ul style="list-style-type: none"> • Structural landscaping schemes.
Funtley Residents Society	<ul style="list-style-type: none"> • The overwhelming majority of Funtley Residents have consistently been against the initial proposals, but are working to minimise the impact of the new community on Funtley as well as offering positive input to the Plan. • Need a significantly larger green buffer between Welborne and Funtley. • Concerned about the impact of increased traffic on Funtley and the surrounding areas of north Fareham. • Concerned that Welborne will increase considerably the existing flood risk in Funtley and remain sceptical over the flood prevention measures proposed, such as Sustainable Drainage Systems (SuDS) or black water recycling. • Opposed to the location of the proposed primary school north of Funtley as they believe it could lead to increased car traffic into Funtley (& car parking) during the school run.
Wickham Parish Council	<ul style="list-style-type: none"> • Wickham Parish Council supports the policies to maintain the green buffer with Wickham and Knowle and would appreciate it if these are further strengthened and increased where possible. • Measures to ensure the new district centre does not compete with Wickham are supported by Wickham Parish Council. • Wickham Parish Council requests measures are put in place to deter traffic from travelling northwards from Welborne to minimise the impact of the development on Wickham and the surrounding roads.
Knowle Village Residents Association	<ul style="list-style-type: none"> • <i>No response was received from Knowle Village Residents Association. However it is acknowledged that a significant number of responses were received from individual Knowle residents which have been incorporated in the residents section on page 1.</i>

Appendix N

Summary of how representations made pursuant to regulation 18 have been taken into account in Publication Draft Welborne

The series of tables presented in this document provide a detailed summary of the representations that were made on each section and / or policy of the Draft Welborne Plan during the six-week public consultation period between 29 April and 10 June 2013. Comments are not always individually attributed by respondent, but are summarised by plan section or policy and a number reference given (as per Table A below) for the respondent(s) who submitted comments on that particular section or policy.

Consultation Respondents (*Reference Number used in Summary Tables*)

01	BST Group	21	Scottish & Southern Energy	41	The Theatres Trust
02	Buckland Development Ltd	22	Scotia Gas Networks	42	Christians Together in Fareham (CTiF)
03	Bovis Homes Group PLC	23	Southern Water	43	Fareham Labour Party
04	Flynn family	24	Portsmouth Water	44	Cllr Katrina Trott
05	Hastings family	25	Homes and Communities Agency	45	Hallam Land Management Ltd
06	Fred Hedges	26	Standing Conference	46	Hampshire Chamber of Commerce
07	Laly family	27	Southampton City Council	47	Atherfold Investments Ltd
08	Russell Moore	28	Hampshire Fire & Rescue Service	48	QinetiQ
09	Graham Moyse	29	OFWAT	49	The Co-operative Group
10	Environment Agency	30	Civil Aviation Authority	50	Cyclists' Touring Club (CTC)
11	English Heritage	31	Wickham Parish Council		
12	Marine Management Organisation	32	The Fareham Society		
13	Natural England	33	Community Action Fareham	99	Fareham Borough residents (Anonymous)
14	Network Rail	34	RSPB	98	Non-Fareham Borough residents (Anonymous)
15	Highways Agency	35	Funtley Residents Society	97	Developers/ Agents (Anonymous)
16	Hampshire County Council	36	Hampshire & IoW Wildlife Trust	96	Community Groups (Anonymous)
17	Eastleigh Borough Council	37	CPRE Hampshire	95	Landowners (Anonymous)
18	Gosport Borough Council	38	New Forest National Park Authority	94	Local Businesses (Anonymous)
19	Winchester City Council	39	George Hollingbury MP	90	Unknown
20	Partnership for Urban South Hampshire	40	Fareham Wheelers Cycling Club		

Chapter 1: Introduction and Planning Context

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
How to respond to Consultation Draft Plan	<ul style="list-style-type: none"> ➤ Difficulty in navigating the online consultation pages and completing the online consultation response process. ➤ Paper format seen as far more straightforward. ➤ Overreliance on online methods, whilst later evening exhibitions required particularly at both Fareham and Wickham. 	<ul style="list-style-type: none"> ➤ The online consultation on the Publication Draft Welborne Plan is being undertaken using a different form to make it easier to use. ➤ Noted. Paper form available as well as online form. 	98, 99
Fareham's Development Plan	<ul style="list-style-type: none"> ➤ This is a policy document and not a Plan - it does not contain the information required of a plan for a major project, namely estimated costs, timescales and milestones. ➤ Opposition to the principle and need for Welborne. ➤ Support for proposals which help address housing need and will deliver economic growth in the Fareham and wider south Hampshire area. 	<ul style="list-style-type: none"> ➤ The estimated costs of development are set out in the Executive Summary of the Viability Appraisal Evidence that can be found on the Council's website. The likely timescales and milestones are set out in Chapter 10 of the Publication Draft Plan, under 'Phasing Plan' and this is supported by the Infrastructure Delivery Plan that is also on the Council's website. ➤ Noted. The principle of development was originally established by the South East Plan and the adopted Core Strategy. ➤ Noted. 	25, 98, 99
The Purpose of the Plan	<ul style="list-style-type: none"> ➤ Support for delivery of a significant amount of affordable housing. ➤ Development will mean young people in area can remain in area to live and work. Will ease pressure on the open green spaces and strategic gaps elsewhere in the borough. ➤ Support for the delivery of Welborne and investing public 	<ul style="list-style-type: none"> ➤ The support is noted. ➤ The support is noted. ➤ The support is noted. 	03, 07, 08, 25, 37, 43, 98, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>monies to contribute to a robust evidence base.</p> <ul style="list-style-type: none"> ➤ Support for a cohesive approach to the totality of all the issues to establish a new successful settlement which is critical to Welborne's success. ➤ Positive to now see a plan on the development after much early uncertainty. ➤ Concern over the ability of the area to be able to take it, the impact on local peoples' lives, the loss of farmland / countryside, the impact on the surrounding villages, the impact of traffic and the potential for increased flooding. ➤ Questions over the need for the development in terms of the Fareham population and many houses being up for sale. ➤ Question why development cannot be located entirely on brownfield land in the borough. 	<ul style="list-style-type: none"> ➤ The support is noted. ➤ The support is noted. ➤ These concerns are addressed in various parts of the plan as well as within the Sustainability Appraisal and the Transport Strategy, which are available on the Council's website. ➤ The principle of development and its need was originally established by the South East Plan and the adopted Core Strategy. The most recent evidence in the South Hampshire Strategic Housing Market Assessment supports this need. 	
Local Planning Policy Context	<ul style="list-style-type: none"> ➤ Providing a range of the number of houses is too vague – only the minimum number to satisfy viability should be planned for. ➤ There are several conflicting paragraphs in the document. 	<ul style="list-style-type: none"> ➤ The Publication Draft Plan sets a clear target for 6,000 homes and has taken development viability into account in arriving at this number. ➤ The Publication Draft Plan has sought to avoid conflicting statements. 	98, 99
Wider Planning Context	<ul style="list-style-type: none"> ➤ The draft plan does not provide evidence of viability and deliverability to demonstrate how the key tests of 'soundness' within paragraph 182 of the NPPF have been met. 	<ul style="list-style-type: none"> ➤ The Publication Draft Plan is supported by extensive viability evidence and in the Executive Summary of the this Evidence is available on the Council's website. 	01, 02
The Concept Masterplanning Process	<ul style="list-style-type: none"> ➤ Recognised that landowners will need to prepare a comprehensive masterplan which is viable and deliverable as part of a future planning application. Welcome flexibility of the parameter plans. 	<ul style="list-style-type: none"> ➤ Noted. 	01, 02, 03, 04, 05, 06, 08, 09

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<ul style="list-style-type: none"> ➤ The Concept Masterplan appropriately reflects the National Planning Policy Framework (NPPF) guidance on housing in new settlements based on the principles of Garden Cities. ➤ Support for a single comprehensive masterplan for the entire scheme on the basis of equalisation. 	<ul style="list-style-type: none"> ➤ Noted. ➤ Support is noted. 	
Policies Map	<ul style="list-style-type: none"> ➤ Opposition to fixing the location of the secondary school. ➤ Fareham's Policies Map should be amended to show the extent of the draft Welborne Plan boundary and reflecting the main principles of development. 	<ul style="list-style-type: none"> ➤ The need to establish at least the approximate location of the secondary school is essential to achieve certainty and to support overall deliverability. However, the Publication Draft Plan has avoided being prescriptive over the precise location to allow for some flexibility. ➤ It is considered that the plan boundary shown in Appendix B.2 and B.3 of the Publication Draft Plan achieves this. 	01, 02
The Comprehensive Masterplan and Process for Determining Planning Applications	<ul style="list-style-type: none"> ➤ The importance of a flexible approach to development due to the development period is noted; however it will need to be assured that future development does not impact/contradict on early mitigating decisions taken to ensure certain developments do not take place in certain locations. ➤ Support for the requirement for a comprehensive masterplan. 	<ul style="list-style-type: none"> ➤ The development of the Phasing Plan and other parts of the Publication Draft Plan has sought to achieve this. ➤ Noted. 	11, 97
Sustainability Appraisal and Habitats Regulations Assessment	<p>➤ <i>Comments on the Sustainability Appraisal are addressed separately as an appendix to the Sustainability Appraisal Final Report. Comments on the Habitats Regulations Assessment have been dealt with through changes made in the final Habitats Regulations Assessment Report.</i></p>		
Consultation Process and Next Steps	<ul style="list-style-type: none"> ➤ There has been insufficient engagement with the major landowners to ensure proposals are market tested. The Core Strategy Policy CS13 commitment that the masterplan will be produced in partnership with development interests has not been met. 	<ul style="list-style-type: none"> ➤ The Council has ensured that there was extensive and on-going engagement with principal landowners and other key stakeholders during the preparation of the Publication Draft Plan. The ability to produce 	01, 26, 33, 90, 98, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<ul style="list-style-type: none"> ➤ The draft plan suffers from a lack of detail in places that makes it hard to visualise what might be expected to result. The use of illustrative models of how other similar development has been done elsewhere is needed to resolve this. ➤ There is too much attention paid to other parts of Fareham Borough to protect their countryside areas and not enough attention paid to the concerns of those living near Welborne. ➤ Six weeks is too short a period to effectively engage the wide range of community groups with an interest in the plan. ➤ Inadequate level of consultation which does not do enough to listen to local views - want a referendum on decision to develop Welborne. ➤ Concern over the purpose of consultation process as it will not alter development in any way and that the preferred option had advanced from each of the four options consulted 	<p>a masterplan in partnership has been constrained in part by the reluctance of principal landowners to share their own masterplanning work in full at an early stage. In recognition of this, the Council has, in full consultation with the landowners, developed the Strategic Framework Diagram in order to allow more flexibility in the detailed masterplanning solutions that will come forward at a later stage.</p> <ul style="list-style-type: none"> ➤ In order to ensure that the plan operates flexibly, it is not always possible to provide precise detail of how the development will be built out. That level of detail will be found within the comprehensive masterplanning that will be developed by the principal landowners. ➤ The principle of development and its need was originally established by the South East Plan and the adopted Core Strategy. Development proposals for other parts of Fareham can be found within the Local Plan Part 2: Development Sites and Policies. ➤ Noted. ➤ The extensive consultation undertaken during each stage of the preparation of the Welborne Plan is set out within this document. ➤ The consultation process was very valuable for the Council to decide how the Welborne Plan needed to be changes from the Draft 	

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>on in July 2012.</p> <ul style="list-style-type: none"> ➤ Previous consultations have been ignored as objections to principle of development have not been complied with. ➤ Very complicated, user unfriendly and time consuming due to length of plan document. ➤ Should have been better promotion of the consultation, together with a long-term display of the exhibition boards in Fareham shopping centre, whilst exhibition boards should have contained more detail. ➤ Concerns about the lack of detail on some topics and the consequent difficulty in visualising and understanding the nature of the development likely to come forward. ➤ Hope that consultation comments are fully taken into account and that process will receive relevant and informed information which will help enhance the final plan. ➤ Support for consultation. 	<p>Plan published in April 2013. This document details a range of instances where consultation responses have led to changes being made.</p> <ul style="list-style-type: none"> ➤ The principle of development and its need was originally established by the South East Plan and the adopted Core Strategy. ➤ A plan for a large and complicated development, such as Welborne requires a considerable amount of detail to be covered. The Council has sought to ensure that the Welborne Plan is accessible to all and has avoid too much detail where possible. ➤ Noted. ➤ In order to ensure that the plan operates flexibly, it is not always possible to provide precise detail of how the development will be built out. That level of detail will be found within the comprehensive masterplanning that will be developed by the principal landowners. ➤ All comments made were carefully read and taken into account. This document details a range of instances where consultation responses have led to changes being made. ➤ Support noted. 	

Chapter 2: Vision, Objectives and Development Principles

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Review of the Welborne Vision	<ul style="list-style-type: none"> ➤ Change in words for self-containment is a retrograde step and weakens the aspiration for a self-contained community - further undermined by the secondary school & employment to the east of A32. ➤ Concern over ability to deliver a high level of self-containment and whether employment opportunities on-site will come forward and employ people living there. ➤ Reducing the proposed high levels of energy efficiency due to viability is a short-term approach and does not match the aspirations set out in the vision previously supported by the local community - additional funding should be sought. ➤ Concern for the need of both retirement flats and single person flats due to excess local availability - focus should be on providing 3 bedroom young/early family homes. ➤ The removal of references to Eco-Towns is essential in order to 	<ul style="list-style-type: none"> ➤ The aspiration to achieve high levels of self-containment remains firmly in place and the policies, particularly in Chapter 5, seek facilitate and encourage this. However, as the review document in the Draft Welborne Plan (April 2013) set out, it was not considered possible for planning policy to ensure that any given level or target could be achieved. Equally, whilst the plan can require a certain level of employment development, it cannot force the market to come forward with development at the time required. This is acknowledged and set out in Chapter 5. ➤ The plan still sets out a clear aspiration for the development to incorporate high levels of energy efficiency, for example, the requirement for a proportion of homes to achieve 'Passivhaus' standards. However, in order to comply with national planning policy, it was essential that any requirements could be sufficiently flexible to ensure that deliverability of the scheme as a whole was not put at risk. ➤ Chapter 6 of the Publication Draft Plan sets out the existing and future need for family homes. However, it also acknowledges the need, which will grow in the coming years, for single person's homes and accommodation for the elderly. ➤ Noted. 	03, 24, 32, 37, 97, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>viably deliver Welborne consistent with national policy.</p> <ul style="list-style-type: none"> ➤ Support for adopting garden city approach over the former eco-town model. ➤ Distinctive development character and house design is supported. 	<ul style="list-style-type: none"> ➤ Support is noted. ➤ Support is noted. 	
Additional Vision Statement and Objectives	<ul style="list-style-type: none"> ➤ Support for introduction of garden city principles and revision to self-containment and energy objectives. ➤ Concern that the garden city principles introduced are not being applied in the form of lower housing densities (25-30 dph). ➤ Question over whether strong connections with Fareham can be developed due to the location of M27 in-between. ➤ Concern over the level of environmental sustainability proposed and the impact of Welborne on rural tourism. ➤ Water use should be maximised in terms of efficiency and not simply minimised. 	<ul style="list-style-type: none"> ➤ Support is noted. ➤ A wide range of density assumptions have been explored through the concept masterplanning process and, in part based on consultation responses, the assumptions made in the final concept masterplan work and in the Strategic Framework Diagram have been reduced from those underpinning the Draft Welborne Plan (April 2013). ➤ The need to ensure that strong connections between Welborne and Fareham are achieved has underpinned the concept masterplanning work and the development of the Council's Transport Strategy. ➤ Concern is noted. It is considered that the development of Welborne's new centres, and in particular the Local Centre with its clear connections to the woodland character area will help to promote rather than discourage rural tourism. ➤ The detailed approach to water efficiency and supply is set out in Chapter 9 of the Publication Draft Plan. This has been based on on-going engagement with key 	01, 02, 10, 24, 32, 97, 98, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<ul style="list-style-type: none"> ➤ Unsure fully as to what garden city principles mean and why the sustainable development principles previously applied are no longer present. ➤ How the garden community principles applied would mean Welborne differs from any other large scale development. ➤ Concern that the final development will remain fragmented and not provide clear habitat greenways. ➤ Provision of much green space supported. ➤ General support for additional objectives. 	<p>stakeholders including Portsmouth Water and the Environment Agency.</p> <ul style="list-style-type: none"> ➤ The three stages of Concept Masterplanning work set out what garden principles involve and how these are relevant to the planning to Welborne. The move away from the concept of Welborne as an 'Eco-Town' is set out in Chapter 2 and Appendix A of the Draft Welborne Plan (April 2013). ➤ The need for a strong network of 'greenways' is set out within Chapter 8 of the Publication Draft Plan and on the Strategic Framework Diagram. ➤ Support is noted. ➤ Support is noted. 	
High Level Development Principles WEL1	<ul style="list-style-type: none"> ➤ The principle of strategic access from J10, altered to provide east off-slips and west on-slips, is supported. ➤ Should avoid reference to maximum floorspace in policy WEL 1 order to maintain flexibility of alternative future approaches. ➤ Support for flexibility in approach for green infrastructure and affordable housing, though policies should provide alternative mitigation options and be subject to a test of development viability. ➤ Concern that infrastructure will not come forward to support the early houses. 	<ul style="list-style-type: none"> ➤ Support is noted. ➤ This principle has been revised in the Publication Draft Plan to remove reference to specific floorspace areas. The detailed requirements are set out in Chapter 5. ➤ Support is noted. Chapter 8 (GI), Chapter 6 (Homes) and Chapter 10 (Delivery) of the Publication Draft Plan each set out how the Council expects issues of development viability to be dealt with. ➤ Chapter 10 of the Publication Draft Plan sets out clear requirements for the delivery of key infrastructure items ahead of development that depends on this infrastructure. 	01, 02, 09, 10, 11, 20, 26, 36, 98, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<ul style="list-style-type: none"> ➤ Concern that there is no mention of historic environment in policy WEL1. ➤ Support for policy WEL1 as it accords with South Hampshire Strategy policies 1, 3 and 14. ➤ Broad support for sustainable design, commitment to biodiversity, green infrastructure and a commitment to strong urban form. ➤ Full support for the avoidance and mitigation of ecological impacts and the provision of a net gain for biodiversity. ➤ Ambiguity and confusion as to whether Welborne is being planned as a separate community, or as an extension to Fareham. ➤ Sustainable Drainage System (SuDS) welcomed, but some policy revisions required to ensure the prevention of runoff and the reduction of pollution. ➤ Larger SUDS features within the open spaces which drain multiple future phases would have to be delivered in their entirety at the outset in order to prevent a short term increase in flood risk before those future phases are delivered. ➤ SuDS would potentially provide a method of attenuating pollution and improving water quality. ➤ Broad support for the high level development principles 	<ul style="list-style-type: none"> ➤ The policy setting out the high level development principles (WEL2 of the Publication Draft Plan) is not considered the appropriate place to set out details of the requirements in relation to the historic environment. These are covered fully in Chapter 4. ➤ Support is noted. ➤ The Concept Masterplanning reports that are part of the evidence base for the Welborne Plan establish clear that the vision for Welborne is for a separate but connected new community. This principle has been carried forward through the policies in the Welborne Plan. ➤ Chapter 9 of the Publication Draft Plan includes revisions to the policy on SuDS and on the Aquifer Source Protection Zone to achieve this. ➤ Chapter 9 of the Publication Draft Plan sets out the detailed requirements in relation to SuDS, including the need for the principle landowners to submit a SuDS strategy alongside their initial planning applications. ➤ Support is noted. 	

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>underlying the plan and particularly the commitments on masterplanning, design, green infrastructure and for the range of community services which the plan provides for.</p> <ul style="list-style-type: none"> ➤ Major questions and concerns on transport policies, environmental infrastructure and housing density. ➤ Greater recognition required on the impact of motorway noise on areas of development and how that will be mitigated. <ul style="list-style-type: none"> ➤ Support for a connected network of Strategic Green Infrastructure 	<ul style="list-style-type: none"> ➤ Noted. ➤ In part as a result of consultation responses, the Council has undertaken a robust environmental noise study (available on the Council's website) to understand the likely impact of noise and to ensure that the development proposals take this into account. ➤ Support is noted. 	
Additional Development Principles WEL2	<ul style="list-style-type: none"> ➤ The reference to 'garden city principles' is ineffective and not justified. ➤ There is no flexibility in WEL2 for alternative options. ➤ Question over what the criteria is for a 21st century Garden City and how/whether it can be met over such a large area. ➤ Critique of the meadows character area due to its lack of viability and location of residential building next to M27. ➤ Critique of open and expansive description of central park, as potentially alternative, equally as good, non-open and expansive proposals could come forward. ➤ Support for the Woodland Character area in the north of Welborne. ➤ No need for policy WEL2 as is duplicated by subsequent policies. ➤ Disappointment that there is no mention in policy WEL2 of the listed heritage assets on the Welborne site. ➤ Support for policy WEL2 as it accords with South Hampshire 	<ul style="list-style-type: none"> ➤ In view of the full range of consultation responses received on Policy WEL2 of the Draft Welborne Plan and to ensure that the plan operated in a flexible way, it was considered that the policy was not necessary and should be removed from the plan. The elements of WEL2 that were considered to be important, such as the approach to character areas, were incorporated into other parts of the Publication Draft Plan. 	01, 02, 11, 19, 26, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Sustainable Development	<p>Strategy policies 5, 6 and 14.</p> <p>➤ Broad support for sustainable design, commitment to biodiversity, green infrastructure and a commitment to strong urban form.</p>		
	<p>➤ Concern that the development will not meet sustainable principles.</p>	<p>➤ Concern noted, although the principles set out within policies WEL1 and WEL2 are considered an appropriate set of principles that development proposals will need to meet in order to gain planning consent.</p>	32

Chapter 3: The Welborne Site

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Site and Setting	<ul style="list-style-type: none"> ➤ Figure 3.1 should indicate the area which is being excluded in the allocation as shown in Figures 3.2 and 3.3. ➤ Poor location which will lead to the loss of the best and most versatile (BMV) agricultural land. 	<ul style="list-style-type: none"> ➤ The purpose of the figure is to show the location of Welborne only. ➤ The principle of development at Welborne was decided through the South East Plan and the adopted Core Strategy. In addition, the issue of the loss of farmland has been specifically considered through the Sustainability Appraisal process. 	10, 32
Constraints, Capacity and Opportunities	<ul style="list-style-type: none"> ➤ Figure 3.2 is not justified and should not prematurely preclude further development in 'existing built form' areas or the use of alternative approaches. It is too prescriptive to impose 'absolute constraints' at this stage. The figure should be deleted. ➤ There is a significant gap in the evidence base, as a noise assessment has not been completed. There are considered to be significant areas near to the M27 motorway where noise constraints would make housing development unsuitable, even with mitigation and more employment uses should be indicated in these areas. A 40m noise buffer is not adequate and noise barriers should be built both north and south of the M27. ➤ In relation to paragraph 3.12, the discharge of surface water run-off to ground within the groundwater SPZ1 would be considered if there was a suitable risk-based approach used in designing the scheme. ➤ In paragraph 3.15 it is not acceptable to "assume" that it will be possible to protect the character and setting of listed buildings on and adjoining the site. This needs to be properly demonstrated. The reference in paragraph 3.16 to a buffer around Roche Court is supported. Paragraph 3.18 should 	<ul style="list-style-type: none"> ➤ Figure 3.2 of the Draft Plan was intended to show in a visual way the effect of the site constraints on the developable area. Following comments received, it has been decided to delete the figure from the Publication Draft Plan. ➤ In part as a result of consultation responses, the Council has undertaken a robust environmental noise study (available on the Council's website) to understand the likely impact of noise and to ensure that the development proposals take this into account. ➤ The text of the Publication Draft Plan has been revised to clarify this point. ➤ The text of the Publication Draft Plan has been revised to clarify this point. ➤ The support is noted. ➤ The text of the Publication Draft Plan has been revised to clarify each of these points. 	01, 02, 10, 11, 26, 32, 37, 97, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>include the areas east of the A32 as areas of highest landscape sensitivity. Paragraph 3.19 deals with matters that would be better to include under the 'Heritage' subsection.</p> <ul style="list-style-type: none"> ➤ The site is good farmland and this should be seen as a constraint as the population is increasing and needs more food production. ➤ Concern over any development within the Area of Ecological importance. 	<ul style="list-style-type: none"> ➤ The issue of the loss of farmland has been specifically considered through the Sustainability Appraisal process. It is not considered to be a constraint to development. ➤ The Council has undertaken work on the Areas of Ecological Importance designations shown on the Constraints Map within the Draft Welborne Plan, including engagement with the County Council's ecological service and with ecology consultants working for the site land owners. The conclusion of this work is that there is no evidence of any ecological features of particular importance within the relevant areas and therefore there is no justifiable reason to continue to show these designations as a constraint to development. 	
Overall Quantum of Development	<ul style="list-style-type: none"> ➤ Plan does not identify how paragraph 47 of the NPPF has been taken into account to clarify how the level of employment and housing is designed to meet the objectively assessed needs of the Borough and other adjoining areas. ➤ There will be a significant shortfall in projected housing supply in the Borough to 2026 against objectively assessed needs. As a result, the Council should reconsider its entire development strategy for the Borough before proceeding with the next stage of the Welborne Plan. 	<ul style="list-style-type: none"> ➤ The Welborne Plan deals solely with development at Welborne and carries out the task set out in the Core Strategy to produce a detailed planning framework for that development. The overall development strategy for the Borough was dealt with directly within the Core Strategy, with the emerging Local Plan Part 2: Development Sites and Policies Plan making the relevant allocations within the 	01,02, 03, 09, 26, 37, 39, 44, 45, 98 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<ul style="list-style-type: none"> ➤ The overall level of housing delivered may not reach 6,500 due to the conclusions of the HRA, scheme viability and detailed masterplanning studies. The plan should be more flexible to allow for a reduction in the overall quantum of homes should site constraints (such as noise) or viability demonstrate that 6,500 is not achievable. ➤ As there is no detailed land-budget included in the Draft Plan, it is unclear how the Concept Masterplan has reached a figure of 6,500 homes, at an average density of 38 dph, or how landowners' views on density have been taken into account, as stated in paragraph 3.23. There is concern that if densities need to increase to accommodate the required level of housing, the scheme would not reflect commercial demand and would be inconsistent with the overall vision. A more appropriate average density would be no more than 35 dph and this would lead to an overall capacity of around 5,500 homes. There is also no evidence that the methodology applied to determine the overall site capacity has taken into account the discounting of 12.5-15% required for such things as play areas, incidental open space, utilities infrastructure and verges. ➤ There is a tension between the concept of 'garden cities' with its low densities and the volume of housing that is being sought. 	<p>remainder of the Borough. The objective assessment of housing needs evidence for the Borough has recently been completed (The South Hampshire SHMA) and this will inform the revision of PUSH's South Hampshire Strategy, which in turn will require a review of Fareham's Local Plan. The Welborne Plan makes reference to this process, including to the need for an early review.</p> <ul style="list-style-type: none"> ➤ There are significant revisions to the Publication Draft Welborne Plan which seek to achieve this additional flexibility and which recognise that the overall target for 6,000 homes is a target and not prescription. ➤ A wide range of density assumptions have been explored through the concept masterplanning process and, in part based on consultation responses, the assumed densities within the final concept masterplan work and in the Strategic Framework Diagram have been reduced from those underpinning the Draft Welborne Plan (April 2013), with a resulting assumed average density of about 33 dph. This work has been underpinned by extensive engagement with the landowners' masterplanning consultants. ➤ Given the additional work on densities undertaken and the resulting reduction in 	

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>Densities of about 24-40 dph are considerable not consistent with 'garden city principles' and it would be better to hold back on volume of housing until there is greater assurance that the scale of development is acceptable.</p> <ul style="list-style-type: none"> ➤ Basis upon which the figures for the new town at Welborne were brought forward is flawed and should be re-examined. Concern that the housing density is based on what was required to accommodate 6500 houses & supporting services and not those lesser densities which are consistent with garden city principles. ➤ The scale of development is too large and not in keeping with the rural/village feel of the surrounding areas and will erode this character and will impact on the wildlife on the site and cause significant noise and light pollution into surrounding areas. It will also impact on property investments and values in the surrounding areas. ➤ The development is too large when taking into account all of the vacant properties in the surrounding areas which should be put into use first. Although the need for affordable homes is accepted, the case for thousands of market sale homes is not clear and must be in doubt given the continuing depressed economic conditions. ➤ The cancellation of the South East Plan and the new freedoms for local authorities to set their own housing numbers means that FBC should take to opportunity to review the level of housing needed at Welborne. ➤ Reduction in the number of dwellings and employment space (including withdrawal of J11 business area) from previous consultation stages welcomed, though further reductions are 	<p>assumed average densities, it is considered that the tension referred to has been addressed and that the concept masterplan and therefore Strategic Framework Diagram is consistent with 'garden city principles'.</p> <ul style="list-style-type: none"> ➤ Following evidence work and consultation at earlier stage of the plan production, the scale of the development has been reduced. In addition, policies within the Publication Draft Plan have sought to ensure that Welborne will be developed as a new separate community that would be compatible with the surrounding 'rural' settlements. ➤ The number of long-term vacant properties within Fareham Borough was recently assessed at about 30 in total and would therefore make no impact on overall housing need. The need for significant numbers of new market homes was justified within the Council's Core Strategy and is supported by the most recent evidence within the South Hampshire Strategic Housing Market Assessment. ➤ Support is noted. The overall dwellings target has been reduced from 6,500 to 6,000 within the Publication Draft Plan. 	

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	still required.		
Alternative Development Options	<ul style="list-style-type: none"> ➤ The selection of Option 3 by the Council is supported, as is the rejection of options requiring reliance on Junction 11 and proposing an employment park north of that junction. ➤ The use of Junction 11 should be reconsidered as it would make for a safe access route. It should not be rejected on grounds of cost alone. 	<ul style="list-style-type: none"> ➤ Support is noted. ➤ The decision not to focus access to Welborne on Junction 11 was informed by transport modelling work and by environmental and viability considerations. 	18, 99
The Plan Boundary	<ul style="list-style-type: none"> ➤ There is concern that the boundary around the area east of the A32 is not firm and the development may be expanded in the future. ➤ Question as to how the Crockerhill Industrial Park has become included within Welborne boundary. ➤ Land to the immediate south and west of Funtley between Funtley Road and the M27 motorway should be included within the plan to meet the need for green infrastructure and to provide a settlement buffer between Funtley and Fareham. This should include a community building, a shop and a limited amount of housing. 	<ul style="list-style-type: none"> ➤ The eastern boundary of Welborne forms part of a formal allocation within the Welborne Plan and the land beyond it is classified within the Core Strategy and the emerging Development Sites and Policies Plan as 'land outside of the settlement boundaries'. ➤ The Crockerhill Industrial Park was included within the original 'area of search' for the North of Fareham SDA. The site's landowner has previously proposed a change of use at the site and therefore, to ensure that the impacts of any future change in use at the site was fully considered alongside the wider impacts of Welborne, the site was included within the plan boundary. ➤ The land referred to is between Funtley and the M27 and so is not directly adjacent to the main Welborne site. Funtley is a separate settlement from either Fareham and from Welborne and therefore it was considered inappropriate and inconsistent to consider land on the 	09, 47, 98, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<ul style="list-style-type: none"> ➤ Land at Knowle Triangle and land north west of Ravenswood House should be included within the plan to allow for residential development and green infrastructure. ➤ Concern that plan boundary includes a significant area of farmland. 	<p>far side of Funtley to be a part of Welborne. Proposals for development outside of Welborne are being taken forward through the Development Sites and Policies Plan.</p> <ul style="list-style-type: none"> ➤ The land referred to is entirely within Winchester City Council's area and would therefore need to be considered as part of development proposals being taken forward by WCC's Local Plan Part 2. ➤ The issue of the loss of farmland has been specifically considered through the Sustainability Appraisal process. 	
Allocation of Land WEL3	<ul style="list-style-type: none"> ➤ Figure 3.3 is not justified and should be amended to reflect development principles, but with flexibility to allow for change. ➤ The allocation of a site for the secondary school is supported, although the location of the school shown east of the A32 on Figure 3.3 is not justified and should be moved to the heart of Welborne. ➤ WEL3 is insufficiently flexible to allow for a lower quantum of housing and overstates the actual capacity of the site because the densities being assumed (40 dph) will not allow for an interesting and marketable scheme which would require densities closer to 35 dph. The imposition of a cap on employment is prescriptive and restrictive and limits the ability to respond to market demand. Policy should be incorporated 	<ul style="list-style-type: none"> ➤ The extract of the Fareham Policies Map has been revised and includes flexibility where appropriate. ➤ Additional work on the location of Welborne's schools has been undertaken since the Draft Plan was published in April 2013, including engagement with the County Council and the site landowners as well as further masterplanning work. This has resulted in significant changes to the school locations, including all of the schools being proposed west of the A32. ➤ A wide range of density assumptions have been explored through the concept masterplanning process and, in part based on consultation responses, the assumed densities within the final concept masterplan work and in the Strategic Framework Diagram have been reduced 	01, 02, 03, 20, 32

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>into WEL1. WEL3 should use the qualification "up to" in relation to the overall target for housing to enable the development to reflect market demand.</p> <p>➤ WEL3 is supported. Although delivery of homes and employment floorspace is greater than the target in the PUSH South Hampshire Strategy to 2026, development at Welborne will extend to 2041.</p>	<p>from those underpinning the Draft Welborne Plan (April 2013), with a resulting assumed average density of about 33 dph. In addition, further evidence work on employment floorspace provision has also been undertaken. This work has resulted in changes to Policy WEL3 which reflect the need for greater flexibility.</p> <p>➤ Support is noted.</p>	
Comprehensive Approach WEL4	<p>➤ The need for a masterplan to be prepared for the whole site by site promoters is supported. However, WEL4 is prescriptive, inflexible and unreasonable in requiring a masterplan for the whole site to accompany planning applications for 'significant development proposals'. The policy should be amended to require the submission of a comprehensive masterplan with outline planning applications and for subsequent applications for reserved matters or detailed applications to reflect the submitted comprehensive masterplan. The comprehensive masterplan will need to be flexible enough to reflect changes in circumstance over the life of the project and will need to be subject to regular review.</p> <p>➤ The policy wording is not effective as without reference to a controlling mechanism (s106 agreements) and consideration of a phased delivery of the whole community to allow for funding subsequent infrastructure, there is a risk that parts of the site will come forward and then the development will stop as funding for the whole scheme has not been considered.</p>	<p>➤ Policy WEL4 has undergone significant changes, based in part on engagement with ATLAS and the site landowners. It is considered that these changes reduce prescription and achieve the additional flexibility sought.</p> <p>➤ The changes made to Policy WEL4 should be read alongside the sections within Chapter 10 of the Publication Draft Plan on phasing and Policy WEL41 which deals with the timing and procedure for approving detailed phasing plans to ensure that piecemeal development or development unsupported by necessary</p>	01, 03, 04, 05, 09, 11, 32

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Maintaining Settlement Separation WEL5	<ul style="list-style-type: none"> ➤ WEL5 is too prescriptive as buffer widths should be determined at the planning application stage. ➤ The southern margins of Fareham Common have the capacity for some limited residential development without undermining the proposed buffer function of that land. ➤ There is concern about the adequacy of the settlement buffers and that WEL5 does not go far enough. The policy could result in a proliferation of scout huts and skate parks and that these should be located outside of the buffers which should have a tougher 'no development' requirement. Allotments are not appropriate in a buffer zone. ➤ The buffers overall are too small and need to be larger at 100m, 150m or 500m wide. A requirement is needed that housing adjoining the buffers is restricted to a maximum density of around 20 dph. ➤ The requirement for a 50m buffer with Knowle/Ravenswood Hospital and Wickham is welcomed. However, the existing vegetation along the Knowle buffer is vulnerable to pressures 	<p>infrastructure are avoided.</p> <ul style="list-style-type: none"> ➤ Based on its own masterplanning work and on consultation responses, the Council considers that the prescription within WEL5 is justified by the need to provide certainty that the identity of surrounding settlements will be protected, which is a fundamental aspect of the overall vision and a high level development principle. ➤ Masterplanning work undertaken indicates that residential development in any part of Fareham Common would have the potential to undermine the role of buffer in preserving the separate identity of Fareham and Welborne. ➤ Minor revisions to Policy WEL5 have sought to clarify that no development that undermines the role of the buffers would be acceptable. There is no evidence that the uses referred to would be allowed by WEL5 as now worded. ➤ The 50m referred to in Policy WEL5 is a 'minimum' buffer requirement and in practice larger buffers may be possible. However, there is a balance between the size of the buffers and the capacity of the site to deliver the target level of housing and others uses required by the plan. ➤ Additional wording has been added within Chapter 3 which response to this comment and sets out the expectation that 	01, 02, 10, 19, 20, 26, 31, 35, 37, 39, 44, 98, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>from the development and therefore an additional landscaped buffer should be provided on the Fareham side.</p> <p>➤ The Knowle buffer is inadequate to prevent coalescence and Knowle Village will be entirely consumed by a new town and will not retain its character. Knowle's homes will be blighted and will have their value affected. The housing near Knowle and Funtley should be lower density and restricted in height to avoid impacting the two villages. The central park should be moved westwards to form a large buffer between Welborne and Knowle.</p> <p>➤ No mention of maintaining settlement separation with Crockerhill, as with other surrounding communities and the plan is incorrect in stating that the site is reasonably enclosed with planting along the boundaries - the landform dips away from residential properties on the A32 and so are not screened.</p> <p>➤ Housing near the borders with Wickham Parish should be lower in density and the amount of GI in these areas should be greater. Blakes Copse cannot serve as an effective buffer as it is deciduous and open for much of the year. The depth of this buffer should be increased to provide effective year-round screening. WEL5 does not go far enough for the areas north of Heytesbury farm where the landscape is sensitive and visible. The tree belt shown on the Habitats Plan is not enough and a more robust and continuous woodland buffer is required along</p>	<p>development will need to ensure the integrity of the existing vegetation can be maintained. There is no evidence to suggest that the Knowle Triangle (defined as a settlement buffer in WCC's Local Plan Part 1) in addition to the settlement buffer defined on the Appendix B.3 of the Publication Draft Plan will be insufficient to protect the separate identity of Knowle. In terms of density, no specific restriction near Knowle is considered warranted, not least because the average assumed density for Welborne (33 dph) is broadly in line with the average density to which the areas of Knowle closest to Welborne have been developed.</p> <p>➤ The role of Policy WEL5 is to establish settlement buffers between Welborne and its neighbouring settlements. The 16 dwellings south of Crockerhill Industrial Park do not comprise a settlement with its own identity and therefore, it would be inappropriate to seek to establish a settlement buffer.</p> <p>➤ Minor revisions to Chapter 3, including to Policy WEL5, have sought to address these concerns. It is considered that the policy covering the parts of Welborne near Wickham provide an appropriate balance between the need to protect the separate identity of Wickham and the need to ensure that there is sufficient land within the Welborne boundary to meet the</p>	

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>the northern edge of the site.</p> <ul style="list-style-type: none"> ➤ References to the need for consideration of drainage issues in areas adjoining Funtley are strongly supported. However, flooding issues need to be dealt with on a catchment-wide basis - this requirement should be linked to the Flood Risk Assessment and wider SuDS Strategy within Policy WEL33. ➤ The effective width of the Funtley buffer is uneven and favours some existing residents (south of the recreation ground) over others further east in Funtley where the buffer is only 50 metres. <p>➤ WEL5 is supported as it aligns with policy 5 of the PUSH South Hampshire Strategy.</p>	<p>various development targets.</p> <ul style="list-style-type: none"> ➤ The text referred to has been revised to achieve the changes being sought. ➤ The Welborne Plan allocates an even 50 metre buffer extending from the plan boundary. However, the Welborne Plan is not able to ensure that land outside of the boundary will not be developed at some point in the future and so it was considered appropriate to apply an even 50 metre buffer, irrespective of existing land uses outside of the plan boundary. ➤ Support is noted. 	

Chapter 4: Urban Design and Character Areas

Section / POLICY	➤ Summary of Main Issues Raised	➤ How representations have been taken into account	Respondent(s)
High Level Design Principles	<ul style="list-style-type: none"> ➤ Support for the general design principles and strategic design code. ➤ Support for the principle of creating a 21st garden city at Welborne, but the densities are too high to achieve this. ➤ The design policies should be simplified and combined into one policy, which should require a promoter lead approach to masterplanning which is not too prescriptive. 	<ul style="list-style-type: none"> ➤ There is now a single policy which sets out the general design principles and overlap/duplication taken out of the Plan/policy ➤ The responsibility for preparing the comprehensive masterplans is now clearly set out as resting with the principal landowners 	01, 02, 20
Comprehensive Masterplan WEL6	<ul style="list-style-type: none"> ➤ The principle of the landowners preparing a comprehensive masterplan is accepted, but the policy should be clear that this is required at the outline stage and not for every subsequent phase. ➤ Concern regarding the level of detail required to be submitted in the comprehensive masterplan by the site promoters and the requirement for a Design Statement to be submitted with each phase of the development. ➤ There is too much repetition between policies WEL4, WEL6 and WEL7 which should be combined and the requirements in WEL6 scaled back to accept that a full detailed masterplan for the whole site is not a reasonable expectation from day one. The masterplan will need to adapt as the development progresses. ➤ Broad support for the commitment to masterplanning which developers will be required to follow. 	<ul style="list-style-type: none"> ➤ There is no specific requirement in WEL6 in respect of Design Statements, but it would be normal practice for each phase of the development to be accompanied by a design and access statement which sets out how the proposals accord with the approved comprehensive masterplan ➤ A simplified version of WEL 6 which sets out the comprehensive masterplanning process is now set out in Chapter 3, this now clarifies the position that the landowners have the responsibility for preparing the comprehensive masterplans required to accompany the outline applications 	01, 02, 03, 26
Character Areas	<ul style="list-style-type: none"> ➤ Paragraph 4.10 should have the reference to opportunities to create higher density typologies deleted due to the need to maintain visual and physical separation between Wickham and Welborne. 	<ul style="list-style-type: none"> ➤ The Plan now clarifies how the Council's landscape analysis has influenced the Welborne Plan and establishes that the analysis of the landscape character of 	98, 99

Section / POLICY	➤ Summary of Main Issues Raised	➤ How representations have been taken into account	Respondent(s)
	<ul style="list-style-type: none"> ➤ Concern that the development will not have any character due to the examples of other recent nearby developments. 	<p>Welborne is there primarily to assist the landowners in preparing their comprehensive masterplans and Strategic Design Codes.</p>	
General Design Principles WEL7	<ul style="list-style-type: none"> ➤ WEL7 should be combined with WEL4 and WEL6. ➤ Agreement with the policy requirement to set out and justify design responses; however the boundaries of the character areas and design aspirations are too prescriptive. ➤ Support for phase of development being accompanied by a design statement – consistent with SHS policy 5. ➤ Broad support for the commitment to the design principles and the requirement for a Strategic Design Code (to be prepared by Fareham Borough Council) which developers will be required to follow and to submit a design statement with each phase. 	<ul style="list-style-type: none"> ➤ These policies have now been simplified and a single policy WEL 6 which sets out the high level design principles 	01, 20, 26
Strategic Design Code WEL8	<ul style="list-style-type: none"> ➤ WEL8 is unjustified and should be deleted. ➤ The intention to keep the Strategic Design Code under review is welcomed. It is essential that the County Council is consulted on proposals for the design of the development and specifically on the size, configuration and location of the schools. ➤ Concerned that a Strategic Design Code could be too prescriptive, impose additional costs and create delay - responsibility for preparing design codes should rest with the promoters of the site. ➤ Design guidance should be the responsibility of the landowners and be informed by a detailed understanding of what is viable and what is necessary to meet market demand. A strategic design code prepared by the council will add unnecessary financial burdens and create delays. ➤ Design Code will need to ensure that hedgerows and trees are 	<ul style="list-style-type: none"> ➤ This policy has been amended in response to the consultations to make the landowners responsible for producing the Strategic Designs Codes. The Council will prepare a Design Guidance SPD which will give guidance on various design issues to assist the landowners in this process. 	01, 02, 10, 16, 20, 24, 32, 99

Section / POLICY	➤ Summary of Main Issues Raised	➤ How representations have been taken into account	Respondent(s)
	<p>not planted on top of water mains and other utilities.</p> <ul style="list-style-type: none"> ➤ Need to provide adequate car parking provision within the design code to prevent streets from looking untidy and being unsafe for children / people crossing roads. ➤ Support for policy WEL8 and a Design Code SPD – provides consistency with SHS policy 5. ➤ Support for integration of SuDS and other water features within design code. 		

Chapter 5: Economy and Self-Containment

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Self-containment	<ul style="list-style-type: none"> ➤ Support for encouraging self-containment but delivery requires flexibility. ➤ Residents had specific concerns about the principle of self-containment: <ul style="list-style-type: none"> • The reduced emphasis on self-containment will have impacts which ought to be detailed in the plan. • If the provision of infrastructure is found to be unviable, self-containment will be unachievable. ➤ The plan is internally inconsistent as it aims for self-containment in this section but paragraph 2.4 says that some residents' needs can only be met off-site. 	<ul style="list-style-type: none"> ➤ Plan still supports self-containment but recognises that self-containment cannot be enforced and a more flexible approach is adopted throughout the chapter. ➤ Paragraph 5.1 amended to recognise that providing employment and services increases the opportunity for self-containment. 	01, 17, 99
The Economy and Employment WEL9	<ul style="list-style-type: none"> ➤ Highways Agency would like to see trip rate associated with levels of employment development. ➤ Hampshire County Council, PUSH and members of PUSH commented that: <ul style="list-style-type: none"> ▪ The overall employment allocation is higher than the target for Welborne in the South Hampshire Strategy (SHS) however it is recognised that the timescales are different with the Welborne Plan continuing past 2026 up to 2041. In particular the office allocation is higher than the SHS target of 34,000sqm for Welborne, which in any case is probably too high as it was based on 2010 forecasts which assumed a strong return to growth by now when in reality, continued economic difficulties will mean demand has dropped since then. The plan should promote no more than 34,000sqm of offices, or at least phase any excess beyond 2026 to avoid conflict with the PUSH 'cities 	<ul style="list-style-type: none"> ➤ Further information on trip rates and other transport model assumptions passed to Highways Agency as part of ongoing assessment of transport implications. ➤ Policy revised based on new and up to date evidence in the Welborne Employment Strategy which includes an up to date review of the South Hampshire Commercial Property Market, Strategic Sites in South Hampshire and Employment Forecasts. This resulted in a change to a more flexible approach. The amount of offices promoted in the plan is amended to at least 3 hectares, although more could be delivered if demand 	01, 02, 03, 05, 11, 15, 16, 17, 20, 26, 27, 32, 37, 43, 46, 48, 94, 98, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	first' policy.	increases in the future. It is estimated that 3ha could provide around 24,000sqm net internal area of offices which would not conflict with the Cities First policy.	
	<ul style="list-style-type: none"> ▪ Support the approach of locating offices in or adjacent to the district centre. Any office development outside the district centre should be phased in line with the 'centres first' approach. 	<ul style="list-style-type: none"> ➤ Plan continues to promote offices within or adjacent to the district centre. There is no evidence of a pressing need/demand for offices in the sub-region in the immediate future so policy WEL42 seeks to safeguard land for offices until later phases if it does not come forward early in the development. 	
	<ul style="list-style-type: none"> ▪ The following should be taken into account in identifying the level of employment floorspace: accessibility within the M27 corridor; commuting patterns; South Hampshire Spatial Strategy and recent employment forecasts. 	<ul style="list-style-type: none"> ➤ The Welborne Employment Strategy considers all of these factors and has informed the Publication Draft Welborne Plan. 	
	<ul style="list-style-type: none"> ▪ The proportions, quality and nature of B1, B2 and B8 floorspace need to differentiate Welborne from other sites in South Hampshire to mitigate competition and the risk of over-supply. 	<ul style="list-style-type: none"> ➤ The Plan has been amended to allow for flexibility on the proportions of different employment uses. The market will regulate other factors. 	
	<ul style="list-style-type: none"> ▪ Trigger points should be added to the plan to allow flexibility in the make-up of employment space over the development period. 	<ul style="list-style-type: none"> ➤ The policy is now much more flexible with regard to the mix of employment floorspace. 	
	<ul style="list-style-type: none"> ▪ Design of workspace will need to reflect aspirations to attract knowledge-based business services and their rapidly changing needs. Support for investment in a business incubation centre. 	<ul style="list-style-type: none"> ➤ Policy requires developers to identify a site for a Business Incubation Centre through comprehensive masterplan. 	
	<ul style="list-style-type: none"> ➤ The BST group submitted a critique of chapter 5 of the plan which can be summarised as follows: 		

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	<u>Overall approach</u>		
	<ul style="list-style-type: none"> ▪ Support the 'balanced community' approach but recognise that there will be flows of commuters to and from Welborne. Seeking to influence self-containment by providing local employment opportunities in a high quality development. ▪ Transport arrangements, including buses, trains and completion of Junction 10 should be crafted in such a way that they are attractive to businesses. 	<ul style="list-style-type: none"> ➤ Agreed. ➤ Policy WEL25 of the Publication Draft Plan and revised Transport Strategy give greater guidance on achieving a satisfactory access to the site and appropriate gateway to the development. The Transport Strategy and Strategic Framework shows how BRT will serve the site, including one stop in the southern section adjacent to employment areas. 	
	<ul style="list-style-type: none"> ▪ An employment area focussed on the District Centre is supported. 	<ul style="list-style-type: none"> ➤ Support noted. 	
	<ul style="list-style-type: none"> ▪ WEL9 is unduly prescriptive and restrictive and lacks flexibility to adapt to change. 	<ul style="list-style-type: none"> ➤ Policy has been amended to allow for flexibility over the amount and mix of employment generating uses. 	
	<ul style="list-style-type: none"> ▪ The amount of employment shown east of the A32 is too large. Moving some of this use to the west of the A32 would enhance viability and is a better land use than the residential areas shown close to the M27. 	<ul style="list-style-type: none"> ➤ The amount of employment development to the east of the A32 shown on the Strategic Framework Diagram has been significantly reduced with the main focus for employment to the west of the A32. The employment areas to the east and west of the A32 make best use of land which is constrained by noise. 	
	<u>Quantum of employment floorspace</u>		
	<ul style="list-style-type: none"> ▪ The concept masterplan underprovides for jobs so more 	<ul style="list-style-type: none"> ➤ The Welborne Plan has moved away from 	

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	<p>employment floorspace will be needed to maximise self-containment.</p> <ul style="list-style-type: none"> ▪ The policy should not place a cap on employment floorspace and it should not necessarily be linked to the number of houses because different types of employment floorspace have different employment densities. ▪ The policy should be less prescriptive about the level of offices and more responsive to the market. <p><u>Location of employment floorspace</u></p> <ul style="list-style-type: none"> ▪ Should be focused to the west of the A32 where there is better vehicular access, buildings can reduce the impact of motorway noise, employees will generate footfall in the district centre and parks, and the closer co-location of homes and jobs could achieve more effective self-containment. ▪ B use class premises need to be included in the district and local centres. 	<p>the target of one job per household because it allows very little flexibility for the planned mix of employment uses which would make it difficult to respond to market conditions, changes in technology, changes in how commercial buildings are used, and changing patterns of employment.</p> <ul style="list-style-type: none"> ➤ See evidence in Welborne Employment Strategy. ➤ Nonetheless a substantial amount of land (approximately 20ha.) is identified for employment development, there is no cap on the total amount although it is anticipated to be around 97,250sqm and the mix remains flexible. ➤ The Strategic Framework Diagram shows that the main focus for employment land is now to the west of the A32. The employment areas to the east and west of the A32 make best use of land which is constrained by noise. ➤ B use classes are permitted in the district and local centres. ➤ Paragraph 5.11 sets out that Dean Farm will provide an initial phase of employment 	
	<ul style="list-style-type: none"> ▪ Agree that Dean Farm will provide initial phase of employment and could be expanded in the long term. 		

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		but the revised Concept Masterplan and Strategic Framework Diagram make allowance for Dean Farm to be redeveloped as housing in the longer term.	
	<u>Mix of employment uses</u>		
	<ul style="list-style-type: none"> ▪ Policy should allow more flexibility between employment generating uses so that the employment numbers can be achieved in response to market demand. ▪ The most recent employment densities research (Deloitte/OffPAT/HCA, 2010) has not been used and this would show a trend towards less office space per worker and more industrial and warehousing per worker, thus indicating that Welborne will require a lower proportion of office floorspace and more general industry, R&D, warehousing and non B class employment space. ▪ The mix between B1 and B2/B8 should be broadly in balance but with a higher proportion of B1c light industry and a smaller quantum of B1a offices because demand is weak and it could compete with offices located in the cities. 	<ul style="list-style-type: none"> ➤ The policy is now much more flexible with regard to the mix of employment floorspace allowing flexibility between B use classes and employment generating non-B use classes. ➤ Employment densities evidence has been updated in the Welborne Employment Strategy using the OffPAT/HCA 2010 publication, resulting in a more flexible policy approach. ➤ The policy is now much more flexible with regard to the mix of employment floorspace. Evidence in the Welborne Employment Strategy acknowledges that the current demand for offices is low and this is reflected in paragraph 5.17 where only a relatively small amount of the employment land is required to be in office use (3 ha.) . In addition this supports the sub-regionally agreed “Cities First” approach. 	
	<ul style="list-style-type: none"> ▪ Other employment generating uses such as hotels should be permitted. 	<ul style="list-style-type: none"> ➤ The policy is now much more flexible with regard to the mix of employment 	

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		floorspace allowing flexibility between B use classes and employment generating non-B use classes.	
	<u>Sectors/Specialisms</u>		
	<ul style="list-style-type: none"> ▪ The focus on specific economic sectors should remain flexible in the plan to accommodate market changes. ▪ Although it is logical for Welborne to aim to achieve a differentiated offer to elsewhere in the sub-region to avoid direct competition, it is difficult to separate individual sites. ▪ Intention to focus on STEM skills subject to market demand. ▪ Agree that entrepreneurship and small businesses will be important and support the provision of flexible accommodation, incubation space, and the opportunity to develop a relative specialism in construction skills, research and development. 	<ul style="list-style-type: none"> ➤ Noted. The plan allows for flexibility but gives a steer to those sectors most compatible with the aims of the sub-region. ➤ Plan supports flexible accommodation and incubation space. Plan retains the requirement for employment and training plans to demonstrate how local people will be able to develop their construction skills and now includes a policy on custom build homes which will help to support this. 	
	<ul style="list-style-type: none"> ➤ Policy needs to make it clear that employment floorspace is to encourage self-containment and not to challenge more established employment destinations. 	<ul style="list-style-type: none"> ➤ Noted. Plan still supports self-containment and phasing supports Cities First approach. 	
	<ul style="list-style-type: none"> ➤ There should be flexibility for a wider range of commercial uses. 	<ul style="list-style-type: none"> ➤ The policy is now much more flexible with regard to the mix of employment floorspace allowing flexibility between B use classes and employment generating non-B use classes. 	
	<ul style="list-style-type: none"> ➤ The landowners of land between Pook Lane and A32 think it should be identified as employment land rather than open space because it is not constrained by noise, air quality, the gas pipeline or the groundwater source protection zone. It has 	<ul style="list-style-type: none"> ➤ The Council considers that the land is constrained and is not considered to have any development potential. 	

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	<p>existing access off Pook Lane and is well located to the proposed employment east of the A32.</p> <ul style="list-style-type: none"> ➤ English Heritage agree that redevelopment of Dean Farm and Crockerhill need to be sensitive to the listed buildings Dean Farmhouse and Mill House. Policy should require Dean Farmhouse to be set within green infrastructure to limit harm to its setting. ➤ People who move to Welborne will already have jobs elsewhere and companies moving into Welborne will already have staff living elsewhere, so the idea of self-containment is flawed. Unless commuting can be prevented by some mechanism, the employment development will increase traffic and carbon emissions as shown in the Sustainability Appraisal. ➤ The number of residents assumed to work on-site or at home is unrealistically high. There will be more commuters than the plan assumes including those commuting in and out, and this will lead to traffic congestion. ➤ Questions over whether it is possible to provide the level of jobs identified and therefore self-containment may not be achievable. ➤ If self-containment is successful, a parking strategy for employment will not be needed. 	<ul style="list-style-type: none"> ➤ On the Strategic Framework Plan, Dean Farmhouse is now in an area of residential development which gives greater opportunity for its setting to be protected and enhanced than if it was in an employment area. Policy WEL8 sets out how the historic environment should be protected and enhanced ➤ Commuting cannot be prevented but providing jobs on site will give people the opportunity to work locally. ➤ The Welborne Employment Strategy has reviewed the levels of residents anticipated to work on site and at home. Traffic modelling takes account of commuting. ➤ The Welborne Employment Strategy has reviewed the level of jobs that could be provided and it is estimated to be around 5735. The plan encourages self-containment but recognises that there are other factors which influence where people work. ➤ A parking strategy for Welborne will be required regardless and will be published 	

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	<p>➤ Business units are likely to be vacant. There is already long term vacant and under-used employment floorspace in the immediate vicinity of the site (North Hill and Knowle) and in Fareham (Segensworth and Broadcut). Few sectors are increasing in terms of premises or headcount at the moment so evidence is needed to justify that employment space has a reasonable prospect of being taken up.</p> <p>➤ It is likely that industrial and warehouse development in the western employment area will result in HGV movements in residential areas, contributing to a negative effect on quality of life.</p> <p>➤ The Fareham Society are concerned that the area to the east of the A32 is not suitable for employment, especially large B2 or B8 which will be visually prominent and impact on the landscape and historic environment (Roche Court and North Fareham Farm). The location is separated from the main residential part of the new community will not be integrated with or achieve a high level of self-containment, and this will result in traffic congestion. The scale of the changes to the Pook Lane/A32 junction to accommodate freight movements will have a significant harmful impact on Roche Court, its Gate Lodge and historic parkland. No account has been taken of the high pressure gas pipeline and the groundwater source protection zone which constrain the site east of the A32. All</p>	<p>alongside the Publication Draft Welborne Plan.</p> <p>➤ The Welborne Employment Strategy considers sectors that are growing and declining and provides an indicative employment development trajectory which demonstrates that over the long term, there is a reasonable prospect of employment floorspace being taken up.</p> <p>➤ Concept Masterplan and Strategic Framework Diagram show a revised layout for employment west of the A32 which is more segregated from residential areas than in the Draft Plan. Policy also requires that employment floorspace development shall be designed to avoid adverse impacts on the amenity of nearby residential areas.</p> <p>➤ The Strategic Framework Diagram shows that the main focus for employment land is now to the west of the A32. The Strategic Framework Diagram shows a mixture of uses to the east of the A32. The employment areas to the east and west of the A32 make best use of land which is constrained by noise.</p>	

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	<p>employment should be located to the west of the A32 making use of the parts of the site most affected by noise which are not suitable for the housing which is currently proposed.</p> <ul style="list-style-type: none"> ➤ There are insufficient jobs for the current population. There is no business hub planned to create sufficient new employment. A large scale office development similar to 1000 Lakeside is needed to create work. Small scale employment development will not meet demand from occupiers. ➤ Fareham Labour Party believe Welborne should provide a number of anchor employers and jobs that cover a range of skills in order to maximise self-containment. ➤ The employment amounts seem to be highly over specified. ➤ Support for the exploration of business linking with education. ➤ CPRE believe the location of the employment areas on the strategic and local road network will lead to traffic heading north up the A32 through a number of historic Meon Valley villages within the South Downs National Park. To encourage an outcome that would lead to an adverse impact upon the Park would be contrary to National Park statutory purposes as laid out in the Environment Act. ➤ Need to encourage more open access methods of providing connectivity and provide broadband speeds of 1000Mb/s. Local companies could be better placed to provide this service than BT. Fareham has exceptionally good connectivity to the UK national fibre network so now it must take advantage of its unique position. 	<ul style="list-style-type: none"> ➤ The employment policy allows for around 20 hectares of employment floorspace development which when fully built out will provide a significant number of jobs. ➤ The Welborne Plan seeks to provide the conditions at Welborne which would attract a wide range of businesses, but ultimately who locates at Welborne is a commercial decision. ➤ The Publication Welborne Plan is less specific about the amount and mix of employment floorspace. ➤ Support noted. ➤ Modelling evidence to date has suggested the majority of movements from the site will be to the south and on to the M27. ➤ Noted. 	

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	<ul style="list-style-type: none"> ➤ The Chamber of Commerce and other local businesses suggest the policy should ensure that the employment area is visible from the motorway and that the road access is obvious immediate and direct in order to attract businesses. 	<ul style="list-style-type: none"> ➤ The Strategic Framework Diagram shows that the employment land is should be located immediately north of the M27. Policy WEL25 of the Publication Draft Plan and revised Transport Strategy give greater guidance on achieving a satisfactory access to the site and appropriate gateway to the development. 	
Social and Community Facilities	<ul style="list-style-type: none"> ➤ BST supports the provision of a range of facilities, social, sport, retail and leisure to support businesses that locate in the New Community. ➤ Space is needed for several churches that local faith groups/churches can 'bid' for so that they can have ownership of their facilities which will enable them to grow and evolve and provide the social 'glue' for the new community. There should be some developer contribution for these new churches. Such churches are likely to take the form of multi-purpose buildings that would themselves provide space for a wide range of faith and non-faith community uses. ➤ The plan needs to recognise that building a community is about more than 'bricks and mortar'. There must be initiatives during the construction to bring new residents together. It is essential also that the community facilities are delivered very early, even if there are few 'customers'. This is to ensure that self-containment and community cohesion can be supported from the earliest phases. ➤ Existing swimming facilities in Fareham are overcrowded. This needs addressing at Welborne. 	<ul style="list-style-type: none"> ➤ Support is noted. ➤ Revisions have been made to Chapter 5, including to Policy WEL13 to respond to the need for space to be reserved for churches or other community facilities to come forward at Welborne. ➤ The Welborne Plan deals with the phasing of community facilities, including the need for early delivery and temporary arrangements that could help to establish the community. Beyond the plan there will be on-going work on community governance to ensure help establish community identity and promote cohesion. ➤ Although Welborne does not justify the need for a new on-site swimming pool, the Infrastructure Delivery Plan that supports the Welborne Plan recognises the need for 	01, 33, 42, 98, 99

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		development to contribute towards to expansion of swimming capacity elsewhere in Fareham.	
The District Centre WEL10	<ul style="list-style-type: none"> ➤ District centre located close to Portsmouth Water's 900mm main and the diversion route is not clear. ➤ BST Group support the location of the district centre and early phasing. A bespoke retail assessment prepared by Deloitte identifies errors in the Council's GVA study and concludes that a greater amount of retail could be accommodated in Welborne's district centre to support self-containment and without a material impact on Fareham and Wickham centres. This would be more sustainable than existing patterns of retail trading. Policy WEL10 is overly prescriptive and should be more flexible to enable the landowner to consider a range of retail formats. Flexibility could be delivered by removing maximum floorspace thresholds but maintaining the requirement to undertake an impact assessment. Figure 5.1 is detailed so references to it should state that it is indicative only, or it should be removed from the plan. Landowners support the provision of a wide range of uses and in addition the policy should encourage leisure, hotel and conference facilities. The location of the business incubation centre should not be prescribed as alternative locations such as Dean Farm may be more suitable. ➤ The Standing Conference, CPRE Hampshire and local residents raised concerns that there level of retail provision may be inadequate to support self-containment. Stronger retail provision was called for, particularly the main food store, to enable it to be the first choice for residents' day to day needs. It 	<ul style="list-style-type: none"> ➤ The precise location of the District Centre will be established through the comprehensive masterplanning that accompanies planning applications. ➤ Significant revisions to Policy WEL10 have achieved the reduction in prescription and the additional flexibility sought, including the flexibility to allow a greater quantity of retail floorspace, subject to demonstrating that adverse impacts on nearby centres are not caused. In addition, Figure 5.1 has been removed from the plan. 	01, 02, 03, 09, 16, 20, 24, 26, 31, 32, 33, 37, 49, 98, 99

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	<p>should attract footfall to support the smaller local shops in Welborne.</p> <ul style="list-style-type: none"> ➤ The size of the District centre is insufficient to ensure that it will succeed in meeting the day-to-day needs of the Welborne residents. It should be larger with more retail space being encouraged, along the lines of Petersfield's offer. ➤ PUSH support for the provision of a district centre. ➤ Bovis believe the requirement for a retail impact assessment should be deleted because it puts another burden on the developer and the GVA study defines the size of store that is acceptable. It may not be appropriate to deliver the food store early before there is a critical mass of new residents to support it just so that it can contribute to site wide infrastructure. Phasing should be led by viability so the policy should be amended to reflect that the district centre may be phased over a longer period. ➤ The Co-op supports the principle for the creation of a new District Centre to serve the new community but emphasise that development here must be consistent so as to maintain the hierarchy of retail centres as defined in the adopted Core Strategy. They object to the use of the GVA Retail Study Update (Oct 2012) and NCNF Supplementary Paper (Dec 2012) as evidence because they use flawed market share assumptions and are not internally consistent. The evidence identifies a convenience goods floorspace capacity of up to 1286sqm net up to 2027 which is below the 1900sqm allocated in WEL10. A coherent Borough-wide approach to capacity should be taken. ➤ The Standing Conference, the Fareham Society, Moyse (minority landowner) and local residents agreed that the district centre ought to be more central in the community to fulfil its role 	<ul style="list-style-type: none"> ➤ The support is noted. ➤ The need for retail impact assessments is important within the context of a more flexible retail target to ensure that the levels of retail proposed do not lead to adverse impacts on existing nearby centres. The difficulty of phasing the foodstore and other retail is recognised and is expressed as a target rather than a requirement. ➤ Additional wording has been added to Chapter 5, including to WEL10 to ensure that proposals for the District Centre remain appropriate to the centres position within Fareham's retail hierarchy. The interpretation of the GVA retail evidence within this comment is not accepted and the evidence clearly supports a larger foodstore within the timescale of the Welborne Plan. ➤ The issues and concerns are noted. However, the location of the District Centre was subjected to extensive testing 	

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	<p>of serving the new residents. This would also enable it to better serve Knowle. It was stated that the policy should give significantly more weight to the findings of the Sustainability Appraisal which shows that the district centre should be located in a more central location.</p> <p>➤ The Fareham Society is concerned that the phasing of the district centre will result in an out of town shopping 'destination' not a true district centre.</p> <p>➤ Community Action Fareham supports the principle of co-locating retail, community and health facilities in a central position on the site.</p> <p>➤ Regarding the retail impact assessment the Fareham Society and a local resident believe a full retail impact assessment is required before the pre-submission plan is prepared and it cannot be left until the planning application. Wickham Parish Council supports measures to ensure the new district centre does not compete with Wickham. Wickham must be included in the retail impact assessment.</p>	<p>and, on balance; the benefits of the location identified on the Strategic Framework Diagram outweighed the benefits of a more central location. The issues highlighted in the SA can be appropriately dealt with through strong access to the district centre by sustainable travel modes, including the green corridor network.</p> <p>➤ The phasing has been designed to facilitate the District Centre to be developed in parallel to housing development in the eastern part of Welborne. This will help ensure that the centre is viable and that new homes will have access to shops and services. It is also designed to avoid creating a 'destination' centre ahead of residential development.</p> <p>➤ Support is noted.</p> <p>➤ Given that the plan operates in a flexible way on the overall level of retail space that could be permitted, it is not necessary to undertake a detailed impact assessment at the plan stage. This will be more appropriate once specific retail floorspace proposals are submitted as part of a planning application. References to avoiding adverse impacts on Wickham are</p>	

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		included within Policy WEL10.	
	<ul style="list-style-type: none"> ➤ Local residents raised questions over whether businesses such as post offices, banks, village shops and pubs will be viable at Welborne as there is a national trend of them closing down. A resident said the Supplementary Retail Paper is not fit for purpose because it relies on the drive time data which bears no relationship to reality. 	<ul style="list-style-type: none"> ➤ The concerns are noted, although it is considered that an advantage of ensuring that Welborne is a large separate settlement in its own right will be to help support the viability of such services. In relation to the drive-times, GVA were asked to justify the methodology and have done so, stating that it is standard industry practice. 	
	<ul style="list-style-type: none"> ➤ WEL10 should include a reference to the need for the District Centre to maintain the viability and vitality of the Village and Local Centres and not preclude provision of other commercial or leisure uses within or adjacent to the local and village centres. The location of the District Centre must support its role as central hub for the new community, well connected with green routes. Whilst it is accepted that it needs to be near the A32 this should not be at the expense of its community role. 	<ul style="list-style-type: none"> ➤ Policy WEL11 (Local Centre) has been made more flexible to allow for some commercial and leisure uses to come forward. However, the role of the District Centre is not to protect the viability of other smaller centres. This will be made earlier in practice however as the centre now proposed by Policy WEL12 (Community Hub) is not expected to feature any significant retail floorspace. Policy WEL10 requires the District Centre to be well connected to the green corridor network. 	
	<ul style="list-style-type: none"> ➤ Provision is needed for access at Welborne to FBC's services such as housing and council tax to avoid people having to drive into Fareham for these. 	<ul style="list-style-type: none"> ➤ Concern is noted. There will be opportunities at the planning application stage and following commencement of the development for the Council to consider the need for any services within the District Centre. 	
	<ul style="list-style-type: none"> ➤ The intention to bring the District Centre forward in an early 	<ul style="list-style-type: none"> ➤ The support is noted. The first primary 	

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	phase is supported and the opportunity exists to build the first primary school adjacent to this centre.	school is likely to be located adjacent to the Local Centre.	
District Centre Community Building WEL11	<ul style="list-style-type: none"> ➤ The provision of the main community building at the District Centre is supported although WEL11 is unduly prescriptive in the inclusion of floorspace areas. This is restrictive and lacks flexibility to adapt to change. ➤ WEL11 is supported as it is in line with policy 3 for the PUSH South Hampshire Strategy. ➤ The inclusion within the main community building of library provision by 2028 is supported and this should not be delivered as a separate building as the model of library service applied at Welborne will be self-service and operation without full-time staff. The space required would be less than the started 490 sq. m as the need for staff facilities, entrance area and public access IT area can be shared with other uses in the community building. ➤ The new community building must be built as soon as possible and provide enough storage space for the different groups that will use it. This should be delivered in a way that maximises flexibility of use and potential revenues for the management and minimises running costs. The provision for a policing hub and other community services at the District Centre is supported, particularly the emphasis on shared facilities. The policy should go further to give active support to existing voluntary and '3rd Sector' groups. ➤ The use of the shared-use community building for faith groups is supported, but will be acceptable only initially and will not be adequate for the long term as it would limit their activities. 	<ul style="list-style-type: none"> ➤ Support is noted. Policy WEL13 (Community Buildings) has been made less prescriptive and more flexible in line with these comments. ➤ Support is noted. ➤ Support is noted. Revisions made to size requirements for the library space as requested. ➤ The new community building is included within an early phase, as set out in Policy WEL13. The policy requirement is for a building that incorporates flexible and multi-purpose spaces along the lines requested. It is not possible for the policy to provide specific support to 3rd sector groups as this will be a role for the Welborne governance and community building arrangements that will follow on from the adoption of the Plan. ➤ Support is noted. Policy WEL13 includes the requirement to provide space for the long-term provision of churches and/or 	01, 02, 16, 20, 26, 31, 33, 41, 42, 98, 99

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	<p>Equally, prior to the completion of the new community building a temporary community building needs to be considered to allow groups to become established.</p> <p>➤ For the early stages of the development, there is sufficient capacity at Knowle Village Community Hall and Wickham Community Centre to meet the needs of the initial residents until the community building is complete.</p> <p>➤ The new community building should allow for performance facilities to enable community theatre groups to become established and perform there. This has a valuable role to play in community cohesion and identity.</p>	<p>other community facilities. Prior to the completion of the new community building, it is likely that Knowle Village Hall would be available for booking as confirmed by Wickham Parish Council's response. A reference to this has been added to Chapter 5.</p> <p>➤ The requirement in Policy WEL13 for flexible space, including for arts and cultural activities is considered to cover this requirement. It was considered too prescriptive to specially require theatre performance facilities.</p>	
District Centre Healthcare Services WEL12	<p>➤ WEL12 is unduly prescriptive and restrictive and lacks flexibility to adapt to change. WEL12 should also reflect that health services are also appropriately located in the local or village centres.</p> <p>➤ WEL12 is supported as it is in line with policy 3 for the PUSH South Hampshire Strategy.</p> <p>➤ Queen Alexandra Hospital is running at capacity and will not cope with another 13,000 people. Further hospital provision is needed and the new 'cottage hospital' at Sarisbury Green is not enough. Concern over ambulance service provision.</p>	<p>➤ Policy WEL14 (Healthcare Services) has been made more flexible with less prescription along the lines requested.</p> <p>➤ Support is noted.</p> <p>➤ The Council sought to engage with Portsmouth Hospitals NHS Trust at each stage of the preparation of the Welborne Plan. However, no response on the issue of additional infrastructure requirements was received and so there was no basis to require any contributions or on-site infrastructure.</p>	01, 02, 20, 98, 99
The Village and Local Centres	<p>➤ WEL13 is too prescriptive on the quantum of the community building or indeed the need for such a facility. The reference to</p>	<p>➤ Policy WEL11 have been significantly revised to reduce prescription and allow</p>	01, 02

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WEL13	"small scale" services should be deleted. The reference to the "Welborne Design SPD" is not necessary.	the policy to operate in a flexible way as requested.	
Education	<ul style="list-style-type: none"> ➤ The principle of an educational campus to the east of the A32 is supported as a flexible site for the schools, ensuring there is sufficient land west of the A32 to deliver housing. However, safe pedestrian crossing for the A32 will be required. If it is intended to move the educational campus to the west of the A32, the area around Charity Farm is the best location as it would be close to public transport and the District Centre and would avoid drawing traffic through the community which would be the case if the campus was located near Funtley. ➤ The siting of the main school area east of the A32 is inappropriate, dangerous and contrary to the principles of self-containment and to the Council's own Sustainability Appraisal which said a more central location would be more sustainable, especially near Funtley or nearer to Knowle. No provision is made for parents who will deliver their offspring by car and children will not use the bridge. Older children may think it fun to run across the road - accidents will happen. ➤ The school complex should be within the main Welborne area, at the heart of the community, adjacent to the District or a local centre and with good accessibility by foot/cycle and potential for joint use of drop-off and car parking. Schools should have visibility and civic presence and be situated alongside other public buildings. Safe routes to the primary schools will be essential. It is premature to consider the potential for an 'all through' school until the issue of locating the schools has been resolved. 	<ul style="list-style-type: none"> ➤ Following further work with key stakeholders and additional masterplanning input, the location of the schools to the east of the A32 have been moved, as shown on Appendix B.2 of the Publication Draft Plan. The primary school was moved to the approximate location north of the District Centre, for the reasons outlined within these comments. However, due to the later phasing of the secondary school and the additional space required for such a school, it was not considered appropriate to locate the secondary school near the District Centre. This was supported by engagement with the County Council, The Sustainability Appraisal and other evidence work undertaken on masterplanning and development viability. ➤ The policies covering school provision within the Publication Draft Plan (WEL15 and WEL16) include requirements for linking the schools to Welborne green corridor network and for promoting access by sustainable modes of travel. They also promote the linkages between the schools as the three Welborne centres. The consideration of the potential for an all-through school is a reasonable aspiration by the Council and is expressed as that 	01, 09, 16, 26, 32, 33, 43, 44, 98, 99

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		and not as a requirement or as prescription.	
	<ul style="list-style-type: none"> ➤ Consideration needs to be given to the noise impacts of the new schools on existing residential areas in Funtley. 	<ul style="list-style-type: none"> ➤ The issue of environmental noise and the location of schools was specifically covered in the Council's noise study and this has been taken into account. 	
	<ul style="list-style-type: none"> ➤ The schools should be delivered as early as possible to embed self-containment and limit unsustainable travel patterns. An all-through school is supported as a means to bring forward the timing of the secondary school. There is concern that schools will not be delivered until much later (like at Whiteley) and that existing schools will be affected by being at breaking-point with additional pupils from Welborne. 	<ul style="list-style-type: none"> ➤ Considerable work has been undertaken on the trigger points for the new schools and the likely phasing and this is set out within chapter 5 and again in the phasing plan in Chapter 10. There is a clear balance that has been needed between the desirability of the early development of schools and the need to ensure that the viability of the overall scheme is not prejudiced by unnecessary up-front infrastructure delivery. 	
	<ul style="list-style-type: none"> ➤ The principle of shared-use facilities at the schools is supported, but there should not be an over-reliance on these facilities as the track record of management of these facilities by schools in Hampshire is not always good with higher costs to community groups and limited involvement of local people. 	<ul style="list-style-type: none"> ➤ Support is noted and the Council has sought to avoid over-reliance on the shared use of facilities. However, given the viability constraints, some level of shared use is an appropriate response. 	
Primary and Pre-School Provision WEL14	<ul style="list-style-type: none"> ➤ The concept of an all-through school is supported. However, it would be better to locate the first primary school west of the A32 near to the District Centre to ensure it is at the heart of Welborne and to avoid it being distant from the early phases of residential development and avoid the additional expense of a footbridge. The concept of shared facilities at the primary schools is supported as these should be made available to community groups outside of school hours. 	<ul style="list-style-type: none"> ➤ Revisions made to Policy WEL15 (Primary Schools) have achieved these requested changes. 	01, 02, 03, 16, 20, 42, 43, 98, 99

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	<ul style="list-style-type: none"> ➤ Safety concerns from location of school east of A32. ➤ The minimum land requirement in WEL14 is too prescriptive as is the trigger for a temporary primary school facility, which does not take into account the type of homes to be delivered. Further discussion on the timing of primary places is required and any trigger points should relate to child yield only. ➤ Paragraph 5.61 requiring larger sites to allow for flexibility in the size of the schools is supported. The site required for the primary schools should be between 2.8 and 3.0 ha each, with the upper end of the range being recommended until specific sites have been identified and agreed with the County Council. There are many site-specific factors that need to be taken into account and the proposals can be tested and progressively refined in dialogue with the County Council. ➤ The intention to deliver pre-schools as part of the primary schools is supported. If the intention to deliver pre-school facilities as part of the primary schools is maintained, additional space will be required beyond that indicated in paragraph 5.61 and WEL14. This will need to allow for outdoor free-flow play areas. The assumption on the number of pre-school places required (stated in paragraph 5.58) is incorrect. Further work is needed on the precise number of places, but will be in the region of 354 sessional places and 348 additional full-time day-care places. ➤ There is a need for continuing dialogue about the number of primary school places required. The figure of 1,500 places in the draft plan is too low and should be in the order of 1,950, based on pupil yields of 0.3 primary age children per dwelling as set out in the HCC Developer Contributions Policy. This would result in the requirement for 3 x 3FE schools. 	<ul style="list-style-type: none"> ➤ The minimum land requirements are based on clear evidence from the County Council (and in turn from the Department for Education) about areas needed for schools of specific sizes. Policy WEL15 (Primary Schools) has been revised to remove the specific requirement for a temporary school and the early needs of Welborne can now be met in a more flexible way. ➤ The support is noted and revisions have been made to Policy WEL15 (Primary Schools) to require additional space to allow the delivery of nursery school provision alongside or within the primary schools. Further engagement with the County Council on the number of nursery school places required has resulted in revisions to Policy WEL15. ➤ Extensive evidence work has been undertaken as part of the preparation of the Infrastructure Delivery Plan on the size of schools likely to be required at Welborne. This has included on-going engagement with the County Council to understand the different approach they are 	

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Secondary School Provision WEL15	<ul style="list-style-type: none"> ➤ The requirement for a temporary primary school provision will have funding implications of up to £2M in addition to the cost of the three identified permanent schools. The first permanent school will be needed in 2019 when there will be 1 x FE. The costs of any temporary provision could be reduced by locating the temporary provision at the future permanent school. ➤ The requirement for temporary provision is not an effective use of s106 monies. This should be deleted the focus should be on the permanent provision. Spaces in existing schools should be fully explored even if this requires greater travel distances. ➤ WEL14 is supported as it is in line with policy 3 for the PUSH South Hampshire Strategy. ➤ The primary school located near to Funtley should be moved nearer to the heart of the development as it is likely to impact Funtley with additional noise and with people accessing the school by through Funtley. 	<p>seeking to use. Overall, both FBC and HCC are content that the evidence base as set out by the Welborne Infrastructure Delivery plan is robust and this has been used to inform the school sizes required in the school provision policies within the Publication Draft Plan.</p> <ul style="list-style-type: none"> ➤ Policy WEL15 (Primary Schools) has been revised to remove the specific requirement for a temporary school and the early needs of Welborne can now be met in a more flexible way. The phasing expectations for the first permanent school have come forward to reflect the concerns expressed in these comments. ➤ Support is noted. ➤ The primary school at the west of Welborne has been shown with an approximate location further north (and further away from Funtley) in the Publication Draft plan. 	01, 02, 16, 19, 20, 33, 09, 99
	<ul style="list-style-type: none"> ➤ The location of the secondary school east of the A32 is not appropriate or justified as this land should be seen as a long-term/reserve site for some 700 homes and would give rise to safety concerns for students having to cross the A32. The secondary school should be located in the west of the site adjacent to the Knowle Triangle so that area could provide a role as school playing fields, which would be more consistent 	<ul style="list-style-type: none"> ➤ Following further work with key stakeholders and additional masterplanning input, the location of the schools to the east of the A32 have been moved, as shown on Appendix B.2 of the Publication Draft Plan. The secondary school has been given an approximate 	

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	<p>with the Sustainability Appraisal. Alternatively it should be part of the same 'campus' with the District centre and the community building.</p> <ul style="list-style-type: none"> ➤ It will not be certain until approximately 2025/27 how large the secondary school will need to be and further work with HCC is required. ➤ The appropriate size of the secondary school is considered to be 9 FE (1,350 places) and this will be required earlier (by 2025 at the latest) to prevent overcrowding at existing schools. A site area of 9.2-10.5 ha will be required. There are many site-specific factors that need to be taken into account and the proposals can be tested and progressively refined in dialogue with the County Council. ➤ WEL15 is supported as it is in line with policy 3 for the PUSH South Hampshire Strategy. 	<p>location near to the Knowle Triangle, in the west of the Welborne. This was supported by engagement with the County Council, the Sustainability Appraisal and other evidence work undertaken on masterplanning and development viability.</p> <ul style="list-style-type: none"> ➤ This need to monitor the level of need that arises is acknowledged. However, it is considered, on the basis of infrastructure planning evidence and engagement with the County Council, that 7 forms of entry will be a minimum size that will be required. Policy WEL16 provides the flexibility to require a larger school if monitoring evidence demonstrates that there is a need for this. ➤ Support is noted. 	

Chapter 6: Transport, Access and Movement

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Approach to transport	<ul style="list-style-type: none"> ➤ The Highways Agency considered that additional work was required on the transport modelling and impacts upon the strategic road network before they could support the Welborne Plan. In particular, they identified a need for greater information on assumptions in the draft SRTM model, including estimates of affordable housing. Also, infrastructure phasing should cover when strategic highways improvements are required, from J9 to J11. This should be established by further testing of when traffic impacts create material impacts in terms in queues and delays. A series of phased transport interventions should be forthcoming from this assessment. ➤ BST Group suggested that whilst much work has been done on the transport strategy there has only been limited exchange of information, some of which has been confirmed as incomplete at the time of AAP issue, between FBC and the landowners. The landowners suggest fully cooperative joint working on access is essential to secure a viable masterplan and design layout. Moreover the draft Plan must be supported by an evidence base which informs the SA/SEA process. Finally, the BST Group support the use of the TfSH model to assess the main impacts of the development and establish reference traffic flows for use in assessments for planning. ➤ Fareham Society, CPRE, Funtley residents society and others local residents object to lack of certainty over transport impacts at this stage and the desire to have additional information, including full traffic modelling results. 	<ul style="list-style-type: none"> ➤ Dialogue with the Highways Agency has continued, including the provision of further information on the assumptions in the SRTM model. The Transport Strategy and IDP address the potential need of and phasing for works on the wider strategic road network. ➤ Ongoing work to consider the transport implications of the development, including strategic access has included the major landowners, the Highways Agency, the Highway Authority and others. Transport considerations, including options for upgrading Junction 10 and other elements of the transport strategy and strategic framework, have been assessed as part of the sustainability process. ➤ The Transport Strategy and Plan has been refined with additional detail to reflect progress in considering transport impact, including traffic modelling. 	1, 15, 32, 35, 37, 44, 98, 99
Transport Principles for Welborne	<ul style="list-style-type: none"> ➤ The Highways Agency support self-containment principle, but state it needs to be supported by evidence of proven methods to achieve. They also confirm the reference to <i>minimise</i> needs 	<ul style="list-style-type: none"> ➤ Chapter 5 of the Publication Draft Welborne Plan contains the refined approach encouraging and facilitating self- 	1, 15, 18, 19, 20, 37 39, 44, 98, 99.

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
WEL16	<p>to be replaced with <i>mitigate</i>.</p> <ul style="list-style-type: none"> ➤ BST supports the transport principles identified in Policy WEL16, but notes point vi implies there will be no residual effects when there are currently significant noise, pollution and other environmental impacts in the base network. They therefore recommend that “<i>resulting directly from the development</i>” be added after “<i>mitigate any environmental impacts</i>” ➤ Winchester City Council suggest it is important to encourage movement from the site to the south and on to the M27, whilst CPRE suggests the generation of additional road traffic associated with development under the AAP may result in significant effects on the ecological integrity of European designated sites and are concerned as to the potential damage to the South Downs National Park. ➤ The Standing Conference, CPRE and local residents do not consider sufficient detail about how traffic will be handled along the A32, both northwards towards Wickham and southwards has been given. ➤ The major landowners and Gosport and Winchester Councils all support the decision for Junction 10 of the M27 to provide the main access to the site. One local resident objected to this choice. ➤ PUSH expressed support for this policy (and the others in this chapter) as they were consistent with the aims of the South Hampshire Strategy. 	<p>containment. Suggested wording included in Publication Draft Plan.</p> <ul style="list-style-type: none"> ➤ Original wording was considered clear. However, a clarification has been made to the Local Road Transport and Access Policy (WEL25). ➤ Modelling evidence to date has suggested the majority of movements from the site will be to the south and on to the M27. The Habitats Regulation Assessment has considered the potential affect that traffic impacts may have on nearby protected sites and this has been recognised in the Publication Draft Plan. ➤ The Publication Draft Plan now sets out in more detail what is required when considering the treatment of the A32, further detail is set out in the revised Transport Strategy. ➤ Noted. The ongoing transport modelling has identified Junction 10 as a viable option for strategic access. ➤ Noted. 	

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	➤ Concern over the increased noise and air pollution resulting from the increase in traffic.	➤ Noted. The Sustainability Appraisal Assessment, Habitats Regulations Assessment and noise impact study considers the implications of noise and air pollution. The Publication Draft Plan requires mitigation of environmental impacts.	
Transport & Land Use Integration	➤ Paragraph 6.11: The major landowners fully support this statement yet believe the current proposed masterplanning has not fully optimised the optimal solution for the site, nor correctly assessed the implications in terms of transport or environment of the current indicative layouts proposed. ➤ Paragraph 6.14: The major landowners believe there is a better approach to the parking and smarter choices work cited. This needs to include the consideration of all modes and developments such as complete mobility package options across the site and pay due regard to the viability of employment uses proposed within the development. ➤ Greater need is required to encourage internalisation It is suggested that this will need to form a combination of practical, Intelligent Transport System and social measures. This will need a different approach to the defined monitoring regimes in the 'Smarter Choices' document previously submitted. One resident suggested minimum spaces to limit the number of parked cars on the road.	➤ Noted. Transport considerations have informed the production of the Strategic Framework set out in the Publication Draft Plan. ➤ The Publication Draft Plan now requires the production of a Framework Travel Plan by the site promoters in accordance with the Highway Authority Guidance. A parking strategy has now been produced which sets out the Council's approach to parking across the new development.	1, 2, 99
Access to the Strategic Highway Network	➤ Paragraph 6.16: The major landowners note the improvements to J11 but consider these minor improvements. There are considerable existing structural problems with J11 that reflect the current and future existing network problems. The landowners believe the proposed J10 works mitigates many of these as such J11 should not be a focus on the development to	➤ Noted. Publication Draft Plan contains greater clarity on the potential requirement for works to the M27 in addition to improvements to Junction 10.	1, 2, 99

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	<p>solve rather form part of a detailed assessment of the existing issues and the potential solutions based on current committed development. The effects of the development could then be added as a cumulative impact and any marginal costs of additional mitigation established.</p> <p>➤ Paragraph 6.18: The major landowners fully support a properly designed and considered all moves Junction 10 and see this as the only credible primary access solution for the Welborne development. The AAP proposed all movements junction 10 designs are questionable as to the extent that it can be achieved within the defined site constraints and from the assessment work we have undertaken it, will be of a considerable size with complex multi lane arrangements that will be hard to make work effectively. This will require considerable care with the defined lane allocation to ensure the theoretical capacity can be practically achieved.</p> <p>➤ BDL welcomes the recognition in paragraph 6.18 that consideration is being given to an alternative option. It should recognise that there is potentially more than one other viable option. Work undertaken on behalf of BDL and BST Group, by Halcrow and WSP, has identified an alternative option for creating an all moves Junction 10 which is deliverable and its construction would not require the use of land not controlled by BDL and the BST Group. It has transport benefits over the option identified in Figure 6.1 and they consider it increases the commercial attractiveness of the planned employment area and District Centre, increasing significantly the marketability of the site.</p>	<p>➤ Further work undertaken on options for delivering improvements to Junction 10 is set out in the revised Transport Strategy. Following that process the Strategic Framework Diagram shows a revised option. However it should be noted this is for illustrative purposes. The criteria for considering the detailed design for improvements to Junction 10 are set out in a new policy, WEL24.</p> <p>➤ Concerns over the detailed junction arrangement shown in the previous Draft Welborne Plan are noted. Further work undertaken on options for delivering improvements to Junction 10 is set out in the revised Transport Strategy. Following that process the Publication Draft Plan sets out the criteria for considering proposals for a detailed design for improving junction 10. The Plan makes it clear that any new road infrastructure must comply with the standards and guidance in the Design Manual for Roads and Bridges. Any solution will require the support of the Highways Authorities.</p>	

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	<p>➤ Figure 6.1: The Highway Authority considered the plan should be expanded to show all accesses onto the A32, including those further north. Additionally, the Highway Authority queried the proposed status of the existing Dean Farm Access shown on the plan. Both major landowners considered the option outlined in Figure 6.1 fails the NPPF tests of being both 'justified' and 'effective'. They point out that this option may not be deliverable or may require compulsory purchase, a potential source of delay when there are alternatives. They consider the option has not been shown to be the most appropriate strategy by reference to the evidence base or SEA/SA process. The landowners consider an open comparative assessment of options for Junction 10 should be undertaken.</p> <p>➤ Local residents and one local business expressed a number of concerns about the possible access to the Strategic Highway Network. They are:</p> <ul style="list-style-type: none"> ▪ Concern over clarity of possible access design; ▪ Concern over tail backs on to M27 and queues on A32; ▪ Suggestion for alternative J10, with works to the north west of existing junction. ▪ Concern about numbers of traffic lights on A32; ▪ Concern proposal is convoluted. ▪ Concern J10 was not meant to be all moves – new slips will result in negative impact for Fareham town Centre. ▪ Additional traffic attracted by western slips makes the link from Welborne to the town centre significantly less attractive. ▪ Concern the gyratory will require a large area of land and will reduce attractiveness of GI and increase severance, especially if development takes place east of A32. ▪ Visual, noise and pollution impact of new westbound on slip. ▪ Doubts over capacity of proposed design. 	<p>➤ <i>Figure 6.1: Possible Access to the Strategic Highway Network</i> has been removed from the Publication draft Plan, reflecting progress made in considering options for all-moves Junction 10 of the M27.</p> <p>➤ The Publication Draft Welborne Plan identifies a number of roads and junctions where traffic management and/or upgrading measures are likely. These will need to be addressed as part of the Transport Assessment for the site and appropriate proposals for mitigation suggested.</p>	

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Main Vehicle Routes	<ul style="list-style-type: none"> ➤ Paragraph 6.22: The major landowners agree that an alternative solution with the westbound slip located to the west is much more desirable and believe this is essential to the scheme's effectiveness and viability. We would also welcome the opportunity to further discuss the detail of both options. 	<ul style="list-style-type: none"> ➤ Noted. Further work undertaken on options for delivering improvements to Junction 10 is set out in the revised Transport Strategy. Following that process the Strategic Framework Diagram shows a revised option. 	1, 2, 99
Managing Wider Impacts	<ul style="list-style-type: none"> ➤ Paragraph 6.24: The major landowners have concerns over the prescriptive nature of the description as it could limit the development viability and is aligned to the Council's preferred Junction 10 design which we believe can be proven not to be the best solution for accessing the site. ➤ Paragraph 6.25: BST Group suggests the following text is appended to the paragraph - <i>"The effectiveness, deliverability and viability (affordability) of a range of measures will be assessed in detail as the planning process moves forward."</i> ➤ BST Group agrees the listed junctions need to be considered but in terms of the direct consequence of the development impact taking into account the current prospective impacts from existing proposed development and background traffic. We believe that an appropriate methodology would be to assess the cumulative traffic impacts of the development using the SRTM, outputs and appropriate mitigation design. This would need to take into account that there are current congestion issues on parts of the network. ➤ Paragraph 6.28: BST Group state there are considerable current issues with the motorway that are caused by general growth and other consented developments. These should be considered and mitigated and then the development traffic should be added in along with the proposed junction improvements and a full impact of the differences assessed. 	<ul style="list-style-type: none"> ➤ Noted. The Publication Draft Plan includes a new policy setting out criteria for considering the detailed design for improvements to Junction 10 of the M27. ➤ Agreed. Note added. ➤ Noted. The Publication Draft Plan contains a list of roads and junctions which are likely to require traffic management and/or upgrading measures as a direct result of traffic generated or attracted by Welborne. This list has been updated to reflect the current position. ➤ Noted. 	1, 2, 99
Road Transport	<ul style="list-style-type: none"> ➤ The Highways Agency consider there is insufficient evidence at 	<ul style="list-style-type: none"> ➤ Additional evidence, detailed junction 	1, 2, 3, 15, 16,

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and Access WEL17	<p>present to assess the impact upon the strategic network. Regarding the proposed design for Junction 10, they require further detailed designs and merges with J9 and J11. In addition, they suggest an additional point:</p> <ul style="list-style-type: none"> ▪ <i>vi Mitigation measures on residential roads within Fareham town centre, Wickham and Funtley if required to mitigate the impacts of the development.</i> <p>➤ The Agency also states that reference should be made to an s278 agreement for works to strategic network, and that reference should be made in the policy to impacts of the proposal along the main M27 carriageway and Junction 9.</p> <p>➤ The Highway Authority noted that the “<i>spine network of routes</i>” mentioned is not shown on Concept Masterplan D2. The Authority thought this section should refer to the potential need for safeguarding of any third party land needed to deliver mitigation measures.</p> <p>➤ The major landowners endorse the proposed main north-south route through the development. However, they consider that Policy WEL17 is too prescriptive taking account of the level of transport modelling and assessment work carried out to date and that much is stated as currently incomplete. The list of off-site improvements is too specific and should be left for determination in Transport Assessments accompanying planning applications. The key issue that needs to be resolved is the preferred design for the all moves Junction 10; the option presented has been insufficiently modelled through the SRTM to ensure it is deliverable, whilst Figure 6.1 is not tested and should be deleted. The list of off-site improvements in WEL17 is not justified and analysis has not been completed or approved. However, BDL supports the potential closure of Pook Lane.</p>	<p>designs and further traffic modelling has informed the ongoing consideration of traffic impacts upon the Strategic Road network.</p> <p>➤ Added to Local Road Transport and Access policy in the Publication Draft Plan.</p> <p>➤ Both revisions have been included in the Publication Draft Plan.</p> <p>➤ Publication Draft Plan now contains Strategic Framework Diagram. Internal road network now set out more fully in revised Transport Strategy.</p> <p>➤ Noted. Publication Draft Plan now contains a new policy (WEL24) setting out criteria for considering the detailed design of improvements to Junction 10. Policy WEL23 makes it clear that a full Transport Assessment for the site will be required in support of planning applications for the Welborne site. This will be the mechanism for assessing in detail transport mitigation proposals.</p>	<p>19, 26, 31, 32, 35, 39, 43, 44, 98, 99</p>

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<ul style="list-style-type: none"> ➤ Bovis Homes asked that consideration be given to a review of the eastbound slip lane (north of the M27) and that the alternate alignment set out in Parson Brinkerhoff's report as defined on Option B be assessed, realigning the eastbound off slip. They also made proposals for the phasing of interventions. Bovis homes has expressed concern regarding alternative slips to the west, which could lead to a worse design, increasing severance. ➤ The Fareham Society, CPRE and others expressed concern there was insufficient evidence to support the plan at present, that transport modelling evidence and a full Transport Assessment is required at this stage ➤ Local residents expressed concern on how the road traffic generated by the development and an all-moves J10 will add to existing problems on neighbouring roads leading to increased traffic congestion, longer journey times, noise and air pollution. Additional specific points made: <ul style="list-style-type: none"> ▪ Concern over uncertainty of role of HA and HCC; ▪ The capacity of the M27, A32 and local road network to accommodate additional traffic and potential for negative impacts on safety, congestion and journey times; ▪ Feasibility of making J10 all moves, due to proximity of J10. ▪ The capacity of the proposed gyratory; 	<ul style="list-style-type: none"> ➤ Further work undertaken on options for delivering improvements to Junction 10 is set out in the revised Transport Strategy. Following that process the Strategic Framework Diagram shows a revised option. However it should be noted this is for illustrative purposes. The criteria for considering the detailed design for improvements to Junction 10 are set out in a new policy WEL24. ➤ It is not appropriate for a full Transport Assessment to be produced in support of the Publication Draft Plan. This is required in support of planning applications for the site. The process of transport modelling is ongoing but the result of work to date is included in the revised Transport Strategy and has informed the Sustainability Appraisal and Habitat Regulations Assessment. ➤ The Publication Draft Plan requires a Transport Assessment to be produced in support of the initial planning applications for the delivery of Welborne. The Plan contains a list of roads and junctions which are likely to require traffic management and/or upgrading measures as a direct result of traffic generated or attracted by Welborne. This list has been updated to reflect the current position. The Transport Strategy also sets out details of key 	

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	<ul style="list-style-type: none"> ▪ The possibility of implementing sound insulation measures on the new J10 slips; ▪ The need for new road infrastructure to be in place before development commences – doubt that it will be implemented; ▪ Concern over lack of clarity and certainty for J10 improvements and other local road improvements identified; ▪ The role of the A32 will change – it is a fast road and will need to be slowed, and in addition pedestrian improvements will be required on both sides; ▪ Concern local road improvements identified will not go far enough to mitigate impacts – Kiln Road, North Hill and Park Lane mentioned several times. Concern emphasis will be on BRT prioritisation, to the detriment of other considerations; ▪ Concern there should be no direct route from the development through to Funtley. ▪ Concern measures to prioritise BRT route through north Fareham to the new community could be difficult to implement, leading to further congestion for other road users and for limited impact on modal split. Wickham Road and North Hill mentioned in particular ▪ Particular concerns about the impacts of the proposed BRT route on north Fareham; ▪ Requests for further details on road layouts, possible mitigation measures; ▪ Disturbance during construction / phasing of works, ▪ Additional measures will be required at locations in addition to those identified; ▪ Doubts over predicted traffic patterns in the summary modelling statement; ▪ Concern over rate running in Mayles Lane and other locations. ▪ Concern traffic impacts will affect wider area than envisaged, 	<p>corridors where sufficient capacity will be vital and a number of local roads where traffic management measures may be required. Measures at other locations may be required – this will be considered as part of the Transport Assessment for the site. The Plan recognises that measures may be required at other roads within Fareham Town, Wickham and Funtley.</p> <ul style="list-style-type: none"> ➤ Chapter 7 of the Publication Draft Plan now sets out in greater detail the mechanism for securing appropriate infrastructure improvements and the need for new roads to be compliant with the Design Manual for Roads and Bridges. ➤ The revised Transport Strategy now sets out in greater detail proposals for the southern part of the A32 and the requirements for pedestrian crossings at junctions. ➤ The Transport Strategy and IDP now give greater detail on the likely trigger points for when investment in transport will be required. This will be finalised through the Transport Assessment process required in support of any planning application (Policy WEL23) and inform the Phasing Plan and Implementation Strategy to be prepared by the site promoters (Policy WEL41). ➤ The Publication Draft Welborne Plan and revised Transport Strategy set out proposals for delivering BRT through 	

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	<p>such as Colden Common.</p> <ul style="list-style-type: none"> ▪ Development of Welborne is contrary to principle of reducing the need to travel. ▪ Concern road improvements may require third party land. ▪ Concern that funding for J10 improvements will come from public finances. ▪ Concern assumptions made on home working and destination of traffic are incorrect; ▪ Concern heavy goods vehicle traffic will increase on local roads, adding to noise and air pollution and vibration impact on local homes ▪ The impact of construction traffic; for will and construction materials will add to congestion <p>➤ Local residents, Funtley Residents Association, Wickham Parish Council and others highlighted existing traffic concerns through north Fareham, Funtley and Wickham. The following specific examples were highlighted:</p> <ul style="list-style-type: none"> ▪ Market Quay - Sometimes the congestion from this roundabout goes right back to the slip roads on the M27; ▪ Delme roundabout – there are delays getting out onto the roundabout – implementing traffic signals may improve matters; ▪ Kiln Road North Hill are very bust at rush hours, and drivers increasingly use Funtley via River Lane as a rat run; ▪ Existing problems in Wickham make it unsuitable for additional traffic – mitigation proposals at the junction with the A334 would mean the loss of important verge; ▪ Station roundabout – Bus Priority measures have led to additional congestion. <p>➤ Local opinion was split on the option to upgrade Junction 10. Some supported this, others thought Junction 11 would have been better, with some suggesting alternative motorway</p>	<p>North Fareham to Welborne. This has been updated to reflect additional measures proposed along the A27 at Quay Street and Railway Station roundabouts by the Highway Authority to secure bus priority.</p> <p>➤ The Publication Draft Plan addresses the management of construction related activity which will include disturbance and construction traffic (Policy WEL41). Management of construction related activity and impacts will be secured via planning conditions or suitably worded Section 106 agreements.</p> <p>➤ The Strategic Road Model has been the subject of testing and verification process by the Highway Authority, the Highways Agency and others the outputs have informed the work done to date. More detailed work will now be required from the site promoters as part of their Transport Assessment, required under policy WEL23 of the Publication Draft Welborne Plan.</p> <p>➤ The Strategic Framework and Transport Strategy make it clear that there are no proposals for providing direct vehicular access from Welborne to Mayles Lane and Funtley.</p> <p>➤ Chapter 5 of the Publication Draft Plan sets out the Council's approach to encouraging self-containment. Policies WEL 27 and WEL 28 set out further the</p>	

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	<p>junction arrangements.</p> <p>➤ Winchester CC, Wickham Parish Council and local residents called for measures to encourage Welborne traffic to travel south from the site, reducing the impact on Wickham and other locations to the north. Concern was expressed that improvements may be needed north of the A32/B2177 junction, Wickham village centre, etc. and the policy should provide for this.</p>	<p>measures required to reduce reliance upon the private car.</p> <p>➤ The Council's revised IDP sets out the responsibility for funding transport improvements. There may be some scope for additional funding to improve the quality of transport infrastructure over and above what may be necessary to facilitate the development, as set out in the Infrastructure Funding strategy Position Statement Update.</p>	
Public Transport WEL18	<p>➤ The Highway Authority considered that the opportunity has been missed in the masterplan to provide a dedicated BRT bus/cycle route through the site to further encourage increased patronage and help promote sustainable transport as a key feature of the development.</p> <p>➤ Gosport BC would be interested to know how traffic management measures linked to the TAP and to enable BRT priority are evolving.</p> <p>➤ BST objected to unconditional financial commitment as defined in the Public Transport Plan - instead this should be considered part of the operational and viability agreements. BST Group requested the full operational and viability assessment work that underlies the proposed route of BRT to Fareham. This includes the measures required and how they will be achieved to ensure the BRT route down the A32 offers an advantage over use of the private car. BST Group also considered limiting the number of stops to three in the draft Plan would result in some long journeys to this mode. They consider five may be a better number as the needs of all the community must be met.</p>	<p>➤ The Publication plan states that the BRT route can be delivered by a package of measure, including priority measures at junctions and sections segregate from cars.</p> <p>➤ The Publication Draft Plan contains updated information on likely improvements needed at local junctions to facilitate BRT.</p> <p>➤ The rationale for BRT funding is outlined in the Council's Infrastructure Delivery Plan. The Strategic Framework diagram identifies three stops associated with the district Centre, Local Centre and Community Hub. This is considered to achieve the correct balance between serving travel destinations and minimising journey time.</p>	1, 3, 14, 16, 18, 26, 31, 32, 35, 39, 44, 98, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<ul style="list-style-type: none"> ➤ BDL supported the aspiration to provide high quality public transport, including BRT which should serve Welborne as a whole. ➤ Bovis considered that BRT proposals should recognise the possibility that over time alternative schemes may be considered which could be less financially demanding, and therefore suitable claw back provisions are needed. ➤ Network Rail assumes that the short term decision to develop strong links to Fareham Station via the BRT and bus network enhancements is the most value for money option and represents the strongest business case at this time. They confirmed that any future investigation to a potential halt/station on the Fareham to Eastleigh line would require discussions with South West Trains, business case development and detailed timetable work. ➤ Regarding a rail halt, the major landowners agreed it needs to be considered and proven to be operationally and economically viable. Bovis Homes considered it is not feasible, and should be removed. ➤ Gosport BC and local residents sought greater clarity on the proposed BRT route through north Fareham to Welborne. 	<ul style="list-style-type: none"> ➤ Noted. ➤ The Publication Draft Plan requires a Travel Framework including a Public Transport Plan for Welborne to be submitted. This shall be the means of agreeing the detail of service provision and any operational subsidy. An allowance for this has been included in the Council's IDP. ➤ Noted. The process for delivering a rail halt/station is noted in the Publication Draft Plan. ➤ Comments noted. The rail halt is not necessary for the delivery of Welborne. However, the Publication Draft Plan makes it clear that planning applications for that part of the site will need to accommodate the future provision of a rail halt unless it is demonstrated that it is not technically feasible or viable to deliver this before the end of the Plan Period. ➤ The Transport Strategy set out details of a proposed route through north Fareham to 	

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	<p>➤ The Standing Conference also raised concerns over:</p> <ul style="list-style-type: none"> ▪ Doubts there sufficient allowance in design to get prioritised/separate bus routes through the new development; ▪ The need for subsidy; ▪ Concern BRT and smarter choices be sufficient to keep traffic impacts on the A32 and surrounding network at an acceptable level; ▪ Concern BRT will be at the expense of other road users in North Fareham. <p>➤ Local residents expressed support for the provision of a rail halt south of Knowle. Opinions on BRT were split, with some expressing some support / concern it may not be delivered, while others expressed concerns over the impacts BRT operation and priority measures may have on the local area. In addition, the following issues were raised:</p> <ul style="list-style-type: none"> ▪ Uncertainty over whether BRT will serve Knowle, which has poor public transport links; ▪ Concern likely BRT route through Fareham will be subject to delays making it unattractive; ▪ Buses mainly used by children and OAPs. ▪ Concern no date given for extension of BRT to Portsmouth. 	<p>Welborne. The Publication Draft Plan identifies a number of junctions which are likely to require measures including those to facilitate BRT through north Fareham.</p> <p>➤ The Publication Draft Plan makes it clear that BRT is as key part of the transport principles for Welborne. In support of this, the Transport Strategy sets out a suggested route and a range of likely locations where it will be necessary to achieve a BRT through bus priority and other measures. The need for subsidy to support public transport provision in the early years of a new development to support the establishment of sustainable travel patterns before a population is in place to support commercial services is a common feature of large scale developments.</p> <p>➤ BRT is not envisaged to run through Knowle at this time. However, the provision of BRT and improvements to local bus services as required in the Publication Draft Welborne Plan will improve the public transport accessibility of Knowle.</p> <p>➤ The Publication Draft Plan notes local bus services will provide links to a range of nearby destinations, and the Transport Strategy and IDP includes an allowance for subsidy for local bus services in the</p>	

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	<ul style="list-style-type: none"> ▪ Details of any increased services to and from Funtley? ▪ Concern that details and funding for BRT are not yet in place. <p>➤ Wickham Parish Council requested that Wickham is added as a named village served by additional bus routes. Fareham Society requested more details of the routes to be used south of the M27.</p>	<p>early years of development.</p> <p>➤ The Publication Draft Plan requires BRT to link to new routes to Portsmouth – they will be brought forward by other mechanisms.</p>	
Encouraging Sustainable Choices WEL19	<p>➤ The Highways Agency supported the principles in the policy but would like to see greater commitment to the promotion and adoption of measures.</p> <p>➤ The Fareham society considered that Travel Plans can only demonstrate how more sustainable travel could be achieved and not ensuring that sustainable travel will be achieved.</p> <p>➤ Some local residents expressed doubts that measures will work and that transport will continue to be dominated by the private car.</p>	<p>➤ The Publication Draft Plan now references guidance produced by the Highways Authority in producing a Framework Travel Plan. The sets out in greater detail what will be required.</p> <p>➤ The delivery of Travel Plans is proposed to be part of the monitoring Framework for the Welborne Plan.</p> <p>➤ Noted.</p>	15, 32, 98, 99
Cycling and Pedestrian Linkages WEL20	<p>➤ The Highways Agency has requested greater commitment to develop pedestrian and cycle routes to access public transport facilities.</p> <p>➤ The County Council's countryside service considered there was limited connectivity between the development and with the surrounding countryside and communities. However, the indicative North-South link shown in Figure 6.3 was welcomed as an opportunity to complete the Meon Valley Trail, creating a</p>	<p>➤ Chapter 1 of the Publication Draft Welborne Plan and policy WEL4 set out how a Structuring Plan will be required to coordinate the comprehensive masterplanning process. Part of this process is to ensure to delivery of the main cycle and pedestrian routes throughout Welborne.</p> <p>➤ The Publication Draft Welborne Plan Policy WEL28 now makes explicit the requirements for links to surrounding communities and longer routes to surrounding areas. The revised Transport</p>	15, 16, 31, 32, 40, 50, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>walking and cycling route that links West Meon, Corhampton, Droxford and Wickham to Knowle, Welborne and Fareham.</p> <ul style="list-style-type: none"> ➤ Another important and desirable walking and cycling route would be to connect the main North-South route with the bridleway to the west of the site (Fareham bridleway 515/83b/82). This would provide access to Titchfield and the minor road connections to the coast. ➤ Reference should be made to Countryside Access Plan Rights of Way Improvement Plan (ROWIP) for Hampshire. ➤ Doubts whether older children will use a bridge to cross the A32. Support for improved cycle links to Fareham and Wickham, whilst links to surrounding areas should be improved and extended. ➤ In general local residents supported the policy, but in many cases thought it did not go far enough. Comments made: <ul style="list-style-type: none"> ▪ A number of detailed suggestions for improve cycle linkages; There was a call for a cycle circuit facility in the development; ▪ The need for cycle parking throughout the development; ▪ The need for attractive cycle routes away from the A32; ▪ The need to ensures the A32, as the most direct route, is safe for cyclists; ▪ More links to longer distance cycle routes, to employment centres such as Portsmouth, Hedge End and Portsdown; ▪ Consideration should be given to route under M27 at Hookhouse Coppice and bridge over M27 100m to the east; ▪ The need for a target percentage of journeys starting or finishing in Welborne that should be undertaken by sustainable means; ▪ The masterplan layout should include segregated routes for cycles; 	<p>Strategy contains significant further detail of the potential for short links to surrounding communities and longer routes to surrounding areas. Further changes include:</p> <ul style="list-style-type: none"> ▪ Removal of the requirement for a bridge across the A32; ▪ Greater emphasis on east-west pedestrian and cycle links (Policy WEL 28 iii) with the Transport strategy noting a number of crossings of the A32 will be required at junctions; ▪ Ensuring works to Junction 10 of the M27 deliver safe and attractive routes for cyclists (Policy WEL24); ▪ The requirements for cycle parking throughout the site are now set out in the Parking Strategy. 	

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<ul style="list-style-type: none"> ▪ Improve links across the M27 including existing footpaths and bridleways; ▪ The need to improve links through north Fareham south of the M27 to encourage cycling and walking to Fareham town centre and the train station; ▪ More east-west links; ▪ Segregated routes. <p>➤ Crossing the A32 was identified as a problem for cyclists and pedestrians. One resident thought an underpass would be a better solution than a bridge.</p> <p>➤ A few local residents supported the closure of Pook Lane for through vehicular traffic, highlighting its use for horse riders and cyclists.</p> <p>➤ There was a request for a rerouting of an existing footpath running through the garden of a residential property in Funtley, which will see its use increase.</p> <p>➤ Wickham Parish Council requests that measures are taken to complete the Meon Valley Trail link through the Welborne site</p>		
Detailed points suggested by Highways Authority	<p>➤ The Highway Authority suggested the following minor changes to the text: Transport for South Hampshire (TfSH) is now known as Transport for South Hampshire and the Isle of Wight (TfSHIOW).</p> <p>➤ The Highways agency wanted the document to refer to the Highway Authorities – not just Highway Authority.</p>	<p>➤ The change is now reflected in the Publication Draft Plan.</p> <p>➤ The change is now reflected in the Publication Draft Plan.</p>	16

Chapter 7: Homes

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Market Housing Mix and Flexibility WEL21	<ul style="list-style-type: none"> ➤ The development-wide broad mix is acceptable and the full mix of dwellings will be needed from the outset. However, specifying unit mix and design standards is too prescriptive. The approach in the draft plan may become out-dated and restrict market demand. WEL21 should reflect the approach in WEL22, with requirements at each phase to be based on evidence of the need/market demand at the time of planning applications. ➤ References to self-build homes are supported. WEL21 should ensure that the inclusion of development parcels for self-build is determined by market demand and should not be imported on landowners. ➤ WEL21 is supported as it is in line with policy 12 for the PUSH South Hampshire Strategy. 	<ul style="list-style-type: none"> ➤ Changes made to Policy WEL17 have reduced prescription and increased flexibility along the line sought. ➤ Support is noted. Based on clear current evidence of need and demand for self-build homes in the Fareham area, the policy has been strengthened. However, whilst the inclusion of such homes is encouraged and efforts to make this provision deliverable are expected, it is not a policy requirement which reflects the position that overall viability problems or changes in demand for self-build could ultimately make it inappropriate to require. 	01, 02, 20, 44, 99
Affordable Housing WEL22	<ul style="list-style-type: none"> ➤ The commitment to deliver a significant element of affordable housing at Welborne is supported, as is WEL22 which is in line with policy 12 for the PUSH South Hampshire Strategy. The policy provides flexibility in terms of the type of units to be delivered and takes account of viability. The reference to 'pepper potting' of affordable housing is also welcomed. However, the reference to a 'significant' proportion of lifetime homes should be deleted. ➤ WEL22 should reflect the definition of affordable homes within the NPPF and set out the requirements for social rented and 	<ul style="list-style-type: none"> ➤ The support is noted. The target for lifetime homes (or equivalent) is established in the Publication Draft Plan and is at a modest level (15%) which is evidence-based in terms of need. A 'viability clause' has been added to recognise that delivery of lifetime home sis dependent on overall scheme viability. ➤ References to the need for social housing and intermediate homes have been 	01, 02, 03, 15, 20, 25, 26, 43, 44, 97, 98, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>intermediate homes as well as affordable rent. The recognition that each phase should be viable is supported, but targets for affordable homes that cannot be viably delivered in any phase should not be 'rolled forward' to future phases as this could make those unviable.</p> <ul style="list-style-type: none"> ➤ Paragraph 7.18 concedes that achievable levels of affordable housing are unknown. This uncertainty is unhelpful in terms of setting realistic assumptions about trip-rates for housing of different tenures at Welborne and greater clarity on targets and funding is sought. ➤ High proportions of affordable homes in developments depress prices as potential purchasers are not keen on areas with housing association homes. This in turn deters developers from investing in new development in these areas. Questions as to whether the number of affordable homes being planned for is actually required. ➤ The plan should be seeking a greater level of affordable housing with high proportions for social rent and shared ownership homes as well as other affordable tenures with long-term security of tenure. The target should seek 50% of homes to be affordable overall. 	<p>included within Chapter 6 (Homes). In relation to 'rolling forward' affordable homes which cannot be delivered in an earlier phase, the deferral of contributions approach taken forward in the Publication Draft Plan makes it very clear that any claw-back of affordable homes will only be required where transparent and agreed market triggers are reached, to ensure that the subsequent phase is not put at risk of unviability.</p> <ul style="list-style-type: none"> ➤ The Publication Draft Plan now includes clear target levels for affordable homes, including for different affordable tenures. ➤ The target level of affordable homes within the Publication Draft Plan is evidence based, using up-to-date robust evidence jointly prepared for the PUSH area. However, the target set out also reflects the challenging viability context and is set at the lower end of the range established by Policy CS13 of the Core Strategy. ➤ The Publication Draft Plan acknowledges the high level of need for all affordable tenures, and it establishes a target requirement for the maximum amount that is considered to be achievable given the challenging viability context. 50% affordable housing would go beyond the 	

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	<ul style="list-style-type: none"> ➤ The development must not go ahead if it cannot deliver 30-40% affordable housing. Paragraph 7.17 indicates that delivering affordable housing is based on hope and not fact and certainty. Commitments made elsewhere in the plan for infrastructure provision and energy generation/carbon standards are not compatible with the need to fund at least 30% affordable housing. ➤ To make the affordable homes more viable, low impact techniques and co-housing options should be considered which dramatically reduce build costs while promoting high ecological standards and excellent potential for community involvement and cohesion. 	<p>evidenced need and would render the whole scheme undeliverable.</p> <ul style="list-style-type: none"> ➤ Chapter 6 (Homes) and Chapter 10(Delivery) set out strong safeguards to ensure that each phase will include either the target level of affordable homes, or as much as the phase can financially bare. It is considered that, over the full development period, there will be sufficient viability headroom to ensure both the essential infrastructure and the target level of affordable housing can be delivered. ➤ There is not sufficient evidence to require such an approach in the Welborne Plan. However, the Council is ready to consider a range of innovative ways in which the affordable housing target could be met in a more cost effective way, as long as the end result is that housing needs are genuinely being met. 	
Private Rented Housing WEL23	<ul style="list-style-type: none"> ➤ The need to provide homes for market rent is supported as is WEL23 which is in line with policy 12 for the PUSH South Hampshire Strategy. However, WEL23 should not seek to secure the stated proportion of rental homes within every phase as this may not be appropriate. It should also include the same viability test for the provision of affordable housing as set out in WEL22. The requirement for site promoters to actively seek the commitment of one or more institutional investors is too prescriptive. A wide range of investors may wish to be involved. Overall, there is concern that WEL23 is not evidence based and 	<ul style="list-style-type: none"> ➤ In response to representations and other evidence, the specific policy on private rented homes and the target requirements for 5-10% have been deleted from the Publication Draft Plan. In their place WEL17 (Market Housing) now encourages different approaches to stimulate the provision of private market rental homes to meet a clear existing need that is expected to grow in the future. The policy 	01, 02, 03, 20, 26, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>is therefore unjustified as it is untested.</p> <p>➤ WEL23 is a burden on the scheme and could significantly impact the viability and deliverability of the development. The policy is contrary to the NPPF and should be deleted. The emphasis on market rental homes which will need supporting with welfare top-ups (Housing Benefit) is not welcome as they often have 6-month tenancy renewals with high fees and only benefit landlords and not tenants. The emphasis should be on affordable housing accessible by those on minimum wage.</p>	<p>acknowledges that such provision may not be able to fund additional affordable housing delivery.</p>	
Extra Care Provision WEL24	<p>➤ The encouragement for the provision of specialised housing for older people and the inclusion of extra care accommodation at Welborne is supported, but WEL24 is too prescriptive regarding the number of units and timing of delivery which should reflect market demand. There needs to be clarity over whether extra care units would be classed as 'C3' and if they would count as part of the overall housing target and whether the extra care would be subject to WEL22 affordable housing policy. Work is needed to assess whether this is the right size for Welborne.</p>	<p>➤ Support is noted. The Publication Draft Plan Policy on Specialist accommodation for the elderly (WEL19) has been made less prescriptive and more flexible in terms of the type and quantity of provision expected. It should be recognised that the requirement for extra care (or similar) is for entirely 'affordable housing' provision whereas private market provision is being encouraged and not required. Clarity has been provided about the contribution extra care affordable units would make to the overall target requirement as set out in Policy WEL17.</p>	01, 16, 99
Housing issues not included within Chapter 7	<p>➤ Due to the proximity of key infrastructure and transport routes, there should be explicit consideration of whether the site could provide for 'Traveller' / transit sites to help meet the requirements of the Travellers Accommodation Assessment for Hampshire (2013).</p>	<p>➤ The potential role that Welborne could play in meeting the needs for gypsies, travellers and travelling showpeople has been fully considered and this has resulted in the addition in the Publication Draft Plan of Policy WEL22. The text accompanying the new policy sets out why no specific provision or allocation is required at</p>	19, 26, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	➤ Policies WEL21-24 suffer from a lack of supporting evidence on delivery.	Welborne. ➤ In preparing the Publication Draft Plan, considerable care has been taken to ensure that all policy requirements are evidence-based.	

Chapter 8: Green Infrastructure and Biodiversity

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
The Green Infrastructure Strategy	<ul style="list-style-type: none"> ➤ General support for the GI chapter. <ul style="list-style-type: none"> ▪ Natural England is pleased that earlier advice has in general been taken into account in preparing the Welborne Plan. ▪ PUSH support policies WEL 25-29 as they provide more detail on how the potential impacts on the internationally protected sites will be mitigated; and are therefore consistent with the SHS ▪ The county is concerned that the scale and location of the GI is unlikely to achieve stated objective of creating a sense of openness; in particular the central downland park is too narrow to create either a sense of openness or long views. ▪ Concerns are raised regarding the limited connectivity of the development with the surrounding countryside. ➤ It is far from clear as to how the GI strategy has been developed and calculated; and how this relates to the masterplan. ➤ The principles from the <i>Making Space for Nature</i> review should be applied to the development including ensuring the GI strategy delivers a robust network of green space through the development and into the surrounding landscape. We welcome the commitment to use good ecological evidence to inform the GI strategy and commitments to protect and enhance habitats and species of conservation importance. Chapter 8 has a focus on the enhancement of terrestrial habitats and corridors. Given that the proposal is set between the Meon and Wallington catchments, a greater emphasis 	<ul style="list-style-type: none"> ➤ To address a number of these concerns this chapter has been simplified, and the landscape policies formerly contained in Chapter 10 have been incorporated into a single chapter which sets out all the policies on GI and landscaping. ➤ The process of how the GI strategy was developed is set out in the GI Strategy document which accompanies the Submission Draft of the Welborne Plan ➤ It is noted that concerns have been raised in respect of protecting and enhancing habitats outside of Welborne, especially along the Meon and Wallington, but as these habitats are not put at risk by the proposed development, there is no requirement to undertake any mitigation work in this respect. 	01, 09, 10, 13, 16, 19, 20, 36, 38, 47, 99.

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	<p>should be placed on improving wetland habitats. Both the River Meon and Wallington are of exceptional high nature conservation value, but could be improved. The plan should make stronger commitment to protect and enhance these important features.</p> <p>➤ GI Strategy should meet the open spaces needs, protect the ecologically sensitive habitats and species and achieve a net gain for biodiversity. Support the aspirations to create a garden city approach. It is however, unclear if this GI Strategy is informed by an ecological appraisal of the site and its surrounding area. The plan needs to clarify if Knowle Triangle, Fareham Common and Dash Wood will be opened up for public access. Dash Wood is a Site of Importance for Nature Conservation (SINC) and the plan and Green Infrastructure Strategy does not identify whether this will become public open space for recreation or not. If it is to be opened up to the public then evidence is needed to demonstrate that public access will not result in a detrimental effect on the habitats and species of importance for this SINC. Without such an assessment to understand the existing carrying capacity of the site then the plan fails to take into account the adopted Fareham Core Strategy Policy "CS4 Green Infrastructure, Biodiversity and Geological Conservation. It would also fail to meet the requirements of the Welborne plan policy WEL1. The river Meon should be protected from adverse impacts related to the development and this is currently not covered in the plan. Clarification is needed about what contributions will be made to GI outside of the site, and this should include the Forest of Bere.</p> <p>➤ Support for the Green Infrastructure Strategy seeking to ensure that any potential adverse effects on nationally and internationally protected sites (including those within the New</p>	<p>➤ The Strategy no longer prescribes areas of GI but sets out the process by which the quantum and location of GI will be determined through the initial outline applications</p> <p>➤ Noted.</p>	

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On-site Green Infrastructure WEL25	Forest National Park) identified through the SA/HRA work are avoided. Pleased to note that where adequate mitigation or avoidance measures cannot be achieved on site through the provision of Green Infrastructure, a financial contribution will be sought to provide off-site mitigation measures.		
	➤ Landowner of Knowle Triangle, land west of Dash Wood known as 'Hill View' and land adjoining River Meon confirm that their land is available and deliverable.	➤ Noted.	
	➤ Concern about loss of access to the countryside for residents of North Fareham.	➤ Noted. There will be no loss of access to the countryside for North Fareham.	
	➤ Land outside of the site boundary near to Funtley should be allocated as GI as part of a small-scale development scheme. This could contribute to Welborne's accessible off-site GI and provide a resource for Funtley residents.	➤ The Strategy no longer prescribes areas of GI but sets out the process by which the quantum and location of GI will be determined through the initial outline applications	
	➤ The Welborne GI Strategy should contribute to the Forest of Bere proposals in the PUSH GI Strategy.		
On-site Green Infrastructure WEL25	➤ Support for policy but further clarity is needed on whether space is primarily allocated to recreation or biodiversity. Attractive green routes need to radiate from the district centre.	➤ This policy has now been substantially revised to align the Council's adopted open space requirements, with future population levels. The emphasis will be on providing accessible and useable open space throughout the site	01, 02, 11, 13, 16, 20, 26, 40, 98, 99
	➤ There should be a requirement within this policy to conserve and enhance historic features.	➤ There is a requirement to conserve historic features but this is contained in WEL 8 in chapter 4.	
	➤ Ensure land is set aside for existing natural habitats such as commonly sighted, roe and muntjac deer, squirrels, badgers, foxes, moles, voles, hedgehogs, weasels, nesting sky larks, swifts, swallows, house martins, lapwings, buzzards, sparrow	➤ There will be an emphasis on providing multi-functional spaces, but as set out in WEL31 there will be an emphasis on protecting and enhancing habitats and	

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	<p>hawks, kestrels, adders, grass snakes and slow worms.</p> <ul style="list-style-type: none"> ➤ Unclear whether the 74ha of on-site GI includes the 22ha at Fareham Common. ➤ WEL25 is too prescriptive and is unjustified. The quantum can only be assessed in light of the scale and quality of provision proposed within relevant planning applications. ➤ Whilst it may be possible for school playing fields to serve as part of the GI required for community use, this is likely to be available only outside of school hours and in agreement with the schools due to potential child protection issues. ➤ It is not clear how the road system will relate to the on-site GI. ➤ There is not proper recognition of the negative impact of the motorway and how this will affect the value of nearby GI. ➤ No statement in the policy which stresses the importance of testing the viability and deliverability of GI on third party land. ➤ There would appear to be a discrepancy between the council's standard for accessible natural green space and the requirement set out in WEL 25 ➤ Lack of green space. ➤ Astroturf pitches with floodlighting and changing rooms to accommodate multi-sports provide activity for youths, are low maintenance and can be used all year round. ➤ No plans for a multi-disciplinary cycling facility, which could go a long way in increasing the success of cycling in Welborne. ➤ Why isn't Crockerhill incorporated/ linked into the onsite green infrastructure strategy. ➤ No detail on the need to conserve and enhance historic features on the site as previously indicated in WEL1. ➤ Statement on the green infrastructure strategy being based on 	<p>species.</p> <ul style="list-style-type: none"> ➤ This policy has now been substantially revised to align the Council's adopted open space requirements, with future population levels. The emphasis will be on providing accessible and useable open space throughout the site 	

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	<p>the need to conserve and enhance the historic features on the site and adjacent areas (in WEL1) is not reflected in Chapter 8.</p> <p>➤ Support for WEL25 by PUSH as is consistent with the aims of SHS Policy 14.</p>		
<p>Avoiding and Mitigating the Impact on Internationally Protected Sites and Off-site Green Infrastructure</p> <p>WEL26</p>	<p>➤ Environment Agency, Standing Conference and PUSH broadly support the principle.</p> <p>➤ Current use of Fareham Common, Knowle Triangle and Dash Wood is unclear as the plan suggests they are semi-natural green space but air photos suggest they are intensive arable. Proposals for these sites should include multiple entry points to allow circular routes.</p> <p>➤ Winchester City Council supports the retention of the areas within Winchester District (including Knowle Triangle and Dash Wood/Ravenswood) as semi-natural green space which is consistent with the Winchester District Local Plan Part 1. WCC strongly support the references to appropriate uses and long-term management and funding on these sites but suggests that the policy should be amended to make clear the requirement for development to fund any acquisition and laying out, as well as management and maintenance of these areas in the long term. Suggest a consistent terminology is used as there is reference to 'natural greenspace' and 'semi-natural greenspace.'</p> <p>➤ Landowner for the centre of Fareham Common supportive of identification of their land within the plan.</p> <p>➤ Landowners of Knowle Triangle, Dash Wood and Meon Water Meadows generally support the proposals and are keen to ensure that a comprehensive approach is taken to bringing forward their land as it is necessary to fulfil the principles of the GI strategy and address the recreational impact on European sites. Meon Water Meadows would provide better quality</p>	<p>➤ To meet certain policy objections the supporting text to the policy makes it clear that the expectation is that the SANGS will be largely provided on land at Dash Wood, the Knowle triangle and Fareham Common, but because of land ownership issues, this cannot be too prescriptive and the policy would allow for an alternative strategy to be agreed with the Council and Natural England.</p> <p>➤ The policy also recognises that a significant amount of the potential SANGS is within the Winchester District, and the policy recognises the importance of continuing to work closely with Winchester to bring forward this land and to ensure that it is properly maintained in perpetuity</p> <p>➤ Policy WEL 30 still requires a substantial amount of SANGS to be provided on or adjoining the site, but as agreed with Natural England this should amount to around 70% of the normal SANGS standard of 8 hectares per 1,000 population, with a financial contribution towards the SDMP required to mitigate the residual impacts.</p> <p>➤ The SANGS will mostly be in addition to</p>	<p>01, 02, 04, 08, 09, 10, 13, 19, 20, 26, 32, 34, 37, 38, 39, 99</p>

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	<p>alternative greenspace than Knowle Triangle and the area adjacent to Ravenswood House because they would enable public access to the river which could deflect visitors from the coast. It would also link the site to the proposed pedestrian and cycle improvements via the old railway line through to Dash Wood. Knowle Triangle could then partially be used as school playing fields if the school was to be relocated.</p> <ul style="list-style-type: none"> ➤ The policy should only require 92ha of semi-natural greenspace as this is the amount required based on population forecasts and application of the Thames Basin Heaths standards. It should not allocate a total of 99ha made up of Dash Wood, Knowle Triangle and Fareham Common. It is unclear whether the 74ha identified in policy WEL25 is in addition to the 92-100ha in WEL26. If it is in addition, then there would be significant overprovision of semi natural greenspace. There should not be a distinction between on-site GI and adjoining GI as both should equally well serve residents. Wording of the policy should be changed to 'on-site <u>or</u> off-site measures proposed' as the landowners believe a solution may be feasible using land within their control. There should be greater flexibility allow an alternative solution to mitigating the impact on European sites to Natural England's satisfaction. ➤ The natural greenspace proposed does not appear to be sufficiently attractive meet the requirements of the Solent Disturbance and Mitigation Strategy. ➤ The GI proposed does not appear to include any areas of sufficient scale and attractiveness, particularly to dog walkers, to reduce coastal visits. ➤ There must be a full range of recreation and other open space amenities from the outset, not as a later afterthought. ➤ BST believe WEL26 is too prescriptive and is unjustified. 	<p>the green infrastructure requirements set out in policy WEL 29, but the policy does allow for the possibility that an element of the natural greenspace provided on the site to contribute towards the overall SANGS total</p> <ul style="list-style-type: none"> ➤ The exact quantum and location of the SANGS will be determined through the HRA required to accompany the outline planning applications. This will also need to address the impacts on all protected species on or adjoining Welborne ➤ The exact quantum and location of the SANGS will be determined through the HRA required to accompany the outline planning applications. This will also need to address the impacts on all protected species on or adjoining Welborne. 	

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	<ul style="list-style-type: none"> ➤ RSPB broadly support the approach of providing both on and off site measures to mitigate the impact on the Solent European sites. However they are concerned that 70% provision of SANGS may not be sufficiently precautionary. Policy WEL26 should be amended to acknowledge: 1. the need for further assessment of the identified SANGS to determine their capacity with respect to existing visitor numbers and nature conservation interests, and 2. the likely need for a further financial contribution to be made to the emerging New Forest mitigation strategy, and 3. the need to fully assess the use of the development site and surrounding areas by SPA birds and the requirement to avoid/mitigate any direct or indirect impacts on these birds as a result of the development. The plan should also fully consider the option of the delivery of low to mid levels of residential development (5400-6500) as the HRA identifies this would reduce pressure on the European sites and allow for greater alternative recreation space within the development. ➤ The Plan underemphasises the critical importance of the HRA, and it is premature for the plan to say that the “expectation” is that Welborne will avoid or mitigate its potential impacts through the provision of natural green space. The green space exists currently and therefore should not be described as additional provision or mitigation as overall there will still be a net loss. ➤ Using the Thames Basin Heaths as a comparator to the Welborne proposal misses the point that the land set aside as mitigation in that case (SANGS) was primarily to compensate for predation of birds by domestic cats. This is not the case in Welborne, where the adverse impacts on European sites are air pollution, water, waste, disturbance, loss of habitat, and these cannot be dealt with by provision of green space. 		

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	<ul style="list-style-type: none"> ➤ The Winchester Local Plan includes land within their district as green space to help prevent coalescence of settlements, so it does not absolve Fareham from providing sufficient green space within their own authority boundaries. ➤ New Forest NPA support the policy approach that development proposals must assess the potential impacts on sites of national and international importance and set out the on-site and off-site measures proposed. Welborne may provide significant opportunities for the delivery of some important sub-regional green infrastructure. Welcome the opportunity to work with FBC in developing any off-site measures in order to avoid or mitigate the potential impacts on the New Forest National Park protected sites. ➤ There needs to be greater clarity as to how the mitigation land will be used to both enhance their biodiversity value and create access. ➤ FBC has not discussed with BDL options for mitigating environmental impacts, or discussed how the costs of mitigation can be kept to a minimum (as required in Para 176 of the NPPF) ➤ There is an inadequate justification for the level of mitigation land required, or whether it includes the semi-natural green space on site. The level and type of mitigation required should be identified through the HRA process. ➤ There is a requirement in the NPPF that the options for the level of land required for mitigation should keep costs to a minimum. The council has not discussed with the landowners the options for mitigating environmental impact. The policy should not pre-judge the outcome of the HRA work. ➤ Question over whether average housing densities are calculated on the basis of the inclusion of off-site GI areas. 		

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	<ul style="list-style-type: none"> ➤ PUSH support for WEL26 as consistent with aims of SHS Policy 14. ➤ Opposition to off-site GI being provided by Winchester CC without that authority benefitting from housing receipts. 		
Conserving and Enhancing Biodiversity WEL27	<ul style="list-style-type: none"> ➤ Environment Agency, Standing Conference and PUSH support the inclusion of policy. ➤ The proposals could have an adverse impact on existing ancient woodland and SINCS. ➤ The trees that line the access road to Dean Farm and those that surround the estate should be protected from being cut down as they are home to both Greater Woodpeckers and Green Woodpeckers. ➤ Policy should make reference to biodiversity design features which should be incorporated into the development such as green roofs and bird and bat nesting/roosting opportunities. Advises one nest/roost box per home. This would go some way to conserving species in Fareham Borough which are already declining in numbers. ➤ Concern about loss of countryside habitats and ability to educate children about looking after the countryside. ➤ Concern over the loss of wildlife and whether it can meet guidance from the Hampshire Wildlife Trust. ➤ When considering compensatory land the time/ risks to establish alternative habitat should be taken into account. ➤ Potential to fill the Funtley buffer with a comprehensive range of British native species in order to create a habitat corridor to help balance the watershed area protecting the foundations of adjacent Funtley properties, as well as to break the view. ➤ Insufficient demonstration that the natural fauna, flora and habitat will be conserved and that there will be adequate 	<ul style="list-style-type: none"> ➤ The revised policy WEL 31 seeks to ensure that both habitats and species are adequately protected and where possible, enhanced. ➤ The initial planning applications will be required to provide a detailed ecological assessment to clearly demonstrate potential impacts on both sites and species, and set out a strategy for their protection and enhancement. 	10, 13, 20, 26, 32, 34, 98, 99

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	replacement for any loss		
Green Corridors and Connections WEL28	<ul style="list-style-type: none"> ➤ Clarity needed on what the long distance green routes will be and how they link beyond the site boundary and especially that Mayles Lane will not be used for motorised traffic. ➤ Para 8.39 - It appears that only very limited improvements to existing routes are proposed which will in no way compensate existing residents for the loss of the existing access to the countryside which will be lost to development. ➤ The access via Pook Lane is totally unacceptable. ➤ The green corridors should be planted with native, traditional hedgerows and other 'wild' plantings to increase their usage for wildlife, and support the aim of the development to improve biodiversity in the area. By providing wild foods that can be foraged (blackberries, hazelnuts, wild garlic, elder, etc), the wild plantings could also back up the provision of allotments and community orchards, helping with form a local, sustainable community. ➤ Concern that east-west cycle link will lead to an adverse impact on Botley Woods SSSI and the plan does not give assurances that recreational impacts have been considered or any avoidance and mitigation measure have been proposed. The impact should be considered in combination with the impact of the North Whiteley development. ➤ Request a cycle link continuing the old rail route from Wickham, to link to the Meon valley from Fareham by bike. ➤ Request for new cycle routes rather than just upgrades to existing ones. The plan only shows north-south routes and has left out east-west routes. ➤ Keen that the footpath that runs directly north from Pook Lane (parallel with, and in between, the Wallington river and the A32) and the bridleway on the south side of the M27 (originating in 	<ul style="list-style-type: none"> ➤ Policy WEL 32 sets out a requirement for a series of green routes both within the site and connecting with the wider countryside. The supporting text identifies a number of potential off-site routes, but as these will mostly require third party involvement to deliver, the policy cannot be too prescriptive at this stage as to which routes must come forward ➤ The Framework Diagram only gives a broad indications of where the corridors might be located but it is not prescriptive, and therefore the level of detail requested by many correspondents would not be appropriate ➤ The detailed design of the corridors will be set out in the Strategic Design codes, but guidance on their specification would be given in the Design Guidance SPD. 	20, 26, 32, 36, 90, 98, 99

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	<p>Broadcut and ending at the motorway bridge) are improved to cater for bikes and horses and linked together as a bridleway. We would also welcome any further opportunities for bridleways in Fareham borough, as there are very few in east Fareham, despite many horse owners in that area.</p> <p>➤ PUSH support for WEL28 as consistent with aims of SHS Policy 14.</p>		
Governance and Maintenance of Green Infrastructure WEL29	<p>➤ The policy should be revised to state 'Proposals to develop all or part of Welborne, whether in full or outline, must be accompanied by a full green infrastructure network and management plan for the site as a whole to be agreed with the Borough Council before any part of the Welborne development commences.'</p> <p>➤ General support for policy.</p> <p>➤ PUSH support for WEL29 as consistent with aims of SHS Policy 14.</p>	<p>➤ Policy WEL 32 and WEL 35 taken together require a green infrastructure network plan to be accompanied by a management plan to be submitted at the initial application stage</p>	20, 26, 32

Chapter 9: Energy, Water and Waste

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Energy WEL30	<ul style="list-style-type: none"> ➤ BST believe that WEL30 is too prescriptive in relation to requirement for CHP at the District Centre. ➤ Scotia Gas Network state there are no specific capacity issues for gas supply to the site but further work will need to be carried out. Gas pipeline diversions may be required but this will not be known until detailed site layouts are available. ➤ Scottish and Southern Energy confirmed all overhead power lines on site can be either diverted or undergrounded but the plan should recognise that the cost must be paid by the development. ➤ HCC advocate the requirement for an Energy Strategy to be submitted alongside planning applications. Welcome requirement to meet at least Code for Sustainable Homes level 4 and support the push for higher standards in future development phases stating that an integrated approach to energy attracts higher property values. They support CHP and district energy and are interested in examining the role that can be played by an ESCo or MuSCo. ➤ The BST Group think the policy is too prescriptive calling for more flexibility to explore a range of energy options at each phase. Reference to “best practice” regarding public buildings needs to be clarified as this may be unduly restrictive and 	<ul style="list-style-type: none"> ➤ Requirement for CHP removed from policy but energy strategy must demonstrate how low and zero carbon technologies will help to secure energy supply. ➤ The Publication Draft Welborne Plan requires a comprehensive masterplan to be prepared to address issues such as this. ➤ Engagement with relevant utility companies has resulted in the estimated costs for on-site electricity infrastructure work of various kinds being included within the Infrastructure Delivery Plan that supports the Welborne Plan. ➤ Support for energy strategy noted. The Plan has moved away from requiring the development to meet the Code for Sustainable Homes in favour of Passivhaus and a more flexible approach to energy efficiency and generation. FBC have worked with HCC to produce the District Energy Network Outline Feasibility which helped to inform the revised policy. ➤ Policy has been revised to be more flexible allowing the developers to identify appropriate energy solutions through an energy strategy. There is no longer a 	01, 02, 16, 19, 20, 21, 22, 26, 39, 44, 46, 99

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	<p>contrary to NPPF paragraph 96. Buckland Development Ltd state that Code for Sustainable Homes levels should only be sought on energy, water and waste criteria. They support the fabric first approach. The requirement for a proportion of homes to be Passivhaus is too onerous and specific. Both major landowners agree the requirement for a CHP or district heating network is too prescriptive and more flexibility is needed.</p> <ul style="list-style-type: none"> ➤ The Standing Conference, George Hollingbury MP and Winchester City Council are concerned the requirements for energy do not have scope to be reviewed over the development period. The policy should include a trigger to raise standards at appropriate times in the development. ➤ PUSH are concerned the policy does not accord with South Hampshire Strategy policy 19 which requires development to meet Code level 4 rising to 6 from 2020 subject to viability and for non-residential development to meet BREEAM 'excellent' standard. Welborne should be encouraged to meet the highest standards possible subject to viability and therefore it is suggested that some reference is made to meeting some level/standard for energy. ➤ George Hollingbury MP requested greater flexibility in the policy so that technology does not become outdated. ➤ Cllr Trott suggested the policy should be stronger to take advantage of the economies of scale when developing this site. All buildings should be built to passivhaus standard 	<p>different approach for public buildings. The fabric first approach is retained. The proportion of homes to be Passivhaus is set at 10% which is not considered to be too onerous because the site is particularly well suited due to its southerly slope and it should be possible to provide such a modest proportion. In addition, if it can be demonstrated to be unviable, then Passivhaus homes will not be required.</p> <ul style="list-style-type: none"> ➤ It is envisaged that the Government will raise standards nationally during the development period so it is not a function of this Plan. ➤ Due to constrained viability it would not be reasonable to require Welborne to meet Code 6 / BREEAM excellent, however Passivhaus is an effective way of reducing energy requirements so this will be sought subject to viability. The energy strategy required to support planning applications should set out how the development will deal with energy in a sustainable way. ➤ Policy WEL36 does not require any particular technology. ➤ Policy WEL36 seeks 10% of homes to be built to Passivhaus standard. It is difficult to say how best to take advantage of the scale of the site, but district energy may 	

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		be the most appropriate and this is encouraged.	
	<ul style="list-style-type: none"> ➤ Local residents also raised a number of other points about energy: <ul style="list-style-type: none"> ▪ All homes at Welborne should be required to meet Code for Sustainable Homes Level 4 as this is already a requirement within the rest of the Borough. ▪ Provision of low carbon energy technologies will require significant financial capital which could affect the ability to deliver affordable housing. ▪ CO2 emitted during the production of energy technologies should be offset against the benefits of CO2 savings throughout the lifespan of the technology. ▪ Concern about the possibility of a biomass fuelled energy plant. ▪ Support for Passivhaus which would make the new community a special, sustainable place to live and work. Concern that the requirement may be cut to save on costs. ▪ This project should incorporate the latest low carbon technology; some of it developed by local businesses and the Eco-Island project and be an "Eco village" model for future developments in other parts of Hampshire and the UK. ➤ Current national policy is that smart meters will be installed in all 	<ul style="list-style-type: none"> ➤ ➤ The requirement to meet Code 4 in the Core Strategy is outdated as the Government have indicated an intention to review housing standards comprehensively through changes to Building Regulations. ➤ Affordable housing is being sought through policy WEL18 and is high priority. The requirement for 10% of homes to be built to Passivhaus standard is subject to viability. ➤ This level of detail would not be appropriate for the Welborne Plan. ➤ No requirement for a biomass plant, but if it was proposed, it would be subject to normal planning policies. ➤ Passivhaus requirement retained and set at 10% subject to viability. ➤ Incorporating low carbon technology is encouraged by policy WEL36. ➤ Smart meter requirement removed from 	

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	properties by 2020 and is therefore not specific to Welborne.	policy.	
Water Efficiency, Supply and Disposal WEL31	<p>➤ Portsmouth Water (PW) can supply the site with a sustainable source of water and this should be the least cost and lowest risk option. Code for Sustainable Homes Level 3/4 can be achieved with conventional potable supply. Portsmouth Water does not support the re-use of water for a number of reasons. They do not consider that it is necessary because further abstraction within current licenses will be possible without environmental damage. It may not be cost effective and can have higher carbon and energy costs. Rainwater harvesting is not resilient to climate change. Grey-water and black-water recycling require dual supply systems which risk cross contamination with potable systems. It can result in higher sewage flows which may cause problems for sewage disposal. Doubtful that Albion Water can discharge effluent into the River Meon without deterioration to its condition. Re-use of water may be more appropriate at non-domestic properties.</p> <p>➤ The EA have replaced the CAMS documents with Abstraction Licensing Strategies and the one that is relevant to Fareham is the East Hants ALS. It has been published without the results of the investigation on the River Meon (completed Dec 2012) and without the results of PW's PIM/WFD Investigations completed March 2013). The PIM/WFD results will not change the water resource availability maps but will help to explain what happens next. PW do not agree that our larger licences in the Meon catchment have been time limited (the smaller Newtown licence is). It is unlikely that the larger licences will be reduced again because the River Meon is already in 'Good' condition. The licences in the Wallington catchment have not been time limited but the PIM/WFD Investigation did conclude that Maindell Source needs further work. We hope to complete this work prior</p>	<p>➤ All points have been taken into consideration and the plan has been amended to better reflect that the Council expresses no preference for any particular method of achieving water efficiency, nor for any particular water company. The main concern of the Welborne Plan is to ensure that the development that comes forward is supported by robust water supply and waste water treatment infrastructure that operates effectively and efficiently and maintains environmental standards.</p> <p>➤ Reference to the CAMS document has been updated to refer to the Abstraction Licensing Strategy.</p>	01, 02, 10, 13, 19, 20, 23, 24, 26, 35, 39, 98, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>to the WFD deadline in 2015. These changes are allowed for in our Draft WRMP which is out to consultation at the moment. Should make reference to Portsmouth Water's Water Resource Management Plan 2009. They are concerned that the IDP assumption about the cost of diverting existing on-site water mains may be insufficient as mains may require significant reinforcements due to the additional pressures required to serve Welborne.</p> <ul style="list-style-type: none"> ➤ Southern Water supports the policy. Agree that off-site sewerage network needs to connect Welborne to Peel Common WwTW and this will involve crossing the M27. Also state that Peel Common WwTW may require additional investment to deliver treatment capacity. This infrastructure should be paid for by the development. Suggested detailed wording changes. ➤ Environment Agency advises more work on the deliverability of both wastewater options. For the Southern Water option the Council should explore whether there is sufficient capacity for additional flows at Peel Common and the viability of the required pipework upgrade to Peel Common. For the Albion Water option, evidence should demonstrate that the Sewage Treatment Works could accept the additional load and that the increase in flows will not affect the license conditions. Infrastructure would need to be funded and in place prior to development. ➤ BST Group agree with the broad principles. ➤ Buckland Development Ltd think the plan is too specific in outlining the two options for waste water as there may be alternatives. ➤ The Standing Conference, George Hollingbury MP and Winchester City Council are concerned the requirements for water efficiency do not have scope to be reviewed over the 	<ul style="list-style-type: none"> ➤ The IDP indicates that wastewater infrastructure will be paid for by the development. ➤ Wording of policy WEL37 amended in line with comments. ➤ The site promoters will be required to carry out feasibility work on both options and demonstrate that the proposed solution will meet the required environmental standards. ➤ The policy requires the site promoters to provide for wastewater conveyance and treatment prior to each phase of development. ➤ Noted. ➤ Paragraph 9.15 amended to state that there are currently two <i>known</i> options. ➤ The standard set in policy is already above Building Regulations. The Government through its Housing 	

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	<p>development period. The policy should include a trigger to raise standards at appropriate times in the development.</p> <ul style="list-style-type: none"> ➤ The Standing Conference, Funtley Residents Society and George Hollingbury MP are also concerned that black-water recycling is an unproven approach and may not be practical. ➤ PUSH state the policy does not accord with South Hampshire Strategy policy 19 which requires non-residential development to meet BREEAM 'excellent' standard. Welborne should be encouraged to meet the highest standards possible subject to viability. ➤ Natural England supports the principle of reducing water demand and thus reducing the impacts on flow rates of designated watercourses. ➤ Local residents also raised a number of other points about water: ➤ <u>Water supply</u> <ul style="list-style-type: none"> ▪ Plan is contradictory because it says there is sufficient water but environmental capacity has been reached. ▪ Water ultimately comes from an aquifer which may not be able to tolerate further abstraction due to its impact on local 	<p>Standards Review Consultation has indicated that it would not be appropriate for the planning system to set higher standards than 105 litres per person per day so any further rise in standards would need to come through Building Regulations.</p> <ul style="list-style-type: none"> ➤ Blackwater recycling is not advocated in the plan, but is one possible option that would need to be proven to be effective and meet the required environmental standards if it were to be pursued. ➤ Policy WEL37 requires demand for water in all new development to be minimised but allows for this to be achieved in a flexible way. ➤ Noted. ➤ Clarified the reasons for requiring water efficiency and also clarified the position of watercourses in relation the WFD standards. ➤ Portsmouth Water supply water to the area within abstraction licences issued 	

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	<p>hydrology and water courses.</p> <ul style="list-style-type: none"> Concern that the demand for water arising from the development will result in short supply to the existing Portsmouth Water area. <p>➤ <u>Re-use of water</u></p> <ul style="list-style-type: none"> Doubts whether rainwater can meet the additional water demand. The plan needs to ensure there will be sufficient storage for rainwater harvesting in the development. If harvested rainwater is allowed to remain in storage for any length of time quality will rapidly decrease and it can become a health hazard. Questions over how its quality can be ensured. The dual infrastructure needed to support grey-water and black-water infrastructure will be costly overall and especially in the early phases. This could affect the ability to deliver affordable housing. <p>➤ <u>Waste water treatment</u></p> <ul style="list-style-type: none"> The wastewater solution is a fundamental requirement for the project as there is no connection to mains sewage. The fact 	<p>through the Environment Agency. It is not considered that the development of Welborne will result in a need to alter these licences.</p> <p>➤ Portsmouth Water assured that this is not the case. Policy WEL37 supports water efficiency measures to minimise water demand from Welborne.</p> <p>➤ The development does not rely on rainwater supply as Portsmouth Water has sufficient water resources to supply Welborne.</p> <p>➤ It would not be appropriate to go into this level of detail in the Welborne Plan as rainwater harvesting is not a policy requirement. This could be dealt with at the planning application stage.</p> <p>➤ Neither greywater nor blackwater recycling are required so a conventional water supply/disposal system could be employed. The Council is committed to delivering affordable housing at Welborne. See policy WEL18.</p> <p>➤ The plan identifies the options for dealing with wastewater but leaves flexibility</p>	

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>that it is omitted from the plan casts doubt over the credibility of the rest of the document.</p> <ul style="list-style-type: none"> ▪ Peel Common WwTW is operating at capacity so there is a big question about how sewage and wastewater infrastructure will be provided and paid for and the timing of delivery. ▪ The Albion Water option may lead to lack of competition and higher prices for the consumer. ▪ Connection to the Knowle Sewage Treatment Works could lead to an increase of HGVs transferring sludge from the STW on narrow rural lanes. ▪ Crockerhill residents should be connected to the Welborne waste water system as they are currently served by septic tanks. ▪ Titchfield Haven is a National Nature Reserve is heavily dependent on the waters of the River Meon. There is no evidence provided in LP3 of the effect of any increased chemical concentration on this important Reserve. We question whether an untested black-water system should be put in place upstream of such an ecologically important area. 	<p>around the final solution. This will need to be dealt with at the planning application stage.</p> <ul style="list-style-type: none"> ➤ Southern Water has indicated that there is some headroom at Peel Common. Policy WEL37 sets out that wastewater infrastructure will need to be dealt with at each phase of development. The IDP sets out that wastewater infrastructure must be paid for by the developer. ➤ The plan identifies the options for dealing with wastewater but leaves flexibility around the final solution as it will be a commercial decision. ➤ Noted. This would need to be considered if the Knowle option is to be taken forward. ➤ Policy WEL37 amended so that proposals for development at Crockerhill Industrial Park should demonstrate how nearby dwellings may be connected to the sewerage network. ➤ There is no requirement for a black water system. The plan identifies the options for dealing with wastewater but leaves flexibility around the final solution as it will be a commercial decision. Policy WEL37 Water Efficiency, Supply and Disposal amended to include requirement to meet 	

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	<p>➤ <u>Other</u></p> <ul style="list-style-type: none"> ▪ Concern that water utility infrastructure is not able to cope with additional pressure from the development as water mains burst in Funtley last year. ▪ Water meters are already installed in all new properties so this this requirement should not be in WEL31. 	<p>environmental standards.</p> <p>➤ Noted.</p> <p>➤ Noted, however water meters are not yet a requirement of Building Regulations so water meters still required by policy WEL37 Water Efficiency, Supply and Disposal.</p>	
Water Quality and Aquifer Protection WEL32	<p>➤ Environment Agency and Portsmouth Water support the policy. BST Group agrees with the broad principles.</p> <p>➤ EA would consider the discharge of surface water run-off to ground within groundwater SPZ1 provided that there is a suitable risk based approach used in designing and managing any scheme. Suggest addition of reference to water quality objectives in Water Framework Directive.</p> <p>➤ PW highlight potential risks of groundwater direct connection in SPZ 2 and 3. SUDs techniques such as infiltration boreholes should be very carefully considered.</p> <p>➤ Wallington residents concerned that water supplies may be at risk from pollutants soaking into aquifers.</p>	<p>➤ Support noted.</p> <p>➤ Paragraph 9.21 of Publication Draft Welborne Plan amended to say that runoff from clean sources such as roofs can be discharged into zone 1. Paragraph 9.20 amended to refer to WFD objectives.</p> <p>➤ Concerns noted and paragraph 9.23 of the Publication Draft Welborne Plan amended to reflect that <i>uncontaminated</i> run-off can be discharged though SuDS in SPZ 2 and 3.</p> <p>➤ Policy WEL38 sets out that proposal must demonstrate how it will avoid any risk of contamination.</p>	01, 10, 24, 99
Flooding and Sustainable	<p>➤ Environment Agency request paragraph 9.12 is amended as the correct definition of Flood Zone 1 is “a low probability of</p>	<p>➤ Support noted and text relating to flood zone 1 amended as requested in</p>	01, 02, 10, 16, 24, 26, 35, 39,

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Drainage Systems WEL33	<p>flooding". There are no main rivers directly within the area of search, but there may be smaller 'ordinary' watercourses within the site which could have the potential to cause localised flooding. EA strongly support the aims of paragraph 9.13.</p> <p>➤ EA Flood map should be used as evidence as it is updated more regularly than PUSH SFRA. They welcome commitment to delivery of SuDS and wish to ensure connectivity to other wetland areas. The SuDS system should follow the SuDS management train and the policy specification of locating large drainage ponds to the south of the site may compromise the most appropriate design at a later stage. Further information will be required at outline application stage and each phase will of development will need a detailed SuDS Strategy. Support for paragraphs 9.31-9.33. Some specific wording on the adoption of SuDS is required given the current uncertainty relating to the implementation of the SuDS Approval Body. Supporting text to WEL33 should also include some reference to the need to investigate the local flooding context in the Funtley area in developing appropriate mitigation as required by WEL5.</p> <p>➤ PW support the policy but highlight potential risks of SuDS in chalk catchments. SUDs techniques such as infiltration boreholes should be very carefully considered. The effectiveness of soakaways in clay soils would need to be</p>	<p>paragraph 9.10 of the Publication Draft Welborne Plan.</p> <p>➤ Reference to PUSH SFRA replaced with reference to EA Flood Map. Plan amended so that surface water is managed in accordance with the SuDS management train (see policy WEL39 Flooding and SuDS and paragraph 9.27). The specification for locating large drainage ponds to the south of the site has been made more flexible so that they are only provided in this location if it is in line with the SuDS management train. Clarity added to policy WEL39 about when the comprehensive site-wide SuDS Strategy is required (i.e. with initial planning applications). No change made regarding the uncertainty of the implementation of the SAB as it is adequately covered in paragraph 9.28. A flood risk assessment is required for the development site and the requirement to investigate the local context in the Funtley area has been added in to policy WEL5 Maintaining Settlement Separation.</p> <p>➤ Concerns noted and paragraph 9.23 of the Publication Draft Welborne Plan amended to reflect that <i>uncontaminated</i> run-off can be discharged though SuDS in SPZ 2 and</p>	98, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>studied.</p> <ul style="list-style-type: none"> ➤ Hampshire County Council supports the policy. It should refer to any other forms (non-fluvial) of flood risk on site. Groundwater status beneath the site may influence SuDS delivery. Clarify that there should be no net 'increase' in runoff. Large site-scale ponds to the south of the site may not be the most sustainable solution and could result in extensive pipe networks so the site should be seen as a number of sub-catchments each adopting an appropriate solution, of which strategic ponds could form a part. Ordinary watercourses may not always be suitable to incorporate into the SuDS strategy as this may affect their ecological value. As the SuDS Approval Body has not been enabled yet, it may be appropriate to remove the reference from the actual policy and place in supporting text. ➤ BST Group agrees with the broad principles. BST Group and Buckland consider that the plan should clarify all <i>additional</i> surface water should be contained within the site. ➤ A resident said the SuDS requirement for 'no net run off' may not be achievable. The only means of removing rainwater from the site can be through soakage into the water table and evaporation, meaning all rainwater is kept on the site. This may not be possible after a large rainfall event, and these are happening more frequently. ➤ Strong local concerns from residents and George Hollingbury MP that development could exacerbate flood risk, particularly in Wallington, and the plan does not demonstrate how this impact will be mitigated. The plan should include a specific reference to Wallington and improvements made to the watercourse. 	<p>3.</p> <ul style="list-style-type: none"> ➤ Support noted. Non-fluvial forms of flooding are covered by both the policy and supporting text. Clarified that there should be no net <i>increase</i> in runoff rates and volumes. The specification for locating large drainage ponds to the south of the site has been made more flexible so that they are only provided in this location if it is in line with the SuDS management train. Reference to the SAB removed from the policy but retained in paragraph 9.28. ➤ Support noted. Clarified that there should be no net <i>increase</i> in runoff rates and volumes. ➤ The policy has been amended to clarify that surface water should be managed on site and clarified that there should be no net <i>increase</i> in runoff <i>rates and volumes</i>. Large rainfall events (1 in 100 year) and those associated with climate change have been taken into account in the policy. ➤ Concerns noted but the policy does require a flood risk assessment to demonstrate that flood risk will not be increased. The plan includes a specific reference to seeking improvements to the Wallington at paragraph 9.22. 	

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Waste Management and Recycling WEL34	<ul style="list-style-type: none"> ➤ Funtley Residents Society is concerned that the development will result in flooding in Funtley, particularly at River Lane and properties along the northern edge of Funtley facing Funtley Common. ➤ A local resident is concerned that too much drainage of groundwater from clay subsoil could result in shrinkage of the clay with possible detrimental effects to the foundations of properties in Funtley. 	<ul style="list-style-type: none"> ➤ A flood risk assessment is required for the development site and the requirement to investigate the local context in the Funtley area has been added in to policy WEL5 Maintaining Settlement Separation. ➤ Noted. No change to the Welborne Plan as the Environmental Statement process requires the impact on ground conditions to be assessed. 	
	<ul style="list-style-type: none"> ➤ The need for a waste transfer strategy is accepted and the Sawmills site is an option. If this facility is brought forward, the other major landowner should be required to contribute to the cost including land value. ➤ Considerable representation received as to the unsuitability of land at Crockerhill Industrial Park for the siting of a HWRC, due to; <ul style="list-style-type: none"> ▪ 16 adjacent houses; ▪ a likely increase in the operational hours from the current workings (in particular working at weekends and inconsistency with other working hour restrictions); ▪ noise impacts from site workings, queuing traffic, reversing alarms, smashing glass, skip changes, working practices all of which will cause unacceptable impacts upon the quality of life of adjacent neighbours; ▪ odour impacts from any biodegradable waste (garden waste); ▪ an overall loss in the quality of life for residents living adjacent to the site. ▪ possible health impacts on adjacent residents. 	<ul style="list-style-type: none"> ➤ Policy 40 requires a full funding package to be agreed with the County Council. ➤ Concerns of Crockerhill residents noted. ➤ Crockerhill Industrial Park is no longer a preferred location for a Household Waste Recovery Centre due to traffic access concerns to/from the A32, and the impact of weekend working on adjacent Crockerhill residents. ➤ Many of the other issues identified during the public consultation could have been appropriately managed through the planning application (HCC) and Environmental Permitting (EA) process. 	01, 16, 44, 98, 99

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	<ul style="list-style-type: none"> ▪ a likely increase in vermin and pests; ▪ it posing a danger to domestic pets: ▪ an increased potential for fly tipping on Forest Lane (when HWRC is closed); ▪ the generation of windblown litter and dust into neighbours gardens/gutters/drains. ▪ the impact on local wildlife, particularly birds, foxes, pheasants and potentially bats; ▪ road safety concerns on the A32, particularly for the site access which is on a blind bend with a high speed limit, ▪ the potential for increased traffic congestion as a result of queuing traffic; ▪ a decrease in air quality from exhausts of additional cars on the A32 and from queuing vehicles at the HWRC; ▪ traffic concerns (safety, noise impact on houses) along Forest Lane; ▪ the potential for unauthorised parking on the side of A32 as a result of unauthorised commercial waste disposal. ▪ the location of Blakes Copse SINC near to the site. ▪ visual impacts to Crockerhill residents due to the split-level type HWRC planned; ▪ the risk of contamination to the nearby reservoir; ▪ the impact on the Thai restaurant at the south of Crockerhill; ▪ a lack of consideration of alternative sites elsewhere on the Welborne site at Dean Farm and near to the M27; both of 		

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	<p>which are away from residential properties, already have suitable road infrastructure, are closer to Fareham and the M27, and are within a higher noise area unsuitable for housing, but fine for a light industrial use like a HWRC.</p> <ul style="list-style-type: none"> ▪ A HWRC at Crockerhill would contradict its planning permission of needing to protect the local environment and amenity of neighbours. ▪ Limited street lighting causing safety concerns. <p>➤ Locating the HWRC within the south of Welborne, near to the M27 would make it:</p> <ul style="list-style-type: none"> ▪ more convenient for Fareham/Welborne residents to access. ▪ closer for Fareham residents and therefore more environmentally friendly by reducing emissions - one of the Welborne key objectives ▪ fewer vehicles, of all types (including HGVs) using the length of the A32 between the M27 and Crockerhill making it safer for the new community/existing residents/other road uses; ▪ a cheaper option as existing road infrastructure is already in place, requiring no new junction requirements as with Crockerhill. ▪ Fairer on existing residents as new residents could decide whether to live near it or not <p>➤ Questions why capacity at existing HWRC sites in the vicinity cannot be increased in size?</p> <p>➤ Whether acoustic protection will be provided between the proposed HWRC and Crockerhill properties.</p>	<p>➤ Policy WEL40 requires a new HWRC in the proposed employment area within the south of Welborne. This area is likely to be further from residential dwellings and will most likely have better highways access through the improvements to junction 10 and creation of new local roads.</p> <p>➤ No suitable or available land is available adjacent to existing HWRCs to facilitate their expansion.</p> <p>➤ No longer an issue as HWRC no longer proposed at Crockerhill – would be a</p>	

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		planning application issue in any case.	
	<ul style="list-style-type: none"> ➤ Many of the reasons for the HWRC at Crockerhill are identified in the Plan, but no reasons against are identified. ➤ Clarity required as to the specific location of the HWRC within Crockerhill Industrial Park. ➤ Requirement to be specified for a full environmental baseline survey to be undertaken prior to any development of a HWRC, including air quality and noise, over a range of days, times and weather conditions. ➤ Additional flexibility required for WEL 34 to support potential for additional waste management facilities such as an anaerobic digestion facility for food waste which also produces heat and power. ➤ Crockerhill Industrial Park considered a suitable location for a waste management facility due to existing waste & industrial uses on the site though there are significant traffic concerns which would need to be investigated. ➤ Principal of Welborne providing a HWRC is essential, but the facility could possibly be better suited elsewhere on site, possibly within the employment area in the south of the site – as such the policy should be revised to support a flexible location for the HWRC. 	<ul style="list-style-type: none"> ➤ Plan has to be positively prepared – however a HWRC at Crockerhill no longer an issue. ➤ HWRC no longer proposed at Crockerhill. ➤ HWRC no longer proposed at Crockerhill. ➤ Hampshire County Council has not specified the need for any further waste management facilities at Welborne, and as such the suitability of any further facilities has not been investigated or facilitated by WEL40. ➤ Existing uses would be conducive to a waste use, but traffic concerns on the A32 a considerable issue and as a result, HWRC no longer proposed at Crockerhill. ➤ Policy WEL40 requires a new HWRC at Welborne in the proposed employment area in the south of the site. 	

Chapter 10: Landscape and Heritage

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Landscape	<ul style="list-style-type: none"> ➤ Additional green space immediately north of the M27 required before the start of building to provide more of a gap. ➤ 0.5ha exclusion area around Dean Farm required. ➤ Reference to the historic landscape welcomed, however further wording to support the retention would be welcomed. 	<ul style="list-style-type: none"> ➤ The new policies do not go into this level of detail. 	11, 99
Structural Landscaping WEL35	<ul style="list-style-type: none"> ➤ The Landscape & Habitats Framework Plan advocates landscape screening for the proposed new housing, but does not propose any screening for existing Crockerhill residents. ➤ The policy as written is too prescriptive, and might not deliver the required response, NE therefore suggest additional wording to the policy to strengthen it and secure better outcomes. ➤ Reference should be made in this policy to the NCNF Landscape Study (LDA 2012), which included development considerations not currently included in the policy ➤ HCC specifically supports the requirement for the provision of significant tree cover ➤ The policy refers to the Landscape and Habitats Framework Plan, which will need to be revised in the light of anticipated changes to the concept masterplan, therefore references to this plan should be deleted from the policy ➤ The reference to a 'detailed phasing and management plan' should take out the word 'detailed' to allow greater flexibility at the outline stage, and suggest other policy rewording to ensure greater flexibility ➤ Totally inadequate buffer zone on A32 western boundary along entirety of the development – tree screening required to protect rural approach to Wickham and in particular alongside 	<ul style="list-style-type: none"> ➤ Policy WEL 33 in chapter 8 sets out the requirement for structural landscaping scheme to be prepared and submitted for approval with the initial planning applications. It is expected that this will be informed by the Council's landscape characterisation, but this work is only meant as structural landscaping ➤ Many of the points raised are dealt with in chapter 8 with the other GI policies and the policy on heritage assets is now contained in chapter 4. 	01, 02, 11, 13, 16, 98, 99

the district centre and high density housing surrounding it.

- Question why structural landscaping is not proposed to screen Crockerhill against the new development.
- Boundary planting around the Crockerhill Industrial Park is not substantial & in parts consists of a few relatively young deciduous trees which have no leaf cover during winter months resulting in the site being almost totally visible at these times.
- No further screening provided to Crockerhill properties from landform (which slopes away) and as such makes any other screening difficult.
- Concern that green buffer between Welborne and Wickham is not large enough – it should incorporate plenty of green open/wooded space to accommodate wildlife, diversity, flora, fauna to protect the settlement gap and current landscape.
- Concern that landscaping between Knowle and Welborne will be inadequate to screen Welborne.
- Should be reference to the archaeology and its impact upon the understanding of the historic landscape.

Detailed Landscaping WEL36	<ul style="list-style-type: none"> ➤ Reference to large gardens is inappropriate in a policy for detailed landscaping. ➤ Support for role of private gardens, but concern over how they will work for flats and two-bed houses. 	<ul style="list-style-type: none"> ➤ Reference to gardens has now been removed from the policy. 	02, 32, 97
Protection and Enhancement of the Historic Environment WEL37	<ul style="list-style-type: none"> ➤ The county is generally supportive of this policy but request certain minor changes to the wording. ➤ The listed building at Crockerhill, Mill House should be viewed the same as the other listed buildings and the installation of a HWRC at Crockerhill would impact severely on the character & setting of this building. ➤ Insufficient protection of on-site heritage assets by WEL37, some wording amendments required. ➤ Buffer for Roche Court welcomed. 	<ul style="list-style-type: none"> ➤ This policy is now in Chapter 4, and has been reworded to reflect the concerns of English Heritage and HCC. ➤ The policy (WEL 8) requires a heritage strategy and historic environment management plan to be submitted with the initial planning applications which sets out how all historic assets will be preserved and enhanced. 	11, 16, 32, 99

- Protection of heritage assets needs to be demonstrated and not assumed before the concept masterplan is finalised.
 - The commitment that the development will provide an opportunity to draw upon the contribution made by the historic environment to create a unique sense of place using the historic environment as a catalyst requires further clarity.
 - The requirement for a heritage strategy and historic environment management plan to be requires further clarification.
 - Dean Farmhouse should be set within Green Infrastructure to conserve and enhance its significance.
 - Clarity required over the relationship between archaeology and on-site green infrastructure.
 - Archaeology finds should be made publically accessible.
-

Chapter 11: Delivering the New Community

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Phasing of Development	<ul style="list-style-type: none"> ➤ There is concern that the landowners have not been involved in developing the phasing plan. The Council is urged to undertake this engagement. The approach on phasing offers only limited flexibility and ties phasing too strongly to the delivery of strategic infrastructure. Greater flexibility in phasing should be applied to maintain scheme viability. ➤ There needs to be a requirement for a minimum of infrastructure to be in place before the first house is completed. ➤ It would be far better to build out the development in smaller parcels over time so that the impact of construction traffic is not too overwhelming on surrounding areas. 	<ul style="list-style-type: none"> ➤ Opportunities have been provided to the landowners to engage on developing the phasing plan. The revised phasing plan in the Publication Draft Plan provides greater flexibility by setting out the requirements for site promoters to use it as a guide to develop their own more detailed phasing plans. ➤ The phasing plan set out the key expectations that development will only proceed where it is supported by necessary infrastructure. ➤ Such detail will be covered in the site promoters' phasing plans. The potential impact of construction traffic is covered within Policy WEL43 (Development Construction and Quality Control). 	01, 02, 03, 26, 39
Draft Phasing Plan	<ul style="list-style-type: none"> ➤ Although many aspects within the draft phasing plan are supported, it should reflect that employment development in the first and second strategic phases should be focused at the District Centre and between the centre and the M27. The employment east of the A32 should be phased later to reflect its isolated location. ➤ The expectation that the District Centre and retail offer will be developed in Strategic Phase 1 is challenged as delivery will only happen when there is a critical mass to make retail viable and this may take longer than envisaged in the draft plan. 	<ul style="list-style-type: none"> ➤ The revised phasing plan in the Publication Draft Plan provides greater flexibility as the detailed approach is not yet certain. References are made to the areas east of the A32 being phased later in the development. 	01, 02, 03, 13, 15, 98, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<ul style="list-style-type: none"> ➤ Clarity is sought over the phasing of land owned by Mr Hedges as this is unclear from the draft phasing plan. ➤ The phasing plan should include when highway improvements for Junctions 9-11 of the M27 will be required. It is not acceptable that the planned road improvements could be left until after some homes are delivered. The need to ensure that disruption for existing users is minimised is paramount so road improvements need to be in place prior to housing completions. ➤ Clarity is needed in the phasing plan that the measures to mitigate impacts on the protected sites on the Solent will need to be functionally in place prior to the occupation of each phase of development. ➤ The indication that development along the Knowle Road is likely to commence in Strategic Phases 1 and 2 is not supported. Development should commence near the M27. ➤ The phasing plan needs to be shared with the public so they know when the disruption can be expected and where. There also needs to be a transparent monitoring and review process over the life of the developments. Consultation and feedback from residents on the changes as the development progresses will be vital. 	<ul style="list-style-type: none"> ➤ As with the other promoting landowners, it would be expected that Mr Hedges would use the phasing plan to guide a detailed approach for his land, in conjunction with other site landowners. The Publication Draft Plan provides considerable flexibility over phasing of the employment areas. ➤ Clear parameters are set out within the phasing plan for completing the new all-moves Junction 10. These have been informed by evidence and engagement with stakeholders including the Highways Agency. ➤ The need to establish SANGS areas throughout the different phases is references within the phasing plan and will need to be covered in detail within the site promoters' Habitat Regulations Assessment and detailed phasing plan. ➤ Noted. ➤ The phasing plan within the Publication Draft Plan is publically available. In addition, the detailed phasing plans prepared by site promoters and submitted as part of planning applications will be made available on the Council's website once the planning applications have been validated. Regular monitoring of the 	

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
		Welborne Plan will be undertaken and details provide in Fareham's Authorities Monitoring Report.	
Further Infrastructure Phasing and Prioritisation Work	<ul style="list-style-type: none"> ➤ It is confirmed that both the 132kV double circuit steel-tower overhead lines in the north of the site and the 33kV wood-pole lines to the south of the site can be diverted/undergrounded, subject to this work being recognised as a developer cost. It is likely that the remaining 11kV wood-pole lines on the site could be progressively replaced / superseded as the development progressed. ➤ There needs to be some inclusion in the plan that fire service cover is unknown at present and that any alterations to BRT/Fareham Station may impact on the fire station. ➤ Welborne needs to be provided with fibre optic broadband capable of high speed internet access as it is built out. This would make the area more desirable and avoid having to dig-up roads later on. 	<ul style="list-style-type: none"> ➤ Engagement with relevant utility companies has resulted in the estimated costs for on-site electricity infrastructure work of various kinds being included within the Infrastructure Delivery Plan that supports the Welborne Plan. ➤ The Infrastructure Delivery Plan has considered the issue of fire service cover for the site and relevant officers of Hampshire Fire and Rescue Service have been engaged at each stage of the plan preparation. There is no evidence available to suggest that additional on or off-site infrastructure is required to meet minimum serve standards at Welborne. The issue of the potential future impact of development of Fareham Fire Station is covered in Local Plan Part 2: Development Sites and Policies Plan. ➤ High-speed broadband has been considered and included within the Infrastructure Delivery Plan and set as a requirement within Policy WEL9 (Employment). 	21, 28, 99
Housing	<ul style="list-style-type: none"> ➤ The housing trajectory amounts to delivery of 1,000 fewer homes over a period 10 years longer than that envisaged in the 	<ul style="list-style-type: none"> ➤ Detailed explanation of the process which resulted in the overall housing delivery 	01, 02

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Trajectory	<p>Core Strategy. Clarity is required on how this complies with paragraph 47 of the NPPF and what contingencies are in place in the event that the HRA conclusions prevents the level of housing delivery that is envisaged in the Core Strategy.</p> <p>➤ The commitment in paragraph 11.23 to refine the trajectory through evidence work and engagement with landowners is welcomed and ways need to be explored to accelerate housing delivery to achieve Core Strategy targets.</p>	<p>target is set out within Chapter 3 of the Publication Draft Plan. The wider development strategy for Fareham Borough is set out within the Core Strategy and within the emerging Local Plan Part 2: Development Sites and Policies Plan. Issues relating to any possible reduction in deliverable numbers at Welborne due to HRA conclusions will be dealt with through the early review of the Fareham Local Plan that will follow the revision of the South Hampshire Strategy.</p> <p>➤ Engagement with the landowners has been on-going and this has included, and will continue to include, discussions about ways in which delivery can be expedited where possible. The Publication Draft Plan allows the flexibility to consider the early phasing of development.</p>	
Development Deliverability	<p>➤ Concern that the concept masterplan and Draft Welborne Plan have been insufficiently tested for viability, with no viability appraisals included in evidence base. Paragraphs 173, 174 and 177 of the NPPF have been insufficiently taken into account. There needs to be a transparent and open viability appraisal process that attaches greater weight to 'market demand' and that demonstrates how the plan will comply with Section 19(2)(i) of the Planning & Compulsory Purchase Act 2004 by having regard to the resources likely to be available for implementing the proposals in the document.</p>	<p>➤ Extensive viability evidence has been undertaken by the Council and this has been shared in open and transparent engagement with the principal landowners. Significant changes to the Publication Draft Plan have been made to clarify that the Council does not expect development schemes at Welborne to adhere to the concept masterplan, where alternatives can be developed which can meet the Strategic Framework in more viable ways. This significant increase in</p>	01, 02, 03, 32, 98, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<ul style="list-style-type: none"> ➤ The requirement for phase-by-phase review of viability would have a serious negative impact on securing long-term investment funding critical for scheme delivery. Initial viability appraisals should recognise that whilst market conditions may improve, so might costs, not least in connection with sustainable construction/carbon standards. The viability model should not place undue reliance on uncertain sources of public sector funding or on future house price inflation, particularly during the first 10 years. ➤ The plan should consider the use of CPO powers or other public sector funding streams to secure necessary off-site infrastructure if it is not possible to deliver these by agreement. ➤ The Council should encourage the formation of a single delivery vehicle for Welborne as one of the largest strategic sites in the country. This will assist the Council by providing a single accountable party to deal with in implementation and infrastructure delivery. ➤ Concern that the cost of delivering the necessary infrastructure will be prohibitive and lead to a lack of infrastructure provision. Concern as to whether necessary infrastructure will come forward as it is needed. 	<p>plan flexibility is a response to the acknowledged viability challenges demonstrated through the evidence.</p> <ul style="list-style-type: none"> ➤ The need for on-going reviews of development viability have been linked in the Publication Draft Plan to the deferral of contributions approach, so that the reviews will only be required where viability problems are identified and need to be agreed with the Council in order to trigger a reduction or delay in infrastructure provision. Extensive engagement with the principal landowners has taken place over methodology underpinning the Council's viability evidence. ➤ Such mechanisms are actively being considered in parallel to the preparation of the Welborne Plan. ➤ Work on the delivery of the Welborne scheme is progressing in parallel with preparation of the Welborne Plan, including on-going engagement with the promoting landowners and other key stakeholders. ➤ Whilst the plan must operate in a flexible way, Chapter 10 of the Publication Draft Plan includes safeguards against the delivery if large-scale development in the 	

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<ul style="list-style-type: none"> ➤ Concern over the ability to deliver Welborne in a comprehensive manner whilst funding the range of very significant infrastructure. ➤ Too much weight given to early viability over long term sustainability. ➤ The sustainability of the Welborne community is inextricably linked to a phased delivery over time of the infrastructure identified, but how and when the infrastructure is needed, phased and paid for is not shown. ➤ Availability of Viability Appraisals. ➤ It is not apparent anywhere in the documents what triggers the need for the highway improvements and how much of Welborne can be delivered, given the comprehensive approach needed without certainty on the costly infrastructure delivery and in relation to the appropriate commercial vehicle to deliver it. ➤ A public project of this magnitude should exhibit transparency in publicising estimates of public funds needed to be spent to ensure the project's viability. 	<p>absence of necessary infrastructure.</p> <ul style="list-style-type: none"> ➤ Both of these elements are vitally important for the Welborne Plan which has sought achieve an appropriate balance. ➤ The Infrastructure Delivery Plan, in combination with the phasing plan within Chapter 10 of the Publication Draft Plan set out clear guidance on the delivery of key infrastructure. ➤ Details about the need for strategic road improvements and the triggers for these is set out with the Infrastructure Delivery Plan with further evidence on how schemes could come forward included within the Council's Transport Strategy. ➤ An executive summary of the viability appraisals undertaken on the Welborne development, as set out within the Council's concept masterplan is available for public view. However, the plan allows alternative masterplanning solutions to come forward, as long as they are compliant with the Strategic Framework, and these are likely to have a different viability profile and therefore different assumptions about levels of public sector investment that might be required. 	

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Developer Contributions	<ul style="list-style-type: none"> ➤ The Council should engage with landowners on the review of CIL and should provide clarity on the roles of CIL and s106 in securing funding to ensure that there is no 'double-charging' that could harm scheme viability. There is insufficient reference in the plan to Fareham's CIL and how the development will relate to that in recognition of the need for a site-wide s106 agreement. 	<ul style="list-style-type: none"> ➤ Chapter 10 of the Publication Draft Plan sets out guidance on the roles envisaged for Section 106 and CIL. The approach will be clarified further through work in the coming months on the Welborne Planning obligations SPD and on the review of CIL. Site landowners and other key stakeholders will be fully engaged at each stage of these two work streams. 	01, 02, 03
Developer Construction Strategy	<ul style="list-style-type: none"> ➤ Wording should be included requiring consideration to be given to adding measures to ensure that flood risk is not increased during scheme construction. ➤ There needs to be an effective plan for handling construction traffic while development is underway as there will be lots of traffic impacts and delays. There also needs to be a mechanism to monitor and review progress of the development and keep the public informed at each stage of the development to avoid the disruption during the build-out. The Standing Conference should be kept going for 5 years to take a role in this monitoring of the impacts of construction on existing communities. ➤ Concern over the impact from construction vehicles on Knowle Road and residents. ➤ Careful thought is needed as to how construction traffic will access the site and this must avoid causing delays and nuisance for existing road users. This needs to consider effects on the wider network as far north as Bishop's Waltham. 	<ul style="list-style-type: none"> ➤ The section of Chapter 10 of the Publication Draft Plan setting out what the construction strategy should include has been revised to include reference to avoiding flooding during construction. ➤ The management of site and construction traffic will be included by the Council within the matters dealt with under Policy WEL43 of the Publication Draft Plan. This means that conditions or planning agreements attached to planning permissions will ensure that proper site and construction traffic management can be enforced. Regular monitoring of the Welborne Plan and the progress of the development will be undertaken and details provided in Fareham's Authorities Monitoring Report. A reference to the continuation of the Standing Conference is included within Chapter 10 of the plan. 	10, 26, 39, 98, 99

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Local Skills	<ul style="list-style-type: none"> ➤ Paragraph 11.34 and final paragraph WEL38 are strongly supported, but the policy should be moved into Chapter 5, as it is at the heart of the economic strategy for Welborne. 	<ul style="list-style-type: none"> ➤ The policy approach has been maintained in the Publication Draft Plan and it is considered appropriate to keep this within the Delivery chapter of the plan (Chapter 10) as it related to initial construction of Welborne. 	01, 02
Quality Control	<ul style="list-style-type: none"> ➤ Paragraph 11.35 should ensure that it does not pre-empt discussions with the landowners on the long-term objectives for the maintenance of common infrastructure. For example, statements in the Draft IDP that HCC will not allow on-site developers to construct schools and will require the adoption of local highways, are premature. 	<ul style="list-style-type: none"> ➤ The future governance arrangements for Welborne are the subject of further work including engagement with the landowners and other key stakeholders. The Welborne Plan has been prepared to provide flexibility in outcome and it does not prescribe any particular model of governance. 	02
Implementation, Phasing and Construction WEL38	<ul style="list-style-type: none"> ➤ The linkage in WEL38 between developer contributions and the phasing/implementation is undefined and needs to be made clearer. ➤ All infrastructure must be in place before any houses are built to stop residents using existing facilities in Fareham. 	<ul style="list-style-type: none"> ➤ The relationship between developer contributions and infrastructure delivery and phasing has been fully clarified in Chapter 10 of the Publication Draft Plan, as well as within the section on 'Development Deliverability' within Chapter 1. 	03, 99

Chapter 12: Monitoring and Review

Section / POLICY	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
The Monitoring Framework	➤ No comments received.		
Triggers for a Review	➤ No comments received.		

Appendices

Section	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Appendix A Review of the High Level Development Principles within Policy CS13 of the Core Strategy	<ul style="list-style-type: none"> ➤ The Fareham Society object to the change on pages 155-156 from “fully mitigate any environmental or traffic impacts” to “minimise the traffic impacts on the local and strategic road network and mitigate any environmental impacts”. ➤ The Highway Authority considered that the opportunity has been missed to provide a dedicated BRT bus/cycle route through the site to further encourage increased patronage. ➤ The Highway Authority objected to the location of schools to the east of A32 – and stated at-grade, controlled crossing on the A32 will not be acceptable due to the significant predicted traffic levels and the impact that such a crossing will have on queuing on the strategic network ➤ The Standing conference also raised concerns as to the location of the schools east of the A32. ➤ Local residents raised concerns regarding the location of the schools and the difficulty of crossing the A32. One pointed out that if schools are to the east of the A32 the pavements on that side must be improved. The close proximity of three schools east of the A32 may lead to local congestion at peak times. ➤ The Highway Authority would like to see the schools relocated to land to the west of the A32, with the secondary school ideally adjacent to the district centre, or at the very least adjacent to one of the local centres. ➤ The Highway Authority also stated that the location of schools away from the district or local centres means that there are limited opportunities to share parking provision and link with the 	<ul style="list-style-type: none"> ➤ Policy WEL23 of the Publication draft plan now contains the following wording: ➤ “mitigate the traffic impacts on the local and strategic road network and mitigate any environmental impacts” ➤ The Revised Transport strategy states that bus lanes will be considered alongside a package of measures including bus lanes and bus priority measures. ➤ The location of the schools has been revised so that no schools are now proposed to the east of the A32. The secondary school is now proposed to be adjacent to the Community Hub. ➤ Each of the schools proposed at Welborne are now shown with an approximate location adjacent to one of Welborne’s 	16, 26, 32, 44, 46, 48, 49, 94, 98, 99

Section	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>proposed BRT bus routes through the development, thereby losing the opportunity to promote sustainable travel between the residential parts of the development and the community facilities.</p> <ul style="list-style-type: none"> ➤ The Highway Authority also expressed some concern over the proposed location of the HWRC at Crockerhill Industrial Park due to a right turn manoeuvre into the site from the A32. The design of a suitable access will need careful consideration. An alternative site within one of the main employment areas to the south could be preferable. ➤ Local residents also objected to the location of the HWRC, concerned it would lead to congestion, noise and pollution in that area. It was suggested that the existing access arrangements for the site use Forest Lane, which is not suitable for such an increase in traffic and potential impacts should be modelled, and that HWRC will attract traffic down through Wickham to access the site. ➤ The Fareham Society considered the scale of the changes to the Pook Lane / A32 junction to accommodate freight movements (paragraph 5.20) will have a significant harmful impact on Roche Court, its Gate Lodge and historic parkland ➤ Some local businesses wrote in confirming their view that employment sites should be clearly visible from the M27 and obvious to find. ➤ Financial reasons and changes to the high level development principles will reduce the ability of the development to be sustainable and have self-containment. Profit is being placed ahead of the environment. 	<p>centres. This change was made, in part, to allow for the sharing of parking where possible.</p> <ul style="list-style-type: none"> ➤ The HWRC is no longer proposed to be located at Crockerhill, which is intended to be redeveloped for residential use. The HWRC will be located within one of Welborne's main employment areas. ➤ Additional wording to policy WEL 8 has been recommended to take into account the need to protect the setting of the heritage assets on or adjoining the site. ➤ Policy WEL25 of the Publication Draft Plan and revised Transport Strategy give greater guidance on achieving a satisfactory access to the site and appropriate gateway to the development. ➤ All of the area within Welborne immediate north of the M27 is intended to be used for employment. It is expected that employment units will be visible from the 	

Section	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
		<p>motorway and from the new junction and on-off slips planned.</p> <p>➤ Both sustainability and scheme viability are vitally important for the Welborne Plan to be successful. The policies have sought achieve an appropriate balance between these.</p>	
Appendix B Masterplan Options: Summary of Evaluation	<p>➤ The other locations for the district centre are significantly less sustainable than the central location contrary to the statements in the Masterplan Options: Summary of Evaluation.</p>	<p>➤ The proposed location of the District Centre is necessarily a balance between the need to ensure it is accessible by all modes of travel and the need to provide a location that will attracted some level of 'passing trade' to ensure that the centre can remain viable. The location settled on seeks to achieve both by a clear link to the A32 but with strong links to the both the main residential and employment areas and clear requirements for access from the centre to Welborne's pedestrian and cycle network.</p>	32
Appendix C List of Evidence and Background Documents	<p>➤ Portsmouth Water's Water Resources Management Plan 2009 should be included. The draft 2014 WRMP is available for comment.</p> <p>➤ Portsmouth City Plan and associated guide for developers would be a useful background document.</p>	<p>➤ Both documents are now included within Appendix A of the Publication Draft Plan.</p> <p>➤ It is considered that it is not necessary to include these documents within Appendix A as although they are background material, they have not been referred to within the Welborne Plan.</p>	24
Appendix D1	<p>➤ Confusion over whether there is an Area of Ecological Importance at Funtley as the Concept Masterplan allocates the</p>	<p>➤ The Council has undertaken work on the Areas of Ecological Importance</p>	99

Section	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Constraints Plan	constrained land for residential and allotments.	designations shown on the Constraints Map within the Draft Welborne Plan, including engagement with the County Council's ecological service and with ecology consultants working for the site landowners. The conclusion of this work is that there is no evidence of any ecological features of particular importance within the relevant areas and therefore there is no justifiable reason to continue to show these designations as a constraint to development.	
	<ul style="list-style-type: none"> ➤ Pylons on site could put children living nearby at risk of cancer. 	<ul style="list-style-type: none"> ➤ The concern is noted. However, based on engagement with the site landowners, it is anticipated that the Extra-high voltage pylon-supported cables within the north of Welborne will be undergrounded as part of the development process. 	
Appendix D2 Concept Masterplan	<ul style="list-style-type: none"> ➤ Land between Pook Lane and A32 should be identified as employment land rather than open space because it is not constrained by noise, air quality, the gas pipeline or the groundwater source protection zone. It has existing access off Pook Lane and is well located to the proposed employment east of the A32. ➤ All employment should be located to the west of the A32 making use of the parts of the site most affected by noise which are not suitable for the housing which is currently proposed. 	<ul style="list-style-type: none"> ➤ The land referred to is not necessarily required for employment development and is shown as 'landscape buffer' on the Strategic Framework Diagram within the Publication Draft Plan. However, the plan will operate flexibly and if proposals for an alternative use come forward that can meet the policy requirements within the plan, this will be considered on its merits. ➤ The great majority of proposed employment development is located to the west of the A32 on the Strategic 	01, 05, 21, 22, 24, 26, 32, 36, 98

Section	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	<p>➤ Concern that masterplan options for the Welborne plan have been developed prior to a full appropriate assessment being undertaken. As such this version of the draft Welborne plan is at risk of being found unsound as there is no certainty that these options will not lead to a likely significant effect on the International and national designated sites.</p>	<p>Framework Diagram. The small area of employment that remains to the east of the A32 occupies an area where environmental noise evidence suggests that housing development will not be acceptable.</p> <p>➤ The Welborne Plan has been the subject of a Habitats Regulations Assessment which has included both screening and appropriate assessment stages. The screening assessment showed that significant effects were considered “a likely” or “uncertain” outcome for some of the masterplanning options within a number of themes. These were taken forward for appropriate assessment and this is reported in the HRA Report (Jan 2014) that is published alongside the Publication Draft Welborne Plan.</p> <p>➤ Significant changes to the Publication Draft Plan have been made to clarify that the Council does not expect development schemes at Welborne to adhere to the concept masterplan, where alternatives can be developed which can meet the Strategic Framework. Planning applications must be supported by evidence that the proposal will not result in an adverse effect on the ecological integrity of protected sites. The plan is flexible, allowing alternative</p>	

Section	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
		<p>masterplanning solutions to come forward, as long as they are compliant with the Strategic Framework.</p>	
	<ul style="list-style-type: none"> ➤ It is not possible to determine whether the local, intermediate and medium pressure gas pipelines present on the site will need to be diverted until more detailed site layout and phasing plans are available. ➤ It is not clear from the Concept Masterplan that alternative routes for the water mains present on the site have been allowed for. The plan assumes they will be diverted but the £4.8M sum allowed for this [in the Draft IDP] does not allow for moving all of the existing mains to the A32. ➤ Land east of the A32 should be left as a reserve site for use in the final phase of development if required. 	<ul style="list-style-type: none"> ➤ Noted. This flexibility is allowed for within the Strategic Framework. ➤ The detail and extent of water main diversions will only be clarified through the comprehensive masterplanning to be prepared by the site promoters and which will accompany planning applications. ➤ Through engagement with the relevant site landowner, it has been agreed that the development proposed to the east of the A32 will be phased later, within Main Phases 4 and/or 5. 	
	<ul style="list-style-type: none"> ➤ Main infrastructure items for Welborne, such as the HWRC, should be located away from the existing surrounding communities. ➤ The preferred solution for Junction 10 improvements is on land that is solely owner by one of the two mains landowners promoting Welborne. This will increase the commercial attractiveness of the planned employment area and District Centre, and as such significantly increase the marketability of the site. ➤ It is not clear from the “Welborne Concept Masterplan” that alternative routes for water mains have been allocated within the site. The existing routes appear to be covered with 	<ul style="list-style-type: none"> ➤ The HWRC will be located within one of Welborne’s main employment areas, north of the M27 motorway. ➤ Noted. ➤ The detail and extent of water main diversions and new mains will only be clarified through the comprehensive 	

Section	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
	woodland, housing, shopping areas and the secondary school. It is important to understand that the provisional sum of £4.8m for mains diversion does not allow for moving all the mains into the A32. In addition to mains diversion costs there will potentially be mains reinforcement costs.	masterplanning to be prepared by the site promoters and which will accompany planning applications.	
Appendix D5 Pedestrian and Cycle Linkages	<p>➤ The County Council's countryside service made the following comments on the Pedestrian and Cycle Linkages (Movement Framework Plan) D5:</p> <ul style="list-style-type: none"> ▪ The proposals for pedestrian and cycle links look sound overall, although it is not clear which of these are for cycling, pedestrians or both; ▪ The crossing-points for the M27 are particularly welcomed as this is regularly identified as an issue for rights of way users; ▪ Parts of the on-site network appear to be very direct and utilitarian; provision should also be made for more localised and attractive circular routes of varying lengths for recreation and exercise ▪ Access to the west of the site is currently restricted to two public footpaths and we would strongly recommend upgrading and physically improving one of them to permit use for cycling. If upgraded to bridleway and improved, Wickham footpath 16 would provide a cycling link from Mayles Lane to Titchfield Lane and Botley; ▪ There is very limited provision of off-site links to the east of the site, other than existing rights of way and roads; ▪ Fareham bridleway 83b/82, which leads south-west from the westernmost crossing of the M27, should also be identified as an offsite enhanced route. 	<p>➤ The Publication Draft Welborne Plan Policy WEL28 now makes explicit the requirements for links to surrounding communities and longer routes to surrounding areas. The revised Transport Strategy contains significant further detail of the potential for short links to surrounding communities and longer routes to surrounding areas.</p>	
Appendix D6 Landscape and Habitats	<p>➤ Encouraged to see that the draft plan is incorporating biodiversity and habitat planning. The green corridors should be planted with native, traditional hedgerows and other 'wild' plantings including wild foods that can be foraged.</p>	<p>➤ Support is noted. Policy WEL34 of the Publication Draft Plan requires the site promoters to submit a detailed landscaping scheme alongside planning applications</p>	99

Section	Summary of Main Issues Raised	How representations have been taken into account	Respondent(s)
Framework Plan		and this will set out the species mix proposed.	
Draft Infrastructure Delivery Plan (IDP)	<ul style="list-style-type: none"> ➤ The Concept masterplan assumes that existing water mains on site will be diverted, but the £4.9M sum allowed for this does not allow for moving all of the existing mains to the A32. Equally, significant mains reinforcement work may be required, whether or not overall water usage is reduced through black-water recycling. This is not allowed for in the IDP. ➤ Portsmouth Water has not yet provided a quote to Albion Water for supplying the site. The costs quoted for the Albion Water options therefore may not be accurate. 	<ul style="list-style-type: none"> ➤ The detail and extent of water main diversions will only be clarified through the comprehensive masterplanning to be prepared by the site promoters and which will accompany planning applications. ➤ Noted. 	24

Appendix O

Statement of Regulation 19 Representations Procedure

Hampshire Independent

Notice Boards

NOTICE OF PUBLICATION PURSUANT TO SECTION 20 OF THE COMPULSORY PURCHASE ACT 2004 (AS AMENDED), THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND) REGULATIONS 2012 (REGULATIONS 19, 20, AND 35), THE ENVIRONMENTAL ASSESSMENT OF PLANS AND PROGRAMMES REGULATIONS 2004 (REGULATION 13), AND THE CONSERVATION OF SPECIES AND HABITATS REGULATIONS 2010 (REGULATIONS 61 AND 102)

Title of document: Local Plan Part 3: The Welborne Plan

Subject matter: The Welborne Plan is a site-specific plan, which sets out how the new community of Welborne will be delivered over the period to 2036. It establishes a policy and delivery framework, which provides clear and consistent guidance to ensure that the Council's vision and objectives for Welborne can be achieved, and that the plan is consistent with the established approach in the adopted Core Strategy. Once adopted, The Welborne Plan will form part of Fareham's statutory development plan.

Supporting documents: The Welborne Plan is supported by a Sustainability Appraisal and Habitats Regulations Assessment.

Area covered by Plan: Welborne

Representation period: 1700hrs on Friday 28 February, 2014, to 1700hrs on Friday 11 April, 2014. During the representation period, any person or organisation may make representations about the documents.

Address to which representations should be sent: Representations regarding 'legal compliance' and/or 'soundness' should be received by the deadline above and can be made using any of the following methods:

- Online at www.fareham.gov.uk/consultations where you can view the Plan online and complete our online representation form;
- Email to planningpolicy@fareham.gov.uk the representation form (PDF and MS Word versions of the form can be found on the Council's web site at www.fareham.gov.uk/consultations); or
- By post to Planning Strategy, Planning and Environment, Fareham Borough Council, Civic Offices, Civic Way, Fareham, Hampshire PO16 7AZ.

Locations where documents can be viewed: The Welborne Plan and its accompanying Sustainability Appraisal, and Habitats Regulations Assessment, will also be available on the Council's website, together with a guidance statement setting out how to make representations. In addition, all these documents will be made publicly available during normal opening hours at the following locations:

- Fareham Borough Council, Civic Offices, Civic Way, Fareham, Hampshire, PO16 7AZ;
- Fareham Library, Osborne Road, Fareham, PO16 7EN;
- Lockswood Library, Lockswood Centre, Locks Heath District Centre, Southampton, SO31, 6DX;
- Portchester Library, West Street, Portchester, Hampshire, PO16 9TX; and
- Stubbington Library, Stubbington Lane, Stubbington, Fareham, PO14 2PP.

Representations must be received by 1700hrs on Friday 11 April, 2014.

For Further Information: please email planningpolicy@fareham.gov.uk, or call 01329 236100.

Have your say

Local Plan Part 2 - Development Sites and Policies Plan:

Allocates sites and land for housing, retail, economic development, leisure, recreation and community uses and areas for protection such as green spaces and conservation areas.

Local Plan Part 3 - The Welborne Plan: Sets out the broad type, location, amount and character of the development at Welborne.

You can submit comments on the above Plans' 'legal compliance' and 'soundness', before they go to the Planning Inspectorate for independent examination later in the year.

The representation period is from 1700hrs on Friday 28 February to 1700hrs on Friday 11 April, 2014.

Both are available online at www.fareham.gov.uk/consultations. You can also view paper copies at the Civic Offices reception, and at libraries in Fareham.

Representations can be submitted online, by email or by post.

For further information please email: planningpolicy@fareham.gov.uk or call 01329 236100.

FAREHAM
BOROUGH COUNCIL

Appendix P

Letter invitation sent to all general and specific bodies to make representations under regulation 20

FAREHAM BOROUGH COUNCIL

Director of Planning and Environment
Richard Jolley

Contact: Mark Chevis
Ext.: 4551
Date: 27 February, 2014

Dear Sir/Madam

Notice of Representation Period²¹ for the Publication Versions of the Fareham Borough Local Plan Part 2: Development Sites and Policies, and the Fareham Borough Local Plan Part 3: The Welborne Plan

Fareham Borough Council has prepared publication versions of the Local Plan Part 2: Development Sites and Policies, and the Local Plan Part 3: The Welborne Plan. These documents will complete Fareham's Local Plan, alongside the adopted Core Strategy (Local Plan Part 1).

Local Plan Part 2: Development Sites and Policies Plan

The Development Sites and Policies Plan sets out Fareham Borough Council's approach to managing and delivering development identified in the Core Strategy (together with the additional requirements set out in the South Hampshire Strategy) for the Borough (excluding Welborne) to 2026. It will help deliver the Vision and Strategic Objectives for Fareham set out in the Core Strategy.

Local Plan Part 3: The Welborne Plan

The Welborne Plan is a site-specific plan, which sets out how the new community of Welborne will be delivered over the period to 2036. It establishes a policy and delivery framework, which provides clear and consistent guidance to ensure that the Council's

²¹ Pursuant to Section 20 of the Compulsory Purchase Act 2004 (as amended), The Town and Country Planning (Local Planning) (England) Regulations 2012 (Regulations 19, 20, and 35), The Environmental Assessment of Plans and Programmes Regulations 2004 (Regulation 13), and The Conservation of Species and Habitats Regulations 2010 (Regulations 61 and 102).

Department of Planning and Environment

Civic Offices Civic Way Fareham PO16 7AZ

Tel(01329) 236100 Fax: (01329) 550576

Answer phone: 01329 824630

mchevis@fareham.gov.uk DX 40814 (please state dept)



vision and objectives for Welborne can be achieved, and that the plan is consistent with the established approach in the adopted Core Strategy.

The representation period for both Plans will run from 5pm on Friday 28 February, 2014, to 5pm on Friday 11 April, 2014. During the representation period, any person or organisation may make representations on either/both documents. Representations should relate to 'legal compliance', or 'soundness'. A Guidance Note has been produced to help explain the representation procedure and to ensure that representation forms are filled out correctly in order for them to be considered by the Planning Inspector.

The Plans and all supporting evidence studies and reports can be viewed on Fareham Borough Council's website by visiting www.fareham.gov.uk and clicking on the 'Have Your Say' link, where you will also be able to complete an online representation form. Paper copies of both plans, as well as the Sustainability Appraisal, Habitats Regulation Assessment and representation forms for each, as well as the Guidance Note, will be made available during the consultation period, at the locations and times below.

Location	Opening Times
Fareham Borough Council Civic Offices, Civic Way, Fareham PO16 7AZ	Monday to Thursday 8.45am to 5.15pm Friday 8.45am to 4.45pm
Fareham Library Osborn Road, Fareham PO16 7EN	Monday, Thursday and Friday 9.30am to 7pm Tuesday and Wednesday 9.30am to 5pm Saturday 9.30am to 4pm
Portchester Library West Street Portchester PO16 9TX	Monday and Friday 10am to 1pm & 2pm-7pm Tuesday and Thursday 10am to 1pm & 2pm to 5pm Wednesday 10am to 1pm Saturday 9.30am to 1pm
Lockswold Library Lockswold Centre Locks Heath District Centre, SO31 6DX	Tuesday, Wednesday and Friday 9.30am to 5pm Thursday 9.30am to 7pm Saturday 9.30am to 1pm
Stubbington Library Stubbington Lane Stubbington, PO14 2PP	Monday and Friday 9.30am to 7pm Tuesday and Thursday 9.30am to 5pm Wednesday and Saturday 9.30am to 1pm

If you have any queries, or would like to request paper copies of the response forms, please email planningpolicy@fareham.gov.uk, telephone 01329 236100, or write to:

Planning Strategy Team
Department of Planning and Environment
Fareham Borough Council
Civic Offices
Civic Way
Fareham
Hants
PO16 7AZ

Yours faithfully



Richard Jolley
Director of Planning and Environment

Appendix Q

Summary of Main Issues Raised in the Representations on the Regulation 19 Publication
Version of Local Plan Part 3: The Welborne Plan

Theme 1

Vision, Objectives and Development Principles

- 1.1 This theme covers all representations relating to the vision, objectives and development principles of Welborne (WEL2). The overall principle of the Welborne new community, although already set by Policy CS13 of the adopted Fareham Local Plan Part 1 Core Strategy, received a significant number of representations and as such, is also considered in this theme.
- 1.2 Representations were received from the following consultees:

WP005	Michael Berridge	WP324	The Society of St. James
WP007	Wickham Parish Council	WP339	John Codling
WP009	Ian Dean	WP358	Malcolm Shillabeer
WP010	Adele Kane	WP361	Tony Elvery
WP012	Nicholas Cunningham	WP363	Diana Stevens
WP016	Mike Burbridge	WP369	John Hale
WP018	Environment Agency	WP395	Welborne Standing Conference
WP030	Doug & Penny Barnard	WP410	Sally Donophy
WP031	Shaun Cunningham	WP421	Geoffrey Newbold
WP039	Albion Water	WP440	David & Lynda Sutton
WP040	Mike Allen	WP443	I J Downing
WP041	Winchester City Council	WP451	Lynda and Steve Grenyer
WP047	Susan Hobbs	WP452	George Newton
WP070	Paul & Sarah Barnard	WP457	P Davies
WP089	Barry Hirst	WP461	Hampshire County Council
WP095	John Hale	WP463	A T Ediss
WP149	The Wickham Society	WP467	Rod McMillan
WP150	Piers Austin	WP468	Hallam Land Management
WP153	Anne-Marie Causer	WP471	Buckland Development Ltd & BST Warehouses Ltd
WP158	Helen Coker	WP473	English Heritage
WP167	Katie Chamberlain	WP480	Norman & Joyce Baust
WP223	M B Williams	WP484	Graham & Ryth Crosby
WP224	A R Williams	WP564	<i>Anonymous</i>
WP248	CPRE Hampshire	WP565	R Edmunds
WP254	Mr & Mrs J Mulholland	WP566	The Fareham Society
WP258	Edward Tuckley	WP572	Cllr Mrs P Bryant (FBC)
WP277	Cllr Mrs Katrina Trott (FBC)	WP588	Harvey Griffiths
WP278	Andrew Ransom	WP590	Ken Neely
WP293	James Palmer	WP597	K J Westcott
WP299	Caren Ransom	WP629	Ruth Saunders
WP304	Mr & Mrs A J Bath	WP630	Funtley Village Society
WP318	Mr & Mrs Mills	WP633	Partnership for Urban South Hampshire (PUSH)
WP319	John Newman	SL	Standard Response

Principle of Developing a New Community at Welborne

- 1.3 Opposition and lack of justification for the amount of housing being planned for (WP089, WP153, WP304, WP361, WP463, WP467, WP566, WP588)
- 1.4 Only half the amount (3000) of houses being planned for are required to meet Fareham's local need (WP223, WP224, WP278, WP299, WP339, WP484, WP565, WP597)

- 1.5 Uncertainty as to where future Welborne residents will come from (WP223, WP224)
- 1.6 Size of development will mean an in-migration of residents from outside of the Fareham area (WP304)
- 1.7 Objection to green field development (WP319, WP443, WP452, WP590, WP597) and the resultant loss of agricultural land (WP009, WP484)
- 1.8 Opposition to the size of development (WP005, WP012, WP304, WP590) and concern over how new infrastructure will be provided (WP153, WP457, WP484) or existing infrastructure will cope (WP005, WP012, WP443). Concern that infrastructure for such a big development has not been thought through and so it is not legally compliant or sound (WP451)
- 1.9 Support for developing Welborne (WP010, WP468)
- 1.10 The need for more housing is recognised but the location of the proposed new community creates insurmountable problems that cannot be overcome (WP277, WP566)
- 1.11 Concern that Welborne is not only for Fareham's growth but for wider Hampshire area (WP009, WP012)
- 1.12 Opposition to development due to impact on existing residents quality of life, the likely traffic congestion that will result, the impact on health facilities and the loss of green space (WP016, WP030, WP040, WP047, WP070, WP153, WP254, WP304, WP318, WP410)

Consultation

- 1.13 No proper consultation has been undertaken to date and a referendum is required (WP009, WP012, WP030, WP089)
- 1.14 Consultation process inadequate (WP363, WP629, WP630)

Local Policy Context

- 1.15 Evidence for the number of houses at Welborne taken from the South East Plan which is no longer adopted and was based on economic predictions for the next 10-20 years (WP630)
- 1.16 Self-containment not a realistic aim (WP630)
- 1.17 Piecemeal and proposed new developments are happening across the borough despite the position of CS13 (WP630)
- 1.18 Concern that an appropriate level of affordable homes are provided which balance need against over supply which causes social problems (WP630)

Wider Planning Context

- 1.19 Validity of the South Hampshire Strategy and its role in informing the Plan is questionable (WP630)
- 1.20 Sustainable local growth not demonstrated (WP630)

Sustainability Appraisal and Habitats Regulation Assessment²²

- 1.21 Appropriate assessment not sound due to issues of water discharge, downstream flooding and impact on supporting habitats (WP630).

Development Deliverability²³

- 1.22 Concern over viability and delivery of infrastructure (WP630)

Policies Map²⁴

- 1.23 Buffer zones need to be a minimum of 200m with no permanent structures, with bordering areas having the lowest density of housing (WP630)

Structuring Plan and Comprehensive Masterplanning²⁵

- 1.24 A much higher level of detail should be included within the Welborne Plan and should not have to wait until a comprehensive masterplan is produced; whilst each detail proposed must be fully costed and funding in place (WP630)

Vision

- 1.25 It would be appropriate to define the term 'renewable energy needs' (WP461)
- 1.26 It is not possible to apply garden city principles to a village concept, particularly one with high density and which is closely linked (WP167)
- 1.27 Garden city principles will help deliver a more attractive development (WP630)
- 1.28 Vision commendable, but soundness and viability not proven, particularly regarding a fully costed and tested transport plan (WP630)

WEL1 - Sustainable Development

- 1.29 Principle of development is contrary to sustainable development (WP150)
- 1.30 Development will have a negative impact as very little mitigation is possible (WP564)
- 1.31 Policy is in accordance with the NPPF (WP633)

WEL 2 - High Level Development Principles

²² These issues are covered more fully under Themes 12 and 13 respectively.

²³ This issue is covered more fully under Theme 11.

²⁴ This issue is covered more fully under Theme 2.

²⁵ This issue is covered more fully under Theme 2.

- 1.32 Support for principles of sustainable water consumption (WP039)
- 1.33 Policies support sustainability of Welborne by creating high degree of self-containment and are consistent with South Hampshire Strategy (WP633)
- 1.34 Strategy needs to accept significant proportion of trips will be out of Welborne to jobs and destinations elsewhere (WP021, WP395, WP470, WP589, WP611, WP630)
- 1.35 Self-containment principal insufficiently evidenced and unlikely to succeed as it cannot be controlled and people will always need to travel elsewhere (WP031, WP095, WP149, WP150, WP158, WP223, WP224, WP293, WP324, WP358, WP369, WP421, WP440, WP484, WP572, SL)
- 1.36 Support for green buffers principle (WP041)
- 1.37 All green buffers should be within Fareham and not within Winchester (WP248, WP564)
- 1.38 Transport solutions should be southwards facing, due to concern over the amount of northward travelling traffic (WP041)
- 1.39 Support for transport strategy (WP258)
- 1.40 Support the principles in the policy, especially regarding SuDS which are an integral part of the development and high standards of sustainable design. However reference should be made to the SuDS management train and incorporating site control features into the network of open spaces (WP018)
- 1.41 Paragraph 3.12 of the Plan refers to fluvial flooding but does not mention other sources of flooding and therefore it is unclear what level of risk there is to the site from these sources (WP461)
- 1.42 Concern over the loss of valuable rainfall storage land and the potential for worse air quality (WP304)
- 1.43 Support for the high level objectives (WP471) and the need to deliver Welborne to the highest possible standard (WP395)
- 1.44 Uncertainty over what the final proportion of affordable housing will be (WP421)
- 1.45 Support for the development principle to protect historic features on the site (WP473)
- 1.46 Policy is in accordance with South Hampshire Strategy Policies 1 and 3 (WP633) and reduces many of the potential transport congestion problems that may have arisen from options using junction 11 as the primary means of access for Welborne.
- 1.47 The proposed level of affordable housing (30%) is in accordance with South Hampshire Strategy Policy 12 and the proposed green infrastructure strategy is in

accordance with South Hampshire Strategy Policy 14 (WP633)

Theme 2

Site and Setting

2.1 This theme covers all aspects from Chapter 3 'The Welborne Site' including all supporting text and policies WEL3, WEL4 and WEL5.

2.2 Representations were received from the following consultees:

WP005	Michael Berridge	WP326	Cllr Mrs Angela Clear (WCC)
WP007	Wickham Parish Council	WP327	Knowle Village Residents Association
WP008	Christopher Arnold	WP355	E Webb
WP012	Nicholas Cunningham	WP361	Tony Elvery
WP017	Wallington Village Community Association	WP363	Diana Stevens
WP018	Environment Agency	WP365	Sheila Collins
WP030	Doug & Penny Barnard	WP395	Welborne Standing Conference
WP031	Shaun Cunningham	WP421	Geoffrey Newbold
WP036	Wickham Parish Council	WP423	Stuart M Tennent
WP041	Winchester City Council	WP435	Mrs Stevens
WP089	Barry Hirst	WP464	Mr Graham Moyse
WP142	R A Downing	WP466	The Hastings Family
WP145	R J Warren	WP467	Rod McMillan
WP149	The Wickham Society	WP468	Hallam Land Management
WP150	Piers Austin	WP470	George Hollingbery MP
WP153	Anne-Marie Causer	WP471	Buckland Development Ltd & BST Warehouses Ltd
WP158	Helen Coker	WP473	English Heritage
WP167	Katie Chamberlain	WP484	Graham & Ryth Crosby
WP223	M B Williams	WP488	Alasdair Ewing
WP224	A R Williams	WP566	The Fareham Society
WP248	CPRE Hampshire	WP572	Cllr Mrs P Bryant (FBC)
WP277	Cllr Mrs Katrina Trott (FBC)	WP588	Harvey Griffiths
WP278	Andrew Ransom	WP590	Ken Neely
WP284	Cllr Mrs Therese Evans (WCC)	WP597	K J Westcott
WP289	Christine Westcott	WP614	Michael Stephenson
WP299	Caren Ransom	WP630	Funtley Village Society
WP304	A J Bath	WP633	Partnership for Urban South Hampshire (PUSH)
WP310	Michael Stevens	SL	Standard Letter
WP324	The Society of St. James	AM	Aide Memoire

Site and Setting

2.3 The development will result in the loss of agricultural land for food production (WP008, WP304, WP365, WP590, WP614, WP630) the loss of green space (WP030, WP142, WP355, WP597, WP614) and the loss of wildlife (590).

2.4 There will be the loss of rural footpaths which currently cross the site (WP488).

2.5 Development will result in the loss of rural character for Knowle and ruin lives for people living in these communities (WP153).

2.6 Development will result in the loss village characteristic for Wickham (WP167, WP361) and the loss of market town characteristic for Fareham (WP365).

- 2.7 All open space, green infrastructure and green buffers should be within Fareham Borough with none within Winchester District (WP007, WP248).
- 2.8 Welborne is located in a traditional gap between Fareham Borough and Winchester District and its development will see the coalescence of Fareham with Wickham and Knowle (WP470, WP597).

Constraints, Capacity and Opportunities

- 2.9 Development shown too close to the high pressure gas mains located diagonally across the site – unsafe. No building heights mentioned with regards to the overhead power lines and there is a flood risk for Funtley as a result of the diversion works required on the mains water (WP630).
- 2.10 Additional clarity required over the location of the SINC on Fareham Common and whether part of it is required for improvements to junction 10 (WP630).
- 2.11 Both the SINC and archaeological assets on the site should be afforded greater protection (WP630).
- 2.12 Clays underlying both Welborne and Funtley are subject to movement and subsidence – testing of ground conditions prior to development is imperative and may lead to the requirement for expensive foundations (WP630).

The Plan Boundary

- 2.13 The flexibility of final housing and employment numbers creates uncertainty (WP630).

Determining Overall Capacity

- 2.14 The total site area is considered to be far too large – the number of houses that are planned for are not required (WP005, WP363), particularly based on population trends which suggest greatest need in Fareham is for industry and employment (WP588).
- 2.15 There should be greater flexibility of the final housing capacity as the detailed design process is undertaken (WP471).
- 2.16 The total number of houses being planned for (6000) does not equate to the expected rise in population in Fareham over the next 20 years (5.4%) (WP597).
- 2.17 There needs to be a reduction in the total number of houses, as 6000 is too many (WP467) when considered alongside other local housing developments (WP289) and it will lead to residents moving to Fareham from other areas (WP304).

WEL3 - Allocation of Land

- 2.18 Allocation of secondary school playing fields on Knowle Triangle likely to lead to the urbanisation of the Knowle Triangle through features such as fencing, car parking and lighting. This is inconsistent with Winchester City Council's policy for settlement gap (as the Knowle Triangle is designated as such in the Winchester City Local Plan Part 1 – Policy SH4) and as such WEL3 is unsound (WP041, WP284, WP310, WP324, WP326, WP327, WP395).

- 2.19 A need to protect the tree belt along boundary of Welborne with the Knowle Triangle (WP041, WP395).
- 2.20 Secondary school playing fields should be moved from Knowle Triangle to within the Welborne Plan area (WP041, WP326, WP327). This conflicts with the aims of the City Council and would represent an unacceptable risk and cost to the site promoters (WP471).
- 2.21 It is premature to fix the location of the Secondary School and alternative site options should be maintained (WP395). A more central location near to the District Centre is essential to the creation of a cohesive new community (WP471) which would also create significant footfall for the retail units at the District Centre, thus enhancing the viability of uses at the District Centre (WP471).
- 2.22 Housing east of the A32 should be deleted due to their separation from the main development, the excessive noise they are likely to experience and the landscape impact of any noise abatement bund (WP566).
- 2.23 Support for the delivery of employment space, a secondary school, district and local centres, the community hub and a central park, which are all in accordance with the South Hampshire Strategy (Policy 11) (WP633).
- 2.24 Number of houses will need to be reduced to 5000 or less rather than encroach on Knowle triangle and compromise on green infrastructure and settlement separation (AM)

WEL4 - Comprehensive Approach

- 2.25 Support for the requirement that Welborne is taken forward on a comprehensive basis in accordance with the principles of the Strategic Framework Diagram (WP473, WP633).
- 2.26 The potential to bring forward complementary masterplans for parts of the side, rather than a single masterplan is welcomed (WP471).
- 2.27 Approach should be to integrate market and affordable housing throughout each phase (WP149).

WEL5 - Maintaining Settlement Separation

- 2.28 The settlement buffers with existing communities, particularly Funtley are insufficient (WP031, WP158, WP248, WP277, WP278, WP299, WP327, WP421, WP630). Funtley buffer should be 500m (SL)
- 2.29 Support for the requirement to maintain physical and visual separation of Welborne from the surrounding communities (WP473, WP484, WP633).
- 2.30 The settlement buffers need increasing which would require either an increase in housing densities (WP395) or a reduction in the total number of houses being planned for (WP017, WP278, WP299).
- 2.31 All settlement buffers need increasing to 500m and need to adjoin the lowest

densities of housing (WP145, WP310, WP324, WP435, WP484) in order to prevent coalescence (WP327, WP395). In particular a 500m buffer from Funtley to the Knowle Triangle needs implementing (WP150, WP223, WP224, WP278, WP299, AM) and could potentially consist of community woodland (WP277, WP278, WP299, WP395).

- 2.32 Settlement buffers with existing communities need increasing to 100m with a further 100m band within Welborne where only low density development is permitted adjacent to both Funtley and Knowle (WP630).
- 2.33 Insufficient buffer with Wickham; the land north of Heytesbury Farm should be re-designated as green infrastructure (WP036).
- 2.34 Use of Knowle Triangle as playing fields for the secondary school should not be permitted as this will lead to an insufficient settlement buffer with Knowle and the likely coalescence of Welborne and Knowle (WP036, WP150, WP284, WP326, WP395, WP435).
- 2.35 Support for the use of Knowle Triangle as school playing fields, SANGS and settlement buffer and the availability of this land by the landowner (WP464).
- 2.36 Size of the settlement buffer with Blakes Copse is inadequate and unsound, due to existing landscape sensitivities on the ridge line. A substantially larger woodland buffer is required, which would protect visually sensitive areas and help secure a substantial woodland block in the north to link Dash Wood and Blakes Copse (WP041).
- 2.37 The section of WEL5 that deals with Wickham is unduly prescriptive and should be made more flexible in order to respond to the outcomes from the detailed design process (WP471).
- 2.38 Potential for buffer with north Fareham (Fareham Common) to be eroded through the planned improvements to M27 junction 10 (WP310, WP435, WP572(the Plan is therefore inconsistent and unsound (WP423))), although buffer with north Fareham is insufficient in size anyway (WP572).
- 2.39 Welborne fails to take into account the Winchester Core Strategy policy CP18 on gaps (WP470).
- 2.40 There is a need to establish a woodland 'shelterbelt' of English native species, to enhance the visual buffer between Funtley and the western edge of the employment area, which would also act as a wildlife corridor (WP484).
- 2.41 Support for the requirement to assess local drainage patterns around Funtley as part of a site wide Flood Risk Assessment and Sustainable Drainage System (SuDS) Strategy. A particular need to ensure that drainage is assessed on a catchment wide basis, not just the area adjacent to the settlement buffer (WP018).

Theme 3

Character Areas

3.1 This theme covers all of chapter 4 including policies WEL6, WEL7 and WEL8.

3.2 Representations were received from the following consultees:

WP149	The Wickham Society	WP473	English Heritage
WP395	The Welborne Standing Conference	WP566	The Fareham Society
WP461	Hampshire County Council	WP630	The Funtley Village Society
WP471	Buckland Development and BST	WP633	PUSH

WEL6 - General Design Principles

3.3 The design principles should set out the density range, indicating where the higher or lower densities would be appropriate (WP149)

3.4 The Design Guidance SPD should be adopted after an inclusive process of community involvement, before the adoption of the Welborne Plan (WP395)

3.5 The requirement that the Council prepares a Design Guidance SPD is entirely unnecessary, and only duplicates what is required by the landowners in policy WEL 7, with the potential for delays. This requirement therefore fails the test of effectiveness (WP471)

3.6 English Heritage support this policy (WP473)

3.7 The character of Welborne will be significantly influenced by views from the M27, therefore the employment area will need to be well designed and landscaped (WP566).

3.8 The design policies do not adequately take into account or address the issue of noise (WP566)

3.9 Support for the policy changes proposed by the Standing conference (WP566)

3.10 The analysis of the character areas which underpin the design principles are unsound. Questions are also raised regarding the reference to woodland clearings, the nature of the sub-soil, the gas-pipeline under the proposed central park, the use of a part of Fareham Common to provide an all moves junction 10, whether any development can reduce the risk of crime, and the potential loss of trees and hedgerows (WP630)

3.11 Support for policies WEL 6, 7 & 8, which are consistent with the South Hampshire Strategy (WP633)

WEL7 - Strategic Design Codes

3.12 It should be made clearer that the site promoters should prepare their Strategic Design Codes after a process of consultation, in a timescale which will allow the final version to be taken into account in any planning applications (WP395)

- 3.13 The Design Guidance should provide a strong urban structure with higher densities at the district centre with lower densities around the edge; recognise the importance of views from the motorway; and the interface with the adjoining countryside and communities (WP395)
- 3.14 The policy is endorsed but the policy should be amended slightly to take into account that if an early phase is limited in scale then the requirement for a design code might not be necessary (WP471)
- 3.15 Reference should be made that the Strategic Design Codes should include the treatment of the historic assets on the site and their buffers (WP473)

WEL8 - Protection and Enhancement of the Historic Environment

- 3.16 Support for this policy which should exploit the potential to provide a better understanding of the industrial heritage of the local area (WP395)
- 3.17 The County Council has already provided advice on the archaeological content of this policy (WP461).
- 3.18 Generally support but want the policy amended so that the requirement for a Heritage Strategy is at the detailed rather than outline stage (WP471)
- 3.19 English Heritage welcomes and supports Policy WEL8 and considers that this policy is critical to the Plan's soundness in respect of the historic environment. The heritage strategy and historic environment management plan should also consider how access to and understanding of heritage assets by the public can be enhanced. (WP473)
- 3.20 More emphasis should be made of the importance of the heritage assets on the site, particularly Dean Farm and the Neolithic long barrow, both of which should be identified on the Strategic Framework diagram (WP473)
- 3.21 English Heritage welcome and support this policy but would request that the archaeological investigations are undertaken at an early stage to inform the Structuring Plan (WP473)
- 3.22 English Heritage also make the point that "mitigation" should only be considered where harm is unavoidable; in the first instance planning proposals should seek to avoid harm, then, if harm is unavoidable, reduce that harm, and only then seek to mitigate any residual harm (WP473)
- 3.23 The archaeological investigations should have been carried out before Welborne was allocated. The Neolithic long-barrow should be retained (WP630)

Theme 4

Economy and Employment

4.1 This theme covers the section of chapter 5 on self-containment and the economy and employment up to and including WEL9.

4.2 Representations were received from the following consultees:

WP040	Mike Allen	WP465	Lalys
WP149	The Wickham Society	WP466	The Hastings Family
WP248	CPRE Hampshire	WP471	Buckland Development Ltd and BST Warehouses Ltd
WP286	Nicholas Guy	WP475	Bovis Homes South East
WP323	M Hix	WP566	The Fareham Society
WP327	Knowle Village Residents Association	WP614	Michael Stephenson
WP365	Sheila Collins	WP630	Funtley Village Society
WP395	Welborne Standing Conference	WP633	PUSH
WP421	Geoffrey Newbold		

WEL9 – Employment

Self-Containment

4.3 The objective of self-containment is not realistically achievable or evidenced because of the way the labour market operates - employers will hire people from outside Welborne and a lot of Welborne residents will not work on site, (SL)as occurred with Knowle Business Park (WP286, WP630). As a result there will be increased travelling to work which will put pressure on the transport network (WP327; WP395; WP421; WP630).

4.4 To minimise pressure from commuting on the transport network, a more ambitious sustainable travel package is needed and more should be done to encourage residents to work locally and from home (WP395).

4.5 Less warehousing should be planned because it does not employ a lot of people and will not help to achieve self-containment (WP248; WP421).

4.6 There is a need to develop a strong link between employment provision for start-up businesses and the opportunities being developed in local further and higher education (WP395).

4.7 Uncertain as to where employers will come from – cannot be planned for (WP323, WP630).

4.8 Very unlikely that even a low level of self-containment will be achieved due to the proposed phasing of the jobs being behind housing delivery – this is likely to have a detrimental impact on traffic movements and is not in accordance with the principal of self-containment set out in para 5.2 (WP566).

Location and Quantum of employment development

4.9 Land on site in Laly ownership should be shown as residential rather than

employment use on the Strategic Framework Diagram (SFD) because it is already in residential use so is of a higher value than employment. As such it is unlikely to come forward for employment development. In order to keep the level of employment provision up, it has been suggested the Dean Farm is retained as employment rather than converted to residential (WP465).

- 4.10 Land on site owned by the Hastings Family should be shown as employment rather than a landscape buffer on the SFD because it would not form a good landscape buffer due to its constraints. Its proximity to junction 10 affords it good access suitable for employment purposes (WP466).
- 4.11 Provision of employment at Welborne conflicts with cities first principle for South Hampshire (WP248).
- 4.12 Employment should not be proposed to the east of the A32 due to the visual prominence of this location, the location of listed buildings at Roche Court, probable traffic congestion and lack of integration with remainder of Welborne (WP566).
- 4.13 Additional office space not required due to existing empty office space (WP630).
- 4.14 Impact of employment development on surrounding villages, in particular Funtley, has not been considered (WP630).

Type and Mix of Employment Floorspace

- 4.15 Increase in the amount of B8 type employment will give rise to an increase in HGV movements (WP566).
- 4.16 Welborne not the best location in South Hampshire for large format warehousing or a large distribution hub, particularly in shaping the perception of Welborne. Furthermore this amount of B8 development is not in accordance with PUSH South Hampshire Strategy (WP566).

Phasing and Flexibility

- 4.17 Chapter 10 indicates there will be 500 houses in phase 1 with only 1000 sq m of employment floorspace so there will not be enough jobs provided and residents will have to travel off site. Early provision of jobs will be crucial to enabling self-containment and sustainability (WP149; WP327; WP365; WP421).
- 4.18 Employment is unlikely to be delivered as there is a lot of vacant floorspace locally (WP040, WP327, WP614) and the evidence demonstrates that demand is low. Furthermore the evidence identifies an over provision of 50% across the PUSH area. The plan should introduce greater flexibility so that 20 hectares of land on site will not be sterilised (WP475).
- 4.19 The noise contours could change as a result of any proposed junction 10 upgrade or additional barrier measures so land identified for employment may be suitable for other uses. The plan should introduce greater flexibility to accommodate this (WP475).

- 4.20 WEL9 could be interpreted as preventing offices from coming forward in early phases (WP471).
- 4.21 Recognition that the policy is in line with South Hampshire Strategy policies 6, 7 and 8, understanding that the plan recognises the need to respect the Cities First policy and complement the Solent Enterprise Zone (WP633).

Theme 5

District Centre, Local Centre and Community Hub

5.1 This theme covers the section of chapter 5 on Welborne's Centres; District Centre (WEL10), Local Centre (WEL11) and the Community Hub (WEL12) as well as retail and leisure services and Community Buildings (WEL13).

5.2 Representations were received from the following consultees:

WP036	Wickham Parish Council	WP471	Buckland Development Ltd & BST Warehouses Ltd
WP037	Christopher Cook	WP572	Cllr Mrs P Bryant
WP395	Welborne Standing Conference	WP630	Funtley Village Society
WP461	Hampshire County Council	WP633	PUSH

WEL10 - The District Centre

5.3 Support for the size, integration of uses, shared parking and early phasing of the District Centre (WP395).

5.4 Concern that the take-up of the retail units at the District Centre will be much slower than envisaged (WP572).

5.5 Concern over the uncertainty of the location of the District Centre (WP630).

5.6 Retail offering is not sufficient for Welborne to be self-contained (WP630).

5.7 Policy is in accordance with South Hampshire Strategy Policy 3 (WP633).

WEL11 - The Local Centre

5.8 Requirement for an assessment to ensure the Local Centre proposals do not adversely impact on Wickham is supported (WP036).

5.9 Support for the potential to design-in underground parking in order to free up valuable land for other uses (WP037).

5.10 Local centre critical in developing a focused community centre of retail, education and community uses for the north of Welborne and to help establish it as a new location (WP395).

5.11 Policy is in accordance with South Hampshire Strategy Policy 3 (WP633).

WEL12 - Community Hub

5.12 Uncertainty as to exactly what the community hub will comprise (WP630).

5.13 Policy is in accordance with South Hampshire Strategy Policy 3 (WP633).

WEL13 - Community Buildings

5.14 A multi-purpose community building that shares costs, potentially through

commercial link-ups (e.g. cafés) is thoroughly supported (WP395).

- 5.15 Support for the provision of library facilities within the community building (WP461).
- 5.16 No gym or swimming provision at Welborne – although Fareham Leisure Centre is close-by, it is constantly at full capacity (WP572).
- 5.17 Uncertainty over the need for a church at Welborne (WP630).
- 5.18 Policy is in accordance with South Hampshire Strategy Policy 3 (WP633).

Theme 6

Education, Community and Health Facilities

6.1 This theme covers the section of chapter 5 on Healthcare services (WEL14), Primary and Pre-School provision (WEL15) and the Secondary School (WEL16).

6.2 Representations were received from the following consultees:

WP002	Fred Lettice	WP298	Caroline Perry
WP003	Services for Young Children (HCC)	WP304	A J Bath
WP013	Amanda Guest	WP308	Nigel Perry
WP014	Martin Furlonger	WP324	The Society of St. James
WP031	Shaun Cunningham	WP326	Cllr Mrs A Clear (WCC)
WP036	Wickham Parish Council	WP327	Knowle Village Residents Association
WP040	Mike Allen	WP356	Ann Burr
WP041	Winchester City Council	WP363	Diana Stevens
WP048	Alastair Meads	WP365	Sheila Collins
WP080	Fareham Youth Council	WP395	Welborne Standing Conference
WP088	Portsmouth Hospitals NHS Trust	WP440	David & Lynda Sutton
WP100	Mary Abraham	WP451	Lynda & Steve Grenyer
WP141	Mr & Mrs D Grant	WP461	Hampshire County Council
WP142	R A Downing	WP464	Graham Moyse
WP144	Geoffrey Hillam	WP466	The Hastings Family
WP153	Anne-Marie Causer	WP471	Buckland Development Ltd & BST Warehousing Ltd
WP158	Helen Coker	WP484	Graham & Ryth Crosby
WP172	James Fullarton	WP564	<i>Anonymous</i>
WP223	M B Williams	WP572	Cllr Mrs P Bryant (FBC)
WP224	A R Williams	WP589	John Saunders
WP248	CPRE Hampshire	WP590	Ken Neely
WP277	Cllr Mrs K Trott (FBC)	WP593	P Hymers
WP279	Jane Tandy	WP614	Michael Stephenson
WP284	Cllr Mrs T Evans (WCC)	WP630	Funtley Village Society
WP293	James Palmer	WP633	PUSH
WP297	Christopher Nixon	SL	Standard Letter

WEL14 - Healthcare Services

6.3 Concern over the lack of healthcare provision at Welborne (WP031; WP142;)

6.4 Concern over lack of evidence of discussions with local healthcare/hospital trusts over the spare capacity at Queen Alexandra Hospital (WP002; WP031; WP141; WP144; WP153; WP223; WP224; WP279; WP293; WP324; WP327; WP356; WP451; WP589; WP614; WP630) especially for acute needs for another 15,000 residents (SL)

6.5 No future capacity issues at QA Hospital are expected, which will be able to meet the increase in healthcare needs that will arise from Welborne (WP088).

6.6 Concern over the impact on existing local healthcare services (WP100; WP144; WP158; WP304; WP308; WP440; WP451; WP484; WP590; WP593; WP614).

- 6.7 Uncertainty as to what provision has been made for ambulance, fire and police services (WP297).
- 6.8 Uncertainty/concern over the phasing of the health centre at Welborne (WP365; WP440; WP451; WP484; WP614)
- 6.9 Policy is in line with South Hampshire Strategy Policy 3 (WP633).

WEL15 - Pre-School Provision

- 6.10 Support for the approach to pre-school provision (WP003).
- 6.11 First Pre-School should be constructed shortly after construction begins to ensure that young children do not need to be transported in and out of Welborne to nurseries elsewhere (WP440).
- 6.12 All pre-school provision, although potentially being provided on the three primary school sites will need to be delivered and operated by third parties – though liaison with HCC will be required as to the design of the facilities (WP461).
- 6.13 Policy is in line with South Hampshire Strategy Policy 3 (WP633).

WEL15 - Primary Schools

- 6.14 Concern that the first primary school will not be built until 5000 homes have been completed and the impact that this will have on existing schools, which have little spare capacity to cope (WP141; WP172; WP298; WP308; WP356; WP589; WP614) Also concern about managements of safe travel to alternative schools(SL)
- 6.15 Primary School provision needs to anticipate, not respond to the new population (WP158).
- 6.16 Concern that the first primary school will not be available until the end of main phase 1 as there is no spare capacity in existing local primary schools (WP277; WP297; WP451; WP630).
- 6.17 Concern that if the first primary school will not be available until the end of main phase 1 it will hold back the reputation and success of Welborne; additional infrastructure spend on temporary school buildings would be required, but would likely be worthwhile (WP395).
- 6.18 First Primary School should be constructed shortly after construction begins to ensure that school age children do not need to be transported in and out of Welborne (WP440).
- 6.19 There is a need for three 3-form entry primary schools at Welborne with a site of 3.0ha being provided for each of these (WP461).
- 6.20 Policy is in line with South Hampshire Strategy Policy 3 (WP633).

WEL16 - Secondary School Provision

- 6.21 Concern that the secondary school will not be built until 2026 and as such, whether existing schools have the spare capacity to cope (WP141; WP172; WP297; WP298; WP308; WP327; WP630 SL)
- 6.22 Secondary School provision needs to anticipate, not respond to the new population (WP158).
- 6.23 Access to the Secondary School for pupils from Knowle should be restricted (WP461).
- 6.24 The size of the secondary school should be increased to a 9 form-entry school which will open for the 2026/27 academic year and have a site area of 10.5 ha (WP461).
- 6.25 Policy is in line with South Hampshire Strategy Policy 3 (WP633).

Timing of Delivery

- 6.26 Lack of delivery of the secondary school until 2025 will result in additional travel to/from Welborne for school journeys as well as requiring temporary classroom facilities at existing local secondary schools (WP031).
- 6.27 Secondary school should be constructed during main phase 2 and designed so that it can run with a reduced entry number, with potential to increase in size (WP440).

Location of Secondary School

- 6.28 Opposition to the location of the Secondary School playing fields in the Knowle Triangle (WP013; WP014; WP036, WP040, WP048; WP284; WP326; WP327; WP564; WP630).
- 6.29 Locating the secondary school in the Knowle Triangle is in conflict with the adopted Winchester District Local Plan Part 1 (WP041; WP248).
- 6.30 Uncertainty over whether housing numbers will have to be reduced if the secondary school playing fields are moved within the Welborne boundary (WP080)
- 6.31 Due to the phasing of the secondary school, fixing the location now is premature (WP395; WP471).
- 6.32 Support for the location of the secondary school playing fields on Knowle Triangle (WP464).
- 6.33 Support for the location of the secondary school away from the east of the A32 – also gives a potential location for a community swimming pool (WP572).

All-through School

- 6.34 Policy should include the option for an all-through school close to the District Centre where its facilities could be better shared with the community and ‘front

office' costs could be shared with a primary school (WP395).

- 6.35 An all-through school should be given much greater consideration (WP440) and County Council happy to explore (WP461).

Access to Secondary School

- 6.36 The community use of school facilities (buildings and playing pitches) is supported, though this will only be available outside of school opening hours (WP461).

Theme 7

Homes and Affordable Housing

7.1 This theme covers all of chapter 6 on Homes, this includes policies on Market Housing (WEL17), Affordable Housing (WEL18), Specialist Accommodation for Older People (WEL19), Wheelchair Adapted Homes (WEL20), Custom Build Homes (WEL21) and Gypsies, Travellers and Travelling Showpeople (WEL22).

7.2 Representations were received from the following consultees:

WP036	Wickham Parish Council	WP462	Homes and Communities Agency
WP248	CPRE Hampshire	WP470	George Hollingbery MP
WP277	Cllr Mrs K Trott (FBC)	WP471	Buckland Development Ltd & BST Warehouses Ltd
WP278	Andrew Ransom	WP564	<i>Anonymous</i>
WP299	Caren Ransom	WP590	Ken Neely
WP395	Welborne Standing Conference	WP630	Funtley Village Society
WP421	Geoffrey Newbold	WP633	PUSH
WP461	Hampshire County Council	AM	Aide Memoire

General Points

7.3 Plan is not positively prepared: not convinced it sets out an “objectively assessed development”. Housing numbers are excessive for the site. (WP470)

7.4 Figures for numbers of people working from home are overstated. (WP470)

7.5 Object to Plan as it is not legally compliant or sound: public have never been asked as part of consultation exercise if they want 6500 houses and 20ha of industrial development foisted on town. Council should build more homes as there are just over 1,000 people on social housing waiting list but question building of 6,500 homes on greenfield site. Council leader has driven this development through but states on ward website that he is keen to keep tight rein on extra housing in Sarisbury/Swanwick/Burridge/Whiteley area (WP590)

7.6 Policies WEL 17 – WEL 21 are consistent with the South Hampshire Strategy. (WP633)

7.7 Plan emphasises strong demand for family homes but is no secondary school in Plan (WP630)

WEL 17 - Market Housing

General Comments

7.8 Policy is too prescriptive: there are a whole range of possible delivery mechanisms for private market rental housing and it is therefore unnecessary for policy to be specific as: i. Joint Venture Housing Company has not yet been completed; ii. Scale and order of phases of development are yet to be determined. This element of the policy should therefore be removed. (WP471)

7.9 Just because rate of private rented homes is lower than rest of South, does not mean there is a lack of this housing: may mean people here don't want to rent.

(WP630)

- 7.10 Population is set to grow by 5.4% over next 20 years. This equates to 6,000 people or need for approx. 3,000 houses over next 20 years. No mention of where or who 15,000 people will come from or be(SL). Therefore why are 6,000 houses planned for this site alone? (AM)

Housing mix

- 7.11 Housing mix proposed could not be implemented using private sector construction industry models. Where will subsidy come from to make Plan viable? Are we heading for massive low cost housing estate, prominent and disastrous in previous government attempts to solve need for social housing. (WP421)

Accessibility standards

- 7.12 FBC state "We promote the Social Model of Disability". However, Plan makes small percentage provisions, only if it is economically viable. This is an unlawful, discriminatory policy. (WP278, WP299)

WEL 18 - Affordable Housing

- 7.13 Support Plan as will help to address housing need and deliver economic growth: hope provision for affordable housing is maintained through to planning application stage. (WP462)
- 7.14 Support policy as will bring benefits to Fareham and helps support viability by bringing early investment by Housing Associations. (WP395)
- 7.15 Drop from 40% to 30% requirement for affordable housing undermines raison d'être for new town (WP277) and Plan is therefore unsound. (564) If percentage further lowered because of viability, this is not what public accepted as the quid pro quo for loss of this green site. Plan is not justified as no reasonable alternatives given, or positively prepared as does not meet need as reported at Core Strategy Examination. (WP248)
- 7.16 Policy is too prescriptive as does not take into account viability challenges and so suggest sentence in first paragraph of policy to state that Council will accept reduced percentage where targets threaten viability and funding of development. Policy needs to give effective mechanism to ensure proportion of affordable housing is subject to proper viability testing.(WP471)
- 7.17 Commitment to 30% (rather than more common 40%) of affordable housing suggests plan has not been prepared with needs of local people primarily in mind calling sustainability into question. Therefore is not positively prepared. (WP470)
- 7.18 As building costs rise, how can FBC be sure percentage of affordable homes will not decrease further: unpredictable measure of number of affordable homes to be built does not support objective of development of affordable homes for those on low income presently on housing list (WP630)
- 7.19 No guarantee that Joint Venture Housing Company would be possible (WP630)

- 7.20 Object to imposition of initial tenure split of affordable or social rent and intermediate provision. (WP471)
- 7.21 Core strategy labels Welborne as sub-regional resource: Plan does not fulfil unmet requirements of neighbouring authorities and therefore is not sound. (WP470)
- 7.22 Plan should make clear that affordable housing in Welborne is a sub-regional resource; if not Plan falls short of soundness test. (WP248)

WEL 19 - Specialist Accommodation for Older People

- 7.23 Support policy as will bring benefits to Fareham and helps support viability by bringing early investment by registered providers and extra care investors. (WP395)
- 7.24 Number of homes for people with dementia appears to be huge underestimate. Nationally, rate of dementia sufferers is increasing rapidly: Plan does not include rest or nursing home, only individual “sheltered” units. (WP630)
- 7.25 HCC supports extra care schemes with minimum viable unit size of 42: range 60-120 is scale of provision likely to be provided in Welborne, not unit size. (WP461)

WEL 22 - Gypsies, Travellers and Travelling Showpeople

- 7.26 Welborne provides an opportunity to address the repeated problems of travellers by providing a dedicated site. (WP036)

Theme 8

Transport

8.1 This theme covers all of chapter 7 including policies on Transport Principles for Welborne (WEL23), Strategic Road Access (WEL24), Local Road Transport and Access (WEL25), Public Transport (WEL26), Encouraging Sustainable Choices (WEL27) and Walking and Cycling (WEL28).

8.2 Representations were received from the following consultees:

WP011	Cliff Williams	WP304	Mr & Mrs Bath
WP012	Nicholas Cunningham	WP308	Nigel Perry
WP017	Wallington Village Community Association	WP310	Michael Stevens
WP019	Barrie Thomasson	WP311	Piers Austin
WP021	Kate Ryan	WP318	Mr & Mrs Mills
WP026	Sarah Harwood	WP323	M Hix
WP031	Shaun Cunningham	WP324	The Society of St. James
WP036	Wickham Parish Council	WP327	Knowle Village Residents Association
WP037	Christopher Cook	WP355	E Webb
WP038	Mr & Mrs Wood	WP356	Ann Burr
WP040	Mike Allen	WP361	Tony Elvery
WP041	Winchester City Council	WP363	Diana Stevens
WP059	Maureen & Vic Kimber	WP369	John Hale
WP070	Paul & Sarah Barnard	WP395	Welborne Standing Conference
WP071	Cedric Colwell	WP398	P T & L C Docherty
WP078	Brian & Celia Green	WP410	Sally Donophy
WP079	Richard Humphries	WP421	Geoffrey Newbold
WP080	Fareham Youth Council	WP423	Stuart M Tennent
WP089	Barry Hirst	WP424	John Hounslow
WP095	John Hale	WP429	Rosemary Billett
WP100	Mary Abraham	WP435	Mrs Stevens
WP141	Mr & Mrs Grant	WP440	David & Lynda Sutton
WP142	R A Downing	WP451	Lynda & Steve Grenyer
WP144	Geoffrey Hillam	WP453	Keith Sandy
WP145	R J Warren	WP461	Hampshire County Council
WP148	Michael Parsons	WP470	George Hollingbery MP
WP149	The Wickham Society	WP471	Buckland Development Ltd & BST Warehouses Ltd
WP150	Piers Austin	WP475	Bovis Homes South East
WP153	Anne-Marie Causer	WP476	Andrew Griffin
WP158	Helen Coker	WP477	Ed Morell
WP163	Anne Plunkett	WP484	Graham & Ryth Crosby
WP167	Katie Chamberlain	WP488	Alasdair Ewing
WP172	James Fullarton	WP564	<i>Anonymous</i>
WP214	Helen Thorpe	WP566	The Fareham Society
WP223	M B Williams	WP571	Cllr John Bryant (FBC)
WP224	A R Williams	WP572	Cllr Mrs P Bryant (FBC)
WP248	CPRE Hampshire	WP588	Harvey Griffiths
WP258	Edward Tuckley	WP589	John Saunders
WP262	Richard Dickson	WP590	Ken Neely
WP273	William Samuel	WP593	Mr & Mrs Hymers
WP277	Cllr Mrs K Trott (FBC)	WP597	K J Westcott
WP278	Andrew Ransom	WP611	Helen Stansby
WP279	Jane Tandy	WP614	Michael Stephenson

WP284	Wickham Parish Council	WP622	Mr & Mrs Wilmot
WP286	Nicholas Guy	WP630	Funtley Village Society
WP293	James Palmer	WP633	PUSH
WP297	Mr Christopher Nixon	WP635	Highways Agency (late)
WP298	Caroline Perry	SL	Standard Letter
WP299	Caren Ransom	AM	Aide Memoire

General Points

- 8.3 Principal transport issues remain unanswered in Plan (WP488, WP611) plan is therefore unsound (WP031). Omission of finalised road provision means Plan is not ready for submission (WP423).
- 8.4 HA state that subject to a satisfactory answer to a query regarding employment trip rates, they have no objections at this stage (WP635). The Highway Authority states there are no overriding highways objections to the legal compliance or soundness of the Welborne Plan. (WP461).
- 8.5 Looks as if (majority of (WP461)) transport issues previously raised have now been taken into account (WP258, WP461)
- 8.6 Location, numbers and transport infrastructure poorly thought out: pays only lip service to "Duty to Co-operate" (WP470)
- 8.7 Plan does not include package of mitigation measures to demonstrate how impact on local and strategic road network will be managed (WP630), as promised in Core Strategy Paragraph 5.123 (WP566)
- 8.8 Strategic and local roads and junctions are severely stressed especially at peak times (WP017, WP089, WP095, WP145, WP163, WP172, WP223, WP311, WP324, WP398, WP421, WP476, WP590, WP597)(Proposal is therefore unsound (WP040, WP355, WP356)) Concern about resulting congestion from greatly increased traffic.(WP012, WP017, WP059, WP070, WP080, WP095, WP100, WP142, WP167, WP277, WP278, WP279, WP299, WP304, WP318, WP323, WP398)
- 8.9 Plan proposals will add to noise and pollution (WP323, WP410)
- 8.10 No mention of impact of traffic or light on South Downs National Park (WP488) or villages within and Portsdown Hill. (WP470) Likely that it will be contrary to National Park Purposes under Section 62 of the Environment Act 1995. (WP248)
- 8.11 Road assessment incomplete as is no mention of accident figures (WP273)
- 8.12 Traffic caused by building process will add to noise levels and dust and air pollution (WP318)
- 8.13 Council can't maintain state of A32 at present, so will not be able to, with more traffic on road (WP163)
- 8.14 Huge questions over infrastructure/traffic (WP588) and whatever is chosen will have massive impact on environment and existing community. (WP363)

- 8.15 Extra traffic caused by school runs because of phasing of school in Welborne, will affect schools in north Fareham (WP298)

WEL23 - Transport Principles for Welborne

- 8.16 Proposals do not support this policy (WP017)
- 8.17 iii should demand junction improvements to include west bound access onto the motorway and east bound traffic to an exit on A32 (WP037)
- 8.18 No evidence that funding for road and motorway improvements can be found. (WP163) Therefore Plan is unsound (WP017, WP398)
- 8.19 Support requirement for TA but not for Transport Framework as transport and access issues will be addressed by TA and Design and Access Statement accompanying outline planning application (WP471)
- 8.20 Transport assessment on impact on local roads needs to accompany Plan, not wait for planning application.(WP566)

WEL24 - Strategic Road Access

WEL25 - Local Road Transport and Access

General Points

- 8.21 WEL 24 hasn't been shown to be sound (WP393)
- 8.22 Plan is unsound unless improvements to M27 are identified and included: if not, peak hour traffic jams will result (WP019)
- 8.23 Diversion of some traffic to J11 by link road is unsound as junction is at capacity and Park Road and Kiln Lane are unsuitable for more traffic. Is a need to break up traffic into smaller flows and could be done by creation of new Junction 9A on M27 on East Bank of Meon to direct Welborne traffic from Junction 10 which would no longer need development, and ease overloaded Junction 9. Four junction from M27 rather than 3 (or two and a half) would be better (WP424)
- 8.24 M27 frequently virtually stationary during busy periods in both directions indicating local population movement? Pollution bound to increase bringing speed controls similar to those proposed for M3 J2 and 4.(WP297)

Phasing

- 8.25 Infrastructure must be provided from the outset (WP012, WP476)
- 8.26 Plan is unclear as to how and when major infrastructure will be delivered and therefore there is uncertainty (WP475)
- 8.27 Phasing shows J10 to be completed around 2022 when nearly 2000 homes completed (WP277, WP564) FBC have stated nothing can be built unless infrastructure matters dealt with.(WP248) Concern re phasing of work to Junction 10. (WP421) Must be well advanced before house building starts (WP149)

- 8.28 Improvements should be implemented immediately, not in 2018. (WP440)

Funding

- 8.29 Unlikely that J10 improvement could be financed from Welborne site: pooled contributions necessary. (WP475)

Modelling

- 8.30 SRTM modelling analysis (Nov 2013) shows an improvement in performance of M27, and 8 junctions to experience similar problems in 2036 with and without Welborne development. These results are counter intuitive: an independent model should be used to verify results. Plan unsound if just the one model is relied upon. (WP148)
- 8.31 Uncertainties of J10 design has meant HA cannot endorse new layout or model rest of network (including M27 where accidents can cause grid lock on surrounding roads. (WP614)) (WP398)
- 8.32 Modelling: must be finalised before development can begin (WP564); is inadequate because cannot be used for local transport assessment (WP566)
- 8.33 Decision for access from J10 based on early drafts of modelling: options therefore have not been subject to SA. Plan is therefore unsound. (WP566)
- 8.34 HCC M27 capacity study (RJ568171) showed M27 at capacity at peak times 2010 and recommended traffic management measures required. What is the proposed traffic management solution to ensure traffic is not backed up on motorway? (WP021)

Junction Design

- 8.35 Public have not been told of preferred choice for the junction. (WP395, WP031, WP141, WP145, WP158, WP248, WP262, WP355, WP564, WP588) (and so the Plan is unsound (WP095, WP172, WP248, WP278, WP299, WP477, WP630, AM)): they are therefore not in a position to comment (WP031, WP298, WP324, WP327, WP435, WP611, SL) This is despite the HA telling FBC of their preferred junction (WP477)
- 8.36 Option 3 is only viable alternative for J10 and can be implemented as part of phase 1. (WP440)
- 8.37 Has link to junction 11 been investigated as means of minimising congestion at J10? (WP421)
- 8.38 Design of J10 needs to be re-assessed to take into account Peter Brett Associates review and to overcome problem of conflict between development traffic, BRT, and through traffic between A32 and M27. (WP475)
- 8.39 Current junction 10 format is dangerous (WP021)

- 8.40 Junction 10 must provide access to and from motorway in all directions (11)before work starts (WP026)
- 8.41 No viable or preferable option for J10 proposed. (WP308)
- 8.42 Redesigned J10 will have catastrophic effect on property values due to noise, pollution and traffic closer to existing dwellings. (WP590)
- 8.43 Traffic pressure on local communities will only be relieved if A32 is connected to M27 by 2 way junction 10 to be completed before development begins. (WP149)
- 8.44 Only logical solution to M27 J10 problem is to relocate further to west and make full access junction. Has been assured M27 would be first part of development and in place before works commence (WP297)
- 8.45 Eventual J10 option will have huge impact on where it is located eg. Option 4 on Funtley, Options 1 and 3 on Fareham Common (AM). This contradicts statement that "Fareham Common is a prescribed settlement buffer". Plan is therefore inconsistent and unsound (WP423)

Proposed all moves Junction 10

- 8.46 Welcome proposal: should be provided early in Plan period (WP036)
- 8.47 Impact on reducing use of J11 will be negligible; (WP327, WP398);
- 8.48 Will increase traffic on A32 (WP327, WP398) and (North Hill (WP611) Kiln Road (WP476) Park Lane, Old Turnpike Road, Highland Road etc. (WP318): Plan is therefore unsound (WP572)
- 8.49 Will encourage road use (WP484)
- 8.50 All moves junction 10 will not ease congestion (WP440) on M27 already at capacity (WP572)
- 8.51 M27 at full capacity in peak hours and all moves junction 10 will not ease congestion caused by Welborne vehicles in surrounding roads (SL)
- 8.52 Increasing functionality north and south from A32 will offset benefit of "all Moves junction" (WP017)
- 8.53 Proposals for all directions junction lack detail needed to assess impact on local roads (WP079) Not enough consideration been taken of Welborne residents travelling south (WP277)
- 8.54 Relying on J10 for personal traffic and freight is unsound. (WP424)
- 8.55 Planners have not a funding source, or information on the impact that traffic from the development will have on surrounding roads if junction is upgraded (WP012, WP031, WP059, WP395)

Direction of traffic

- 8.56 Assumptions of directions of Welborne traffic are flawed and it is almost impossible to predict (WP327)
- 8.57 Plan fails to specify key principle that access arrangements should be “southwards facing” (via A32 and M27): northbound traffic will impact on important conservation interests, results of modelling showing only small percentage of traffic traveling northwards are overly optimistic: This should be reflected in policies WEL23 and WEL 25. Plan is therefore unsound and doesn’t have adequate regard to evidence of impacts of development (WP041)

Impact on Local Roads

- 8.58 Peak time traffic will overflow into local road network adding to congestion, causing local road to be rat runs especially in Central Fareham, feeder roads to junction 11, and A27. (WP031) North Fareham will be greatly affected (WP214)
- 8.59 Proposed J10 will increase vehicles using junctions and local roads, eg. Kiln Road, North Hill, Highlands Road, (WP070) Wickham Road, (WP323) (Old Turnpike, Park Lane, (WP079)) which are not suited to additional traffic (WP223, WP224, WP564, WP614, WP572) Will be made worse by Stubbington by-pass. and resultant air and noise pollution likely to be contrary to legislation (WP622) and likely to become worse (WP277) No evidence that this traffic can be handled or that there is funding for infrastructure. (WP571) This is predicted by Parsons Brinkerhoff Jan 2014: third party land will be needed to achieve operational effectiveness of these local roads (WP611). Will be detrimental to residential character (WP144)
- 8.60 Traffic diverts to local roads if there is an accident (WP327)
- 8.61 How will cars access local schools, especially Uplands Primary and Harrisons Road with additional congestion? (WP172)
- 8.62 Resulting congestion would cause rat running (WP071) particularly through Meon Valley and north, west and east of Fareham to Junction 10 of M27. (WP089) and delay of emergency vehicles (WP071)
- 8.63 Support proposed closure of Pook Lane (WP017, WP398)
- 8.64 Specific local improvements risk being overshadowed by large flows east-west M27/A27 and north – south to Gosport. Therefore progressing HA Smart Motorways scheme is important. (WP395)
- 8.65 Plan is unsound in not giving details of infrastructure improvements to protect environment of local residents living on locally affected road network (WP622)
- 8.66 Paragraph 7.36 needs to differentiate between measures needed without the development and those resulting from it. Policy should limit off site road improvements to those generated by site (WP471)
- 8.67 Disruption to northern edge of town undesirable (WP429)

- 8.68 J9, J10 and J11 are gridlocked at peak traffic hours. M27 expected to reach capacity by 2016. To add 12,000 cars and commercial and local traffic to congested traffic system would exacerbate already overwhelmed local road transport system (AM)

Local road junctions

- 8.69 Plan isn't sound unless detailed studies have identified possible designs for junction improvements listed in policy: these junctions are already frequently congested at peak times (WP019)
- 8.70 Plan unsound because no road infrastructure (a few roundabouts are not infrastructure) to cope with traffic generated by Welborne. (WP026)
- 8.71 Paragraph 7.27,1 should not include detailed reference to signals as is not consistent with evidence base(WP041)
- 8.72 Paragraph 7.24: overly prescriptive to prescribe number of junctions in Plan (WP471)
- 8.73 Existing bus services are not accurately taken into account in list of junctions. Last 2 are only appropriate if BRT is funded. (WP273)

A32

- 8.74 In absence of agreed J10, cannot define improvements needed for A32 and so cannot establish if satisfactory access to site can be achieved. (WP475)
- 8.75 Proposals will add to Gosport congestion (WP100).
- 8.76 Even if A32 remodelled no guarantees in place for systems to service south and west sides. (WP429)
- 8.77 Road improvements to A32 and narrow roads in north Fareham need completing before housing built. (WP421)
- 8.78 A32 to Delme roundabout does not cope well with present needs (WP424)

Impact on Wickham

- 8.79 Proposal will add to traffic (and buses (WP021)) in Wickham (WP144, WP593) , especially as phasing proposed to start on north of site when main access routes are to south: there is inadequate transport infrastructure proposed to deal with this. (WP149, WP293)
- 8.80 Additional junctions on A32 and A334 should be included, particularly A32/Southwick Road and A334/Titchfield Lane to discourage through traffic in Wickham (WP041)
- 8.81 Major road improvements needed in Wickham, particularly to take into account construction and commuter traffic, to make development viable: for these reasons Plan is not positively prepared (WP470)

Impact on Knowle

- 8.82 Policy should include Knowle within list of other roads that many need improvement.(WP041): major road improvements needed to take into account construction and commuter traffic (WP470)
- 8.83 Use of Knowle Road to access Welborne from north will impact road in and out of village and reduce rural character of Knowle (WP327): will also create potentially high accident risk on this road (WP286).
- 8.84 Proposal may result in more buses passing through Knowle en route to Wickham: potential danger to children playing on Knowle Avenue(WP021)

Impact on Funtley

- 8.85 Will have massive impact on Funtley which is surely not legally compliant or sound: no evidence of bus routes travelling through Funtley (WP630)

Impact on Mayles Lane

- 8.86 Development may cause congestion and delays on Mayles Lane (WP327). Therefore policy should include additional mitigation: should be clear no access to Lane from Welborne except for buses and emergency vehicles. (WP036, WP293)

Pollution

- 8.87 Increased traffic will cause noise, (light (WP172, AM)) and air (WP095, WP141, WP318, WP327, WP361, WP435, WP571, WP611, WP630) pollution adversely affecting health (WP327) and make development unviable. (WP311) Plan does not address this problem and is therefore unsound (WP571) Residents of Somerville Drive already are subject to monotonous drone from motorway.(WP078)
- 8.88 Noise and light pollution effects have not been assessed (WP145, WP611). These will affect protected sites (Habitat Regs) (WP327). Resultant light pollution will impact on invertebrate biodiversity (WP158, WP262)
- 8.89 Additional traffic and junction 10 design will have negative impact on visual and physical character of area (WP318, WP327), especially Fareham common (a SINC) (WP571)

WEL26 - Public Transport

General Points

- 8.90 Question assumption that large proportion of residents will not use cars to get to work or will work at home. (WP031, WP095, WP141, WP279, WP298, WP318, WP327, WP484, WP564, WP588, WP590, WP630)
- 8.91 Need bus and car (WP476). Statistics show trend for out commuting and 80% trips by Fareham residents made by car. (WP327)

- 8.92 BRT and bus will need to be stronger to divert significant proportion of car users. Attracting users will depend on quality of passenger facilities and shorter journey times. (WP395)
- 8.93 Policy would be easier to monitor if split in two: i. bus, ii. Train(WP248)
- 8.94 Public transport will not assist majority of Welborne residents: they will use cars as initially public transport will not be viable and they will be isolated from existing buses (WP572)
- 8.95 Local accessibility issues especially affect people experiencing social exclusion.(WP150, WP327) In context of funding cuts, communities are reliant on commercially viable services: Whiteley new community relies on old diverted services. (WP273)

BRT: General points

- 8.96 Unfunded BRT is not a proven system (AM) so may not meet targets (WP095, WP278, WP299, WP630): at best, it will only slightly decrease traffic after 2026 (WP318)
 - 8.97 Evidence shows BRT will not lead to reduction in traffic congestion(AM): private vehicle usage decreased by just 3% in last 3 years and FBC plans to cut bus routes which will slow reduction further (SL)
- No logical path for rapid bus transport system between Welborne and town centre: any attempt to create such a route will have adverse impact on traffic flow. (WP297)
- 8.98 There is no evidence that BRT is viable (WP095)
 - 8.99 Many using buses outside peak hours use Concessionary Travel cards and so do not contribute towards running costs and arguably do not need high speed service. (440) Existing buses E1 and E2 appear to be mainly used by pensioners enjoying free bus passes (WP323)

Prioritising BRT

- 8.100 Plan refers to junction improvements south of M27 and intention to prioritise BRT. These roads are already congested, and in parts narrow (WP223) and hard to see how to cope with additional traffic. Plan gives no solutions (WP435) Plan will reduce rather than increase road capacity (WP017, WP149, WP398, WP440). BRT will not solve local transport congestion (WP095, WP172, WP224, WP398, WP476) or meet need (WP484) and so will not be viable (WP145). Statement in paragraph 7.26 re strategy for Welborne is unsound.(WP148)
- 8.101 Bus Lane along Wallington Way will be of little benefit if A32 Wickham Road is congested between North Hill/Furze court junction and Wallington Way/Southampton Road junction due to legal on road parking. (WP079)

Phasing of BRT

- 8.102 Initially little public transport will be available and residents will use cars, adding to congestion (WP279)
- 8.103 Paragraph 7.31 needs to clarify “first residents” as sustainable transport measures will not precede Phase 1. (WP471) Unfunded BRT isn’t planned until 2026 and this will encourage car use pre BRT(WP327) and existing congestion will be made worse.(WP095) (WP614)(SL)

Local Buses

- 8.104 Plan needs to reflect that local bus services will be commercial operations without unlimited subsidy. Off-site BRT not to be funded by development (WP471): Hence, there is no clear funding for public transport (WP611)

Rail

- 8.105 A train station and rail component is essential part of a sustainable transport strategy: importance of Welborne Halt must be elevated. (WP150, WP311, WP327)
- 8.106 Has decision been made about whether train station nearby will be re-opened? (WP080) Will a single line be viable? (WP488) No mention of funding (WP630)
- 8.107 Welborne residents may travel to Fareham to catch London train rather than use Welborne Halt (WP630)
- 8.108 Rail should be examined for site as whole: track should be safeguarded to allow for changes in government policy (WP248)

WEL27 - Encouraging Sustainable Choices

- 8.109 Earlier and greater provision for alternatives to car usage for Welborne residents should have been considered (WP158, WP262)
- 8.110 Nothing on sustainable transport modes except vague reference to rapid transport system
- 8.111 Supported but firm proposals should be included (WP395)
- 8.112 Proximity of Welborne to junction 10 will encourage people to move to Welborne because of motorway access, thus encouraging car usage. (WP327, SL)

WEL28 - Walking and Cycling

- 8.113 Support with regard to walking and cycling (WP293, WP395)
- 8.114 Cyclists and pedestrians will be locked into Welborne as created routes will stop at boundary. (WP630, WP041)
- 8.115 Cross boundary policy with Winchester City Council on green infrastructure is needed (WP395).

- 8.116 `Residence is close to pedestrian and cycle link to be routed via M27 underpass, across Fareham Common. Therefore, please can impregnable evergreen hedge to act as screen. be planted at early stage in development (WP038)
- 8.117 Concerned that lane at right angles to Kiln Road and parallel and to the west of Potters Avenue will be used as short cut to Welborne by cyclists: there is currently no right of vehicular access but is still used. (WP038)
- 8.118 Policy should include reference to link with former Meon Valley railway line and require links listed in paragraph 8.38 to provide Welborne with good countryside links.(WP041)
- 8.119 Walking and cycling will need to be stronger to divert significant proportion of car users (WP395)
- 8.120 Confusion as to what providing .a “direct link north-south through Welborne to Wickham” (para 7.49) means. (WP630)

Theme 9

Green Infrastructure, Biodiversity and Landscape

9.1 This theme covers all of chapter 8 including policies WEL29, WEL30, WEL31, WEL32, WEL33, WEL34 and WEL35.

9.2 Representations were received from the following consultees:

WP022	New Forest National Park Authority	WP327	Knowle Village Residents Association
WP036	Wickham Parish Council	WP363	Diana Stevens
WP039	Albion Water	WP393	Natural England
WP041	Winchester City Council	WP395	Welborne Standing Conference
WP070	Paul & Sarah Barnard	WP461	Hampshire County Council
WP144	Geoffrey Hillam	WP464	Graham Moyse
WP149	The Wickham Society	WP471	Buckland Development and BST
WP150	Piers Austin	WP472	RSPB
WP221	Richard Sibbald	WP566	The Fareham Society
WP248	CPRE	WP572	Cllr Mrs P Bryant (FBC)
WP262	Richard Dickson	WP590	Ken Neely
WP280	Atherfold Ltd	WP630	Funtley Village Society
WP284	Cllr T Evans (Winchester CC)	WP632	Hampshire Wildlife Trust
WP318	Mr & Mrs Mills	WP633	PUSH
WP326	Cllr A Clear (Winchester CC)	SL	Standard Letter

WEL29 - On-site Green Infrastructure

9.3 The policy requirement which effectively allocates up to 7 hectares of sports pitches in the Knowle Triangle in the Winchester District is basically unsound and contrary to the adopted Winchester Local Plan. (WP041; WP248)

9.4 The Standing Conference supports the policy particularly the requirement for a strong central feature. (WP395)

9.5 HCC broadly supports this and the following GI related policies but consider that a further policy is needed which requires the landowners to produce an integrated GI and open space strategy which pulls together all the different threads including the green corridors, and SUDS etc. (WP461)

9.6 The quantum and type of GI is inadequate, especially if the required 200m buffers are provided (WP 630)

9.7 The terminology is unclear throughout this section and required better definition and more certainty as to what is required. (WP630)

9.8 3 hectares of semi- natural green space is insufficient. (WP632)

9.9 PUSH broadly supports all the policies under this theme, which are consistent with the South Hampshire Strategy. (WP633)

WEL30 - Avoiding and Mitigating the Impact on Internationally Protected Sites and Off-site Green Infrastructure

- 9.10 The New Forest National Park Authority welcomes the commissioning of the Welborne Green Infrastructure Strategy which seeks to ensure that any potential adverse effects on nationally and internationally protected sites (including those within the New Forest National Park) identified through the SA/HRA work are avoided. The NFNPA is also pleased to note that where adequate mitigation or avoidance measures cannot be achieved on site through the provision of Green Infrastructure, a financial contribution will be sought to provide off-site mitigation measures. (WP022)
- 9.11 Natural England notes the discrepancy in WEL 30 between the requirement for 84 hectares of SANGS in the policy and 84.8 in the supporting text (WP393)
- 9.12 The requirement for only 84 hectares of SANGS is inadequate to mitigate its potential impacts on the Solent. And in any event only 70.5 hectares has been identified. There are questions as to how effective this will be in mitigating potential impacts (WP144; WP248; WP566; WP632)
- 9.13 The Standing conference supports the policy but note that the creation of SANGS should not be at the expense of local biodiversity. (WP395)
- 9.14 The requirement for 84 hectares of suitable alternative natural green space (SANGS) is welcome but there appears to be no certainty that the preferred areas (Fareham Common, Knowle Triangle, Dash Wood) will be made available. (WP036)
- 9.15 Dash Wood is in itself environmentally sensitive so should not be used as SANGS. (WP248; WP566; WP632)
- 9.16 SANGS should not be created on any of the SINC's on or adjoining the site. (WP632)
- 9.17 Financial contributions in lieu of provision of land should not be acceptable. Land within the site boundary should be sequentially safeguarded to provide for SANGS until there is certainty of delivery of land outside of the site boundary. (WP036)
- 9.18 The provision of SANGS provides an opportunity to connect the Meon Valley Trail with the bridleway to the south west, consideration should be given to including this connection within the Plan. (WP036)
- 9.19 Part of the Knowle triangle is proposed as 'suitable alternative natural greenspace' (SANGS) to compensate for the impact of the development on areas of nature conservation interest. Winchester City Council would therefore support the use of the Knowle Triangle solely as SANGS. (WP 041)
- 9.20 The references in policy WEL30 to Fareham Borough Council working with the City Council to determine the appropriate uses of natural greenspace within the City Council's area and the management required, including financial contributions from the development are generally welcomed. (WP041)
- 9.21 The whole of the Knowle Triangle should be kept as natural green space. Fenced playing fields containing sports pavilions, tennis courts and artificial pitches are contrary to the SANGS principle and the Winchester LDF. (WP149; WP284;

WP326; WP327)

- 9.22 The reference to car parks in a SANGS area should be removed, in particular to Dash Wood which is the largest component. Welborne residents should be encouraged to walk or cycle to these important natural sites in line with the general principle of the Welborne Plan. (WP149)
- 9.23 No mention is made of the potential impact on the South Downs National Park less than 2 miles north of Welborne. It includes a rich variety of wildlife and habitats including internationally important species. (WP149)
- 9.24 The current landowners of the Knowle Triangle confirm their support for the policy, including the provision of the school playing fields, and the availability of their land, with the exception of a small piece of land which is not currently available. (WP464)
- 9.25 The Joint Promoters of Welborne fundamentally disagree with the principle of applying SANGS standard for on and off-site GI. In the absence of a bespoke mitigation strategy it is not considered acceptable to apply a standard that has been developed for entirely different sites. In the absence of a bespoke strategy for Welborne this policy should allow the applicant the flexibility to complete a Habitat Regulations Assessment in consultation with Natural England and to provide a bespoke strategy to avoid or mitigate Welborne's impact on the internationally protected sites in accordance with the legislation. The principal landowners also want it clarified that it is not their responsibility to deliver third party land not currently under their control (WP471)
- 9.26 The RSPB supports the purpose of Policy WEL30, however, they are seriously concerned that the current measures may not be sufficient to avoid or mitigate recreational pressures on the key sites in the Solent and New Forest SPAs. The requirement to provide as little as 70% of the Suitable Alternative Natural Greenspace (SANGS) may not be sufficiently precautionary. As the proposed SANGs are likely to be less attractive than the coast, it is logical therefore that they are designed to a higher standard, in order to provide greater confidence of their effectiveness. This is particularly important given that the Welborne development has the potential to impact on both the Solent and the New Forest SPAs, a point that is not properly acknowledged in the Plan. (WP472)
- 9.27 The RSPB is further concerned that there is already an acknowledged shortfall on site in meeting the reduced SANG standard, which only has the potential to deliver up to 70.5ha , and this is before any capacity discounting to take account of existing recreational use, ecological sensitivity and impacts on attractiveness, such as disturbance from roads and other intrusive infrastructure. This factor may be particularly significant for Fareham Common, which lies alongside the M27 and may already be subject to some recreational use from adjacent residential areas. (WP472; WP566)
- 9.28 The Welborne development should contribute towards the strategic SDMP measures, as stated in the main policy wording of WEL30. (WP472)
- 9.29 To be effective and to comply with the statutory requirements the first area of SANGS needs to be in place before the first occupation. (WP632)

WEL31 - Conserving and Enhancing Biodiversity

- 9.30 Natural England supports this policy but suggest additional wording in the supporting text to make it clear that any outline consent would include a condition which requires that a biodiversity management plan is prepared. (WP393)
- 9.31 There is insufficient evidence in respect of the potential impacts on biodiversity, and as a consequence Welborne will do nothing to conserve or enhance local biodiversity (WP 070; WP150; WP223; WP224; WP590; WP630) Mitigation strategies have been discussed but no evidence of actual plans to relocate flora/fauna and wildlife affected by development Finance as an alternative to mitigation if lack of suitable areas, as suggested by HRA, is not in keeping with aims of Plan(SL)
- 9.32 Financial contributions in lieu of on-site mitigation are not acceptable. (WP223; WP224)
- 9.33 The RSPB basically support this policy but suggest additional wording which gives guidance on the number of nesting/roosting boxes required (WP472)
- 9.34 The following nationally important species of bird, currently found on the site, will have to be taken into account;
1) Buzzard: 2) Merlin the smallest falcon in UK winters nearby at the River Meon.3) Skylark: 4) Lapwing: these birds have all but disappeared in most of farmland UK.
5) Other important species that are permanently seasonal visitors or are passing through on migration are stonechat, linnet, kestrel, grey partridge, species of corvids and black headed gulls (following the plough) green woodpecker and swallows. This list is based on my own observations only. (WP221)
- 9.35 No proper investigation has been undertaken of the species currently present within the development area, bats and barn owls have been observed, both having legal protection from interference. (WP262)
- 9.36 Atherfold Ltd propose that their land should be included within the development area to provide additional open space for the benefit of Welborne and Funtley and additional mitigation land (WP280)

WEL32 - Strategic Green Infrastructure Corridors and Connections

- 9.37 The Standing Conference considers that this as currently set out is not sound on the basis that it is not effective, and in order to be deliverable it requires a joint policy with Winchester City Council. The policy as currently drafted is largely aspirational and contains no specific cross boundary deliverables. A requirement on Fareham and Winchester to develop a joint plan would provide greater certainty on delivery, for example by looking at providing routes west to the Meon Valley and north to South Downs. (WP395)
- 9.38 The policy to create strategic green links is sound but there is insufficient detail and no actual requirement for the delivery of these improvements. Without this and other important off-site pedestrian/cycle links there is a danger that Welborne

will not have good countryside links and it will be either poorly connected or lead to unauthorised routes being created. (WP04; WP572)

9.39 Before any links to the countryside are created full account needs to be taken of the potential impacts on environmentally sensitive areas. (WP 632)

9.40 The principal landowners want it clarified that it is not their responsibility to deliver linkages and connections on or over third party land not currently under their control (WP471)

WEL33 - Structural Landscaping

9.41 Natural England supports the policy but request that additional wording is included to WEL 33 and 34 to ensure that landscaping proposals are in accordance with the Welborne Green Infrastructure Strategy (WP393).

9.42 The policy should be strengthened to protect views from Portsdown Hill and the South Downs National Park (WP248).

9.43 The Standing Conference support this policy and would expect it to be used to address the “gateway to Welborne” issues and in particular the design of the area just north of the motorway and highly visible for North Fareham (WP395).

WEL34 - Detailed Landscaping

9.44 No specific comment

WEL35 - Governance and Maintenance of Green Infrastructure

9.45 No specific comments

Theme 10

Energy, Water and Waste

10.1 This theme covers all of chapter 9 on energy, water and waste including policies WEL36, WEL37, WEL38, WEL39 and WEL40.

10.2 Representations were received from the following consultees:

WP004	OFWAT	WP308	Nigel Perry
WP006	Portsmouth Water	WP311	Piers Austin
WP009	Ian Dean	WP318	Mr & Mrs Mills
WP012	Nicholas Cunningham	WP324	The Society of St. James
WP017	Wallington Village Community Association	WP327	Knowle Village Residents Association
WP018	Environment Agency	WP332	Percy O'Dell
WP019	Barrie Thomasson	WP355	Mrs E Webb
WP031	Shaun Cunningham	WP356	Ann Burr
WP036	Wickham Parish Council	WP358	Malcolm Shillabeer
WP039	Albion Water	WP363	Diana Stevens
WP040	Mike Allen	WP365	Sheila Collins
WP051	Phillip Day	WP369	John Hale
WP059	Maureen and Vic Kimber	WP395	Welborne Standing Conference
		WP398	PT & LC Docherty
WP095	John Hale	WP421	Geoffrey Newbold
WP100	Mary Abraham	WP429	Rosemary Billett
WP141	Mr & Mrs D Grant	WP435	M A Stevens
WP142	RA Downing	WP440	David & Lynda Sutton
WP144	Geoffrey Hillam	WP451	Lynda & Steve Grenyer
WP145	RJ Warren	WP461	Hampshire County Council
WP148	Michael Parsons	WP471	Buckland Development Ltd and BST Warehouses Ltd
		WP477	Edward Morell
WP149	The Wickham Society	WP484	Graham & Ryth Crosby
WP150	Piers Austin	WP488	Alasdair Ewing
WP157	John Thompson	WP564	<i>Anonymous</i>
WP158	Helen Coker	WP565	R Edmunds
WP172	James Fullarton	WP566	The Fareham Society
WP205	Jane and Mike Purden	WP570	Ian Whettingsteel
WP220	Nicholas and Brenda Bates	WP571	Councillor J Bryant
WP223	MB Williams	WP572	Councillor Mrs P Bryant
WP224	AR Williams	WP588	Harvey Griffiths
WP248	CPRE Hampshire	WP590	Ken Neely
WP262	Richard Dickson	WP593	Mr & Mrs P Hymers
WP273	William Samuel	WP614	Michael Stephenson
WP277	Councillor Mrs Katrina Trott	WP630	Funtley Village Society
WP278	Andrew Ransom	WP633	PUSH
WP298	Caroline Perry	SL	Standard Letter
WP299	Caren Ransom	AM	Aide Memoire
WP304	AJ Bath		

WEL36 – Energy

10.3 The Plan does not give consideration to available technologies which would increase the sustainability of the development; e.g. treating sewage on site, anaerobic digestion making biogas to feed a CHP station to generate electricity and provide heating for some of the major buildings (WP150; WP327).

- 10.4 Target of 10% homes to meet the Passivhaus standard is too low (WP564; WP630) and should be raised due to economies of scale, its ability to reduce residents' reliance on expensive fuel and the positive impact it could have on climate change (WP277).
- 10.5 The Plan notes that the Government is undertaking a review of Housing Standards Review including the Code for Sustainable Homes but remains unclear about whether the Plan will adhere to the indicative levels of CSH or revise the housing standard when the Government's review is completed (WP461).
- 10.6 It would be appropriate for the Plan to include a more general sustainability standard such as Code for Sustainable Homes, because although Passivhaus is a good starting point, the CSH or equivalent would be of benefit as it would contribute to the Plan's aspirations of minimising energy usage, water consumption and carbon emissions. It would be helpful to clarify what expectations of developers with regards to timescales for implementation of the standard, particularly with the 2016 deadline for CSH 6 being only 21 months away (WP461).
- 10.7 It would be appropriate to set renewable energy targets for the Welborne development in relation to the relevant technologies or as a percentage of total energy demand for the development; as suggested in the Core Strategy (WP461).
- 10.8 General support for WEL36 but reference to Passivhaus standards is too prescriptive at this stage so should be omitted (WP471).
- 10.9 Support for requirement for an energy strategy but it should be decided prior to planning application (WP564; WP630).
- 10.10 What will the criteria be if the developers feel 10% Passivhaus is unviable? (WP630).
- 10.11 Concern over the level of electricity that the final development will require and whether there will be sufficient supply (WP051; WP059, WP488).

Water

- 10.12 Support inclusion of paragraphs 9.10-9.11 but they should be strengthened to acknowledge that opportunities to reduce the risk of downstream flooding should be explored (WP018).
- 10.13 There is a high probability of fluvial flooding (WP630).

WEL37 - Water Efficiency, Supply and Disposal

- 10.14 Support for Code Level 4 for water efficiency and water meters (WP006; WP018; WP630, WP633).
- 10.15 The less water that is used, the less that has to be disposed of, therefore helping to free capacity at constrained works (WP018).

- 10.16 Concern over whether there'll be sufficient water supply and whether any grey water recycling is practical and/or viable (WP220; WP564).
- 10.17 Uncertainty about the wastewater solution needs to be resolved (WP009; WP017; WP018; WP019; WP031; WP036; WP095; WP145; WP148; WP149; WP150; WP172; WP220; WP223; WP224; WP248; WP311; WP324; WP327; WP332; WP363; WP365; WP369; WP395; WP398; WP421; WP440; WP488; WP564; WP565; WP566; WP572; WP590; WP614; WP630, SL)
- 10.18 There is insufficient evidence that a sustainable method of water provision and disposal has been proposed for the site. Both options have major flaws (WP223; WP224; WP429; WP451; WP564; WP630). Only suitable option (Albion Water) has not been fully assessed or funded. Self-contained option for Welborne must be found before building commences (SL)
- 10.19 Further work needs to be undertaken with Southern Water and Albion Water to fully assess the cost and technical implications of connecting to Knowle and Peel Common and to ensure that infrastructure can be delivered in a timely manner (WP018; WP311; WP440; WP565; WP566).
- 10.20 Disposal of waste water or sewage is critical and has yet to be decided. Location and construction of pipeline to Peel Common will have huge environmental and ecological impact on locality and significant levels of construction traffic. Peel Common is near capacity so how will sewage be pumped there? Idea of hundreds of lorries removing sewage daily (as in Knowle option) on congested roads does not bear thinking about (AM)
- 10.21 Southern Water option is not supported for a variety of reasons. It is considered unsustainable due to the environmental impact, technical difficulties and cost of constructing a large pipe, and requirement to pump sewage (WP031; WP095; WP150; WP172; WP248; WP277; WP327; WP630)
- 10.22 Albion Water option is not supported for a variety of reasons. It is considered unsustainable due to associated vehicle movements, particularly along Mayles Lane, the impact on the River Meon, cost of infrastructure and requirement to pump sewage. (WP031; WP036; WP095; WP149; WP150; WP172; WP248; WP277; WP324; WP327; WP395; WP590; WP630)
- 10.23 Feasibility, economic viability and safety of dual supply system has not been established (WP006; WP149; WP327).
- 10.24 Flexibility to accommodate both waste water options is welcomed. Albion Water confirmed they are in a position to serve phase 1 of the development within existing permits and within minimal infrastructure upgrades (WP039).
- 10.25 An environmental assessment of a detailed waste water management option should be submitted alongside outline applications (WP395)
- 10.26 Support for policy WEL37 (WP471).
- 10.27 Concern for overuse of aquifer causing environmental harm (WP564) and how aquifer levels relate to projected demand (WP564).

WEL38 - Aquifer Protection

- 10.28 Support policy and supporting text (WP018).
- 10.29 Proposals not sufficiently detailed to ensure there will be no impact on water courses and water quality (WP144; WP158; WP262; WP564)
- 10.30 How water quality will be protected should be decided prior to planning application stage. A full environmental study is required (WP630).

WEL39 - Flooding and SuDS

- 10.31 Strongly support policy and supporting text including objective to reduce risk downstream where possible which is in line with NPPF, intention to reduce run-off rates and volumes, reference to SuDS management train and recognition of multifunctional benefits of SuDs (WP018).
- 10.32 The Plan lacks detail on the effect of surface water runoff on downstream communities of Wallington, Funtley and Titchfield (WP017; WP031; WP141; WP142; WP144; WP145; WP158; WP159; WP172; WP220; WP248; WP262; WP273; WP277; WP278; WP298; WP299; WP308; WP311; WP324; WP356; WP358; WP363; WP369; WP395; WP398; WP435; WP440; WP451; WP477; WP565; WP570; WP571; WP572; WP588; WP590; WP593; WP630,SL, AM)
- 10.33 SuDS scheme has not been sufficiently developed (WP031; WP144; WP148; WP159; WP273; WP277; WP278; WP299; WP318; WP324; WP355; WP363; WP369; WP395; WP421; WP435; WP440; WP451; WP477; WP488; WP564; WP565; WP630, SL)
- 10.34 Leaving the requirement for a flood risk assessment until the planning application stage is too late (WP017; WP248; WP395; WP398, WP564)
- 10.35 Planning the SuDS to accommodate a 1 in 100 year event with a 30% allowance for climate change is going to be inadequate due to the acceleration of climate change (WP318; WP327)
- 10.36 Given the recent flooding events, it would be prudent to review the latest information available on flooding in the area in order to ensure that the plan policies are consistent with this (WP461, WP311, WP564).
- 10.37 The sub soil under the Fareham area is clay and is subject to movement and subsidence, of which there are numerous examples including the collapse of the rail track at Botley. Many local houses, including at Funtley, need underpinning to prevent movement and there is no evidence that this has been considered in the plan or supporting documents. A sub soil survey is needed to identify this potential risk. This is likely to increase cost of construction significantly (WP157; WP278; WP298; WP299; WP324; WP363; WP435; WP440; WP451; WP488; WP630,SL).
- 10.38 How flood risk will be managed should be decided prior to planning application stage (WP630).

- 10.39 Site and surrounding area are at risk of fluvial flooding (WP012; WP040; WP059; WP100; WP205; WP630).
- 10.40 SuDS as a strategy for mitigating flooding for a development of this size is unproven and the most expensive mitigation option (WP630).
- 10.41 SuDS option promoted is most expensive: as cost will be presumably met by developers, what guarantee is there that this will be the flood mitigation option used?(AM)
- 10.42 Agree with paragraph 9.30 (WP630).
- 10.43 Too much drainage from the proposed SuDS could have a detrimental effect on the foundations of properties in Funtley due to clay shrinkage (WP484).

WEL40 - Household Waste Recycling Centre

- 10.44 Locating the HWRC just off the A32 will mean it attracts residents from a wider area and create traffic congestion (WP144).
- 10.45 To not deliver the HWRC on site until phase 3 will result in considerable vehicle movements until then, causing traffic challenges (WP421).
- 10.46 Support for changes made since the Draft Plan (WP461).
- 10.47 A specific plot for the HWRC should be identified and funding should be identified prior to submission of this Plan. Consultation with residents is needed on this issue to avoid adverse impacts on existing communities (WP630).
- 10.48 Access for recycling should not be overstretched. Funtley is already suffering due to rat-running to Segensworth HWRC (WP630).
- 10.49 An HWRC should not be located in an employment area due to the traffic, litter and dust that will impact on surrounding businesses (WP571).

Theme 11

Phasing and Delivery, the Infrastructure Delivery Plan, Viability and Monitoring

- 11.1 This theme covers chapter 10 on Delivering the New Community which includes policies on Phasing and Delivery (WEL41), Safeguarding Land for Specific Development (WEL42) and Development Construction and Quality Control (WEL43). This theme also covers chapter 11 on Monitoring and Review and also associated issues such as viability and infrastructure delivery.

- 11.2 Representations were received from the following consultees:

WP031	Shaun Cunningham	WP398	P T & L C Docherty
WP149	The Wickham Society	WP423	Stuart Tennent
WP158	Helen Coker	WP429	Rosemary Billett
WP223	M B Williams	WP451	Lynda & Steve Grenyer
WP224	A R Williams	WP476	Andrew Griffin
WP278	Andrew Ransom	WP566	The Fareham Society
WP297	Mr Christopher Nixon	WP572	Cllr Mrs P Bryant (FBC)
WP299	Caren Ransom	WP630	Funtley Village Society
WP308	Nigel Perry		

Phasing Plan

- 11.3 The phasing plan needs revising in order to address the imbalance in the phasing of jobs and housing and ensure the much earlier provision of the first primary school and the supermarket (WP566)
- 11.4 Main phase is an unrealistic timeframe due to the amount of infrastructure that is required (WP630)

Housing and Employment Trajectories

- 11.5 Very little employment floorspace in phase 1 and 2, and even by end of phase 4 there is only half the total space provided – this will not meet self-containment (WP630)

Flexible Approach to Phasing

- 11.6 Concern over flexible approach (WP630)

Phasing of Infrastructure

- 11.7 Concern over flexible approach (WP630)

WEL41 - Phasing and Delivery

- 11.8 Concern that it will take far longer than envisaged for new businesses to be successful, due to a lack of residents in the early phases (WP572)

Developer Contributions

- 11.9 Concern over the use of Section 106 (s106) rather than the Community Infrastructure Levy (CIL) as the mechanism for securing funding for infrastructure at Welborne (WP423)
- 11.10 Concern that s106 agreements will prove insufficient to deliver the required infrastructure (WP476)
- 11.11 Unclear whether the Council will use s106, CIL or a combination of both – this decision should already be firmly in place (WP630)

Viability and Funding

- 11.12 Concern over how future infrastructure will be funded and secured and whether Welborne is viable based on Viability Testing (SL, WP031, WP149, WP308, WP423, WP429)
- 11.13 Concern that the net present value (NPV) fails to match or exceed the input site value, based on infrastructure forecasts and development outputs (WP149, WP223, WP224, WP278, WP297, WP299, WP566, WP572).
- 11.14 Uncertainty over the funding amounts to be raised and spent, despite previous assurances that the details would be published (WP278, WP299)

Concern that upfront enabling infrastructure works will not be possible due to the high costs involved and the fact that they have to be implemented before any housing is built (i.e. before any income) (WP149, WP423)

- 11.15 The IDP has created an extremely onerous cost per dwelling (WP566)
- 11.16 Concern that viability of the scheme can only seemingly be improved through reducing the list of infrastructure or through reducing the level of developer contributions (WP566)
- 11.17 There is need to significantly increase housing quantities in the early years in order to ensure that necessary infrastructure can be funded (WP566)

Monitoring and Review

The Monitoring Framework

- 11.18 Monitoring indicators do not include utilities infrastructure (WP630)

Triggers for a Review

- 11.19 Uncertainty over the triggers for review of the plan (WP630)

Theme 12

Sustainability Appraisal

Habitats Regulation Assessment

12.1 This theme covers all comments on the Sustainability Appraisal and the Habitats Regulation Assessment.

12.2 Representations were received from the following consultees:

WP017	The Wallington Village Conservation Society	WP393	Natural England
WP022	New Forest National Park Authority	WP472	RSPB
WP095	John Hale	WP566	The Fareham Society
WP149	The Wickham Society	WP630	Funtley Village Society
WP158	Helen Coker	WP632	Hampshire Wildlife Trust
WP248	CPRE		

General

12.2 There is no justification in either the SA or HRA for the loss of prime agricultural land (WP- 017)

Sustainability Appraisal

12.3 Natural England has no comments on the SA. (WP- 393)

12.4 The SA recognises the landscape sensitivity of the lands to the east of the A32, but nonetheless employment uses are proposed in that location. (WP- 017)

12.5 The SA lacks firm data, in several areas, including the justification for 50 m buffers to support Welborne as a sustainable development. (WP- 017; WP- 149)

12.6 There is no proper assessment of air-quality in the SA, and a more detailed analysis is required particularly on the potential health impacts. (WP- 248; WP 630)

12.7 The SA supports concerns that Welborne will worsen traffic congestion (WP- 630)

12.8 The SA identifies the presence of great crested newts which need to be preserved their terrestrial habitat maintained, but this is not recognised in the Plan. (WP- 630)

12.9 Habitats/ biodiversity/ and protected species will all suffer as a result of the proposals. (WP- 630)

12.10 The Plan does not specifically demonstrate how it will comply with the Climate Change Act. (WP- 630)

12.11 There is no evidence as to how health issues will be addressed, including the need for adequate hospital facilities. (WP- 630)

12.12 Data used from ONS needs up-dating. (WP- 630)

- 12.13 There is no consistency in the number of houses proposed which varies from 6-6,500 dwellings. (WP- 630)
- 12.14 A light pollution assessment is required before the outline application stage (WP- 630)
- 12.15 Soil conditions/contamination needs assessing; is the soil conducive for SUDS. (WP- 630)
- 12.16 The level of population growth and demographic change in Fareham does not justify the scale of development, which will harm quality of life for local residents. (WP- 630)
- 12.17 There is no achievable solution for waste water treatment, and flood risk particularly to communities downstream hasn't been properly addressed. (WP- 630)

Habitats Regulation Assessment

- 12.18 The New Forest National Park Authority note that approximately 84 hectares of SANG at Welborne is identified to meet the walking and dog walking needs of future Welborne residents which may avoid the majority of potential impacts on the New Forest. It is welcomed that should the additional studies being carried out show that additional mitigation is required, then further financial contributions towards New Forest mitigation will be sought. (WP- 022)
- 12.19 Natural England is satisfied that the mitigation measures are adequate, but are concerned that all the land might not be available, which puts the deliverability of the Plan at risk. (WP- 393)
- 12.20 There are concerns over the seeming uncertainties regarding waste water treatment, which need clarification (WP- 393)
- 12.21 The policy on biodiversity (WEL31) must be aligned with the outcomes of the HRA, and be independently verified (WP-248)
- 12.22 The HRA has not properly assessed the impact on the SDNP. (WP-248)
- 12.23 The HRA shows that there will be a further one million visits to the coast, by car which will significantly increase congestion, and contradicts the concept of self-containment (WP-095; WP- 630)
- 12.24 The HRA does not contain a proper record of the survey work undertaken at Welborne to identify protected species (WP- 158)
- 12.25 Planning Decisions should be based on up to date information on badger habitats, and aim to maintain and enhance them. (WP- 158)
- 12.26 The HRA refers to the need for 84 hectares of SANGS but the Plan only identifies 70.5 (WP-566)

- 12.27 There is no requirement to monitor that the HRA is being met. (WP- 632)
- 12.28 Until the waste water treatment and discharge issue is resolved, and the likely impacts properly assessed the Plan contravenes the Habitats Regulations. (WP- 630)
- 12.29 Until the junction arrangements are completed and modelling it is not possible to assess impacts on protected habitats. (WP- 630)
- 12.30 Welborne needs to be assessed against the overall level of growth in south Hampshire. (WP- 630)
- 12.31 Impacts on the SAC where it crosses the Hamble cannot be properly mitigated without significant costs. (WP- 630)

Annex 1: Index of Representations Received

Respondent ID	Organisation	Forename	Surname
WP001	Coal Authority	Rachael	Bust
WP002	Resident	Fred	Lettice
WP003	Services for Young Children, HCC	Jayne	Godden
WP004	OFWAT	Angie	Swann
WP005	Resident	Michael	Berridge
WP006	Portsmouth Water	Paul	Sansby
WP007	Wickham PC	Michael	Bennett
WP008	Resident	Christopher	Arnold
WP009	Resident	Ian	Dean
WP010	Resident	Adele	Kane
WP011	Resident (e-panel)	Cliff	Williams
WP012	Resident	Nicholas	Cunningham
WP013	Resident	Amanda	Guest
WP014	Resident	Martin	Furlonger
WP015	Resident	M V	Brown
WP016	Resident	Mike	Burbridge
WP017	Wallington Village Community Association	David	Walton
WP018	Environment Agency	Laura	Lax
WP019	Resident	Barrie	Thomasson
WP020	Resident	Julie	Palmer
WP021	Resident	Kate	Ryan
WP022	New Forest National Park Authority	Helen	Patton
WP023	Resident	John	Race
WP024	Resident	Kenneth	Neely
WP025	Resident	Sarah	Woolnough
WP026	Resident	Sarah	Harwood
WP027	Resident	Emma	Rann
WP028	Resident	Pauline	Rann
WP029	Resident	Graham	Wood
WP030	Resident	Doug & Penny	Barnard
WP031	Resident	Shaun	Cunningham
WP032	Resident	Trevor	Shaw
WP033	Resident	Janette	Blackman
WP034	Resident	Nigel	Buckley
WP035	Resident	Nina	Buckley
WP036	Wickham Parish Council	Gillian	Buckley
WP037	Resident	Nicki	Oliver
WP038	Resident	Christopher	Cook
WP039	Resident	F.W & A	Wood
WP040	Albion Water	David	Knaggs
WP041	Resident	Mike	Allen
WP042	Winchester City Council	Steve	Opacic
WP043	Resident	Janet	Reed
WP044	Resident	Daniel	Wink
WP045	Resident	Francis	Pakes
WP046	Resident	Suzanne	Pakes
WP047	Resident	Victoria	Moore
WP048	Resident	Susan	Hobbs
WP049	Resident	Alastair	Meads
WP050	Resident	Graham	Stewart
		Pearl	Wiacek

Respondent ID	Organisation	Forename	Surname
WP051	Resident	Phillip	Day
WP052	Resident	Michael	Hutching
WP053	Resident	John	Harley
WP054	Resident	Darren	Harley
WP055	Resident	Helen	Shawyer
WP056	Resident	Heather	Wiacek
WP057	Resident	David	Owen
WP058	Resident	Adrian	Bradley
WP059	Resident	Maureen & Vic	Kimber
WP060	Resident	Anthony	Brander
WP061	Resident	Pamela	Chisham
WP062	Resident	Rosemary	Pettrazzini
WP063	Resident	Ronald & Florence	Cunningham
WP064	Resident	Roy	Hallett
WP065	Resident	Alexandra	Maclean-Dridje
WP066	Resident	Neil	Day
WP067	Resident	Barbara	Hallett
WP068	Resident	Barbara	Maclean
WP069	Resident	Bernadette	Hulk
WP070	Resident	Paul and Sarah	Barnard
WP071	Resident	Cedric	Colwell
WP072	Resident	Lea	Hallett
WP073	Resident	Roger and Janet	Smith
WP074	Resident	Mel and Paula	Harris
WP075	Resident	John	Rickett
WP076	Resident	Audrey	Sitch
WP077	Resident	Catherine	Stevens
WP078	Resident	Brian and Celia	Green
WP079	Resident	Richard	Humphries
WP080	Fareham Youth Council	Janine	Hensman
WP081	Resident	David	Sharp
WP082	Resident	Jean	Wood
WP083	Resident	Diana & Michael	Blyth
WP084	Resident	Julie	Lockett
WP085	Resident	Jean	Lockett
WP086	Resident	David	Lockett
WP087	Resident	Ian	Lockett
WP088	Portsmouth Hospitals NHS Trust	Peter	Mellor
WP089	Resident	Barry	Hirst
WP090	Resident	Anthony	Harris
WP091	Resident	Diane	Wild
WP092	Resident	Jill	Race
WP093	Resident	John	Hill
WP094	Resident	Jill	Hill
WP095	Resident	John	Hale
WP096	Resident	Donald	Gale
WP097	Resident	Joan	Gale
WP098	Resident	Edward	Wright
WP099	Resident	Wendy	Wright
WP100	Resident	Mary	Abraham
WP101	Resident	Nigel	Tulk
WP102	Resident	Kay	Ainsworth
WP103	Resident	Robin	Ingram
WP104	Resident	Sheila	Ingram

Respondent ID	Organisation	Forename	Surname
WP105	Resident	Michael	Hebard
WP106	Resident	Richard	March
WP107	Resident	Phyllis	Howell
WP108	Resident	Frank & Joyce	Lund
WP109	Resident	Matthew	Lund
WP110	Resident	Charlotte	Dixon
WP111	Resident	Michael	Dixon
WP112	Resident	Maureen	Ballard
WP113	Resident	Alan	Collins
WP114	Resident	Jacqueline	Collins
WP115	Resident	Ian & Denise	Blackman
WP116	Resident	Llinos	Edgeley
WP117	Resident	Lianne	Osborne
WP118	Resident	Carmen	Dore
WP119	Resident	Lewis	Lea
WP120	Resident	Karen	Beauchamp
WP121	Resident	Bobby	Wylde
WP122	Resident	Daphne	Wylde
WP123	Resident	Ivan	Johns
WP124	Resident	Gilian	Johns
WP125	Resident	Sarah	Merrett
WP126	Resident	Darren	Merrett
WP127	Resident	Samantha	Turner
WP128	Resident	Stuart	Turner
WP129	Resident	Clive & Jane	Street
WP130	Resident	David	Pearman
WP131	Resident	Douglas & Sandra	Adams
WP132	Resident	Darren Joan	Adams & Cole
WP133	Resident	Geoffrey	Harrison
WP134	Resident	Terrence	Gregory
WP135	Resident	Stephen	Whitear
WP136	Resident	Judith	Hale
WP137	Resident	Sonya	Newell
WP138	Resident	Dennis	Hough
WP139	Resident	Robert	Clements
WP140	Resident	Delia	Bailey
WP141	Resident	Mr & Mrs D	Grant
WP142	Resident	R A	Downing
WP143	Resident	Alan & Georgina	Woodland
WP144	Resident	Geoffrey	Hillam
WP145	Resident	R J	Warren
WP146	Resident	Raymond	Sullivan
WP147	Resident	Christine	Sale
WP148	Resident	Michael	Parsons
WP149	The Wickham Society	Michael	Carter
WP150	Resident	Piers	Austin
WP151	Resident	Scott	Jenkins
WP152	Resident	Bethan	Jenkins
WP153	Resident	Anne-Marie	Causer
WP154	Resident	John	Reed
WP155	Resident	Darren & Mandy	Coupland & Gardner
WP156	Resident	Maria	Illingworth
WP157	Resident	John	Thompson
WP158	Resident	Helen	Coker

Respondent ID	Organisation	Forename	Surname
WP159	Resident	Meridan	Tyler
WP160	Resident	Norman	Alterton
WP161	Resident	J	Cooke
WP162	Resident	Derrick	Cooke
WP163	Resident	Anne	Plunkett
WP164	Resident	Dennis	Stuart
WP165	Resident	Rachel	Fargher
WP166	Resident	Michael	Crawley
WP167	Resident	Katie	Chamberlain
WP168	Resident	Jon	Fargher
WP169	Resident	Dylis	Fargher
WP170	Resident	Sarah	Woolnough
WP171	Resident	John	Woolnough
WP172	Resident	James	Fullarton
WP173	Resident	Elizabeth	Fullarton
WP174	Resident	Marion	Gagliardini
WP175	Resident	John	Gagliardini
WP176	Resident	Terence & Shirley	Jenkins
WP177	Resident	Daniel	Tonkin
WP178	Resident	Steve	Millsom
WP179	Resident	Judith	Pearman
WP180	Resident	Karen	Churchill
WP181	Resident	Ann & Fred	Rowe
WP182	Resident	Russell & June	Gurney
WP183	Resident	James	Gordon
WP184	Resident	John	Matthews
WP185	Resident	Peter & Irene	Taylor
WP186	Resident	Jennifer	Emery
WP187	Resident	Garreth	Rigby
WP188	Resident	Sarah	Shrimpton
WP189	Resident	Amanda	Goddard
WP190	Resident	Julie	Arreghini
WP191	Resident	Robert	Cohen
WP192	Resident	Vanessa	Gordon
WP193	Resident	Sidney	Riley
WP194	Resident	Barbara	Matthews
WP195	Resident	Ruth	Bowie
WP196	Resident	Simon	Johnson
WP197	Resident	Beryl	Hawes
WP198	Resident	Keith	Lewis
WP199	Resident	John	Fagot
WP200	Resident	Patricia	Fagot
WP201	Resident	Barry	Frost
WP202	Resident	Susan	New
WP203	Resident	Roger	New
WP204	Resident	Shirley	Bridges
WP205	Resident	Jane and Mike	Purden
WP206	Resident	Ann	Pearson
WP207	Resident	Arthur and Georgina	Fleet
WP208	Resident	Sarah	Mackley
WP209	Resident	Peter	Taylor
WP210	Resident	Sarah	LeCornu
WP211	Resident	C.A & G.E	George
WP212	Resident		Durant

Respondent ID	Organisation	Forename	Surname
WP213	Resident	Noel	Thorpe
WP214	Resident	Helen	Thorpe
WP215	Resident	Barbara	Illingworth
WP216	Resident	Nigel	Cox
WP217	Resident	Margaret	Cox
WP218	Resident	Robert	Frost
WP219	Resident	Raymond	Waller
WP220	Resident	Nicholas & Brenda	Bates
WP221	Resident	Richard	Sibbald
WP222	Resident	Joyce	Toms
WP223	Resident	M B	Williams
WP224	Resident	A R	Williams
WP225	Resident	Jean	Ellsmore-Creed
WP226	Resident	Kathleen	Prout
WP227	Resident	Stella	Bell
WP228	Resident	Ruth	Mitchell
WP229	Resident	B.N.	Chappelle
WP230	Resident	WT	Phillips
WP231	Resident	Robert	Bellenger
WP232	Resident	David	Dickson
WP233	Resident	Sebastien	Dridje
WP234	Resident	Allan	Simpson
WP235	Resident	Valerie	Simpson
WP236	Resident	John	Maclean
WP237	Resident	Anne	Nash
WP238	Resident	Ivan & Dawn	Saunders
WP239	Resident	Maura	Kingsbury
WP240	Resident	Lucy	Sutton
WP241	Resident	Richard	Matthews
WP242	Resident	Susan	Hood
WP243	Resident	Barry	Glasgow
WP244	Resident	Antony	Boyes
WP245	Resident	Julia	Steele
WP246	Resident	Roger	Bunn
WP247	Resident	James & Joy	Reid
WP248	CPRE Hampshire	Caroline	Dibden
WP249	Resident	Tracey	Wickland
WP250	Resident		
WP251	Resident	Jane & Paul	Denley
WP252	Resident	Roland	Haselton
WP253	Resident	Janet	Causer
WP254	Resident	J	Mulholland
WP255	Resident	Maureen	Lettice
WP256	Resident	Sean	Busby
WP257	Resident	Mary	Busby
WP258	Resident	Edward	Tuckley
WP259	Resident	Hilda	Walters
WP260	Resident	Charles	Holder
WP261	Resident	Anthony	Crougan
WP262	Resident	Richard	Dickson
WP263	Resident	Elizabeth	Scales
WP264	Resident	Richard	Lawes
WP265	Resident	T	Rithey
WP266	Resident	Barry	Eades

Respondent ID	Organisation	Forename	Surname
WP267	Resident	David	Sharp
WP268	Resident	Peter	Jeffer
WP269		PH & WV	Wild
WP270	Resident	Richard	Weston
WP271	Resident	Dean	Stock
WP272	Fareham Labour Party	Andrew	Mooney
WP273	Resident	William	Samuel
WP274	Resident	Allen	Braines
WP275	Resident	Gillian	Braines
WP276	Resident	Peter	Trott
WP277	Fareham Borough Council	Katrina	Trott
WP278	Resident	Andrew	Ransom
WP279	Resident	Jane	Tandy
WP280	Atherfold Ltd	Kevin	Hoare
WP281	Resident	Heather & Edward	Shepherd
WP282	Resident	A E	Wilby
WP283	Resident	Stephen	Peters
WP284	Winchester City Council & Wickham Parish Council	Therese	Evans
WP285	Resident	Richard	Berridge
WP286	Resident	Nicholas	Guy
WP287	Resident	Michael	Turner
WP288	Resident	Donna	Scopes
WP289	Resident	Christine	Westcott
WP290	Resident	Kathy	Carstens
WP291	Resident	Phillippa	Homewood
WP292	Resident	Steve	Bissell
WP293	Resident	James	Palmer
WP294	Resident	Roger & Stella	Allison
WP295	Resident		West
WP296	Resident	James	Busby
WP297	Resident	Christopher	Nixon
WP298	Resident	Caroline	Perry
WP299	Resident	Caren	Ransom
WP300	Resident	T	Ubsdell
WP301	Resident	John	Bradley
WP302	Resident	Sheila	Doherty
WP303	Resident	J E	Bradley
WP304	Resident	A J	Bath
WP305	Resident	Beverley	Busby
WP306	Resident	Emma	Perry
WP307	Resident	Stephanie	Perry
WP308	Resident	Nigel	Perry
WP309	Resident	Lesley	Allen
WP310	Resident	Michael	Stevens
WP311	Resident	Piers	Austin
WP312	Resident	A	Cooke
WP313	Resident	Trevor	Page
WP314	Resident	J E	Christopher
WP315	Resident	S T	Christopher
WP316	Resident	Ian	Howes
WP317	Resident	Carole	Howes
WP318	Resident		Mills
WP319	Resident	John	Newman

Respondent ID	Organisation	Forename	Surname
WP320	Resident	Christopher	Matkin
WP321	Resident	Clive	Smith
WP322	Resident		Wedge
WP323	Resident	M	Hix
WP324	The Society of St. James	Barbara	Carstens
WP325	Resident	A	Hiskey
WP326	Winchester City Council & Wickham Parish Council	Angela	Clear
WP327	Knowle Village Residents Association	Sheila	Chambers
WP328	Resident	David	Wilson
WP329	Resident	Grant	Smith
WP330	Resident	Viki	Eldridge
WP331	Resident	Bethany	Saunders
WP332	Resident	Percy	O'Dell
WP333	Resident	Geoffrey & June	Barnes
WP334	Resident	Robert	Jempson
WP335	Resident	Georgina	Dominy
WP336	Resident	Katharine	Dominy
WP337	Resident	Helen & Patrick	Aylmer - Clarke
WP338	Resident	Timothy	Booth
WP339	Resident	John	Codling
WP340	Resident	Anne	Butcher
WP341	Resident	Philip	Durant
WP342	Resident	Katherine	Dartmouth
WP343	Resident	Stephen	Barton
WP344	Resident	John	Dartmouth
WP345	Resident	Carys	Dartmouth
WP346	Resident	Fiona	Cooke
WP347	Resident	Timothy	Gates
WP348	Resident	Sue	Richardson
WP349	Resident	Amy	Doherty
WP350	Resident		Mundie
WP351	Resident	Paul	Tyler
WP352	Resident	Dorothy	Ross
WP353	Resident	William	Ross
WP354	Resident	Thomas	Hynes
WP355	Resident	E	Webb
WP356	Resident	Ann	Burr
WP357	Resident	David	Savage
WP358	Resident	Malcolm	Shillabeer
WP359	Resident	J M	Shillabeer
WP360	Resident	Ruth	Elvery
WP361	Resident	Tony	Elvery
WP362	Resident	C	Sutcliffe
WP363	Resident	Diana	Stevens
WP364	Resident	Jayne	Jempson
WP365	Resident	Sheila	Collins
WP366	Resident	Anthony	Eastman
WP367	Resident	Susan	Bailey
WP368	Resident	George Malcolm	Race
WP369	Resident	John	Hale
WP370	Resident	Gerald	Everitt
WP371	Resident	Gareth	Jurd

Respondent ID	Organisation	Forename	Surname
WP372	Resident	Martin	Smallwood
WP373	Resident	Alec	Wise
WP374	Resident	Richard	Burgess
WP375	Resident	F J	Allen
WP376	Resident	M	Earl
WP377	Resident	Keith & Ann	Barnard
WP378	Resident	Colin	Knight
WP379	Resident	R F	Richardson
WP380	Resident	J	Lowes
WP381	Resident	Jean	Everitt
WP382	Resident	F	Burtenshaw
WP383	Resident	Margaret	Lane
WP384	Resident	Robert	Plunkett
WP385	Resident	Julie	Knight
WP386	Resident	Elizabeth	Dyer
WP387	Resident	Richard	Spears
WP388	Resident	Jonathan	Cox
WP389	Resident	Emma	Burstall
WP390	Resident	Michael & Jean	Fletcher
WP391	Resident	Daphne	Hynes
WP392	Resident	John	Manuel
WP393	Natural England	Charles	Routh
WP394	Resident	Ian	Lane
WP395	Standing Conference	Henry	Cleary
WP396	Resident	Ian G	Ogilvy
WP397	Resident	P W	Wild
WP398	Resident	P T & L C	Docherty
WP399	Resident	Rosemary	Kucel
WP400	Resident	Richard	Kendal
WP401	Resident	David & Anne	Wilcox
WP402	Resident	Patricia R	Stokes
WP403	Resident	Lucy	Burr
WP404	Resident	James	Burr
WP405	Resident	Malcolm	Burr
WP406	Resident	Jane	Burr
WP407	Resident	Susan	Ballard
WP408	Resident	Anthony	Cove
WP409	Resident	Susan	Cove
WP410	Resident	Sally	Donophy
WP411	Resident	Edward	Bentley
WP412	Resident	Sally	Harding
WP413	Resident	Graham	Harding
WP414	Resident	Kerry	McLean
WP415	Resident	Paul	McLean
WP416	Resident	Michaela	Slamaker
WP417	Resident	Brenda	Farmer
WP418	Resident	David	Jenkins
WP419	Resident	Laura	Jenkins
WP420	Resident	Michael	Deane
WP421	Resident	Geoffrey	Newbold
WP422	Resident	David	Saywell
WP423	Resident	Stuart M	Tennent
WP424	Resident	John	Hounslow
WP425	Resident	Brian	Stevens

Respondent ID	Organisation	Forename	Surname
WP426	Resident	Roger	Coles
WP427	Resident	Louis	Stephenson
WP428	Resident	Ann	Cloles
WP429	Resident	Rosemary	Billett
WP430	Resident	Patricia R	Hartley
WP431	Resident	Andrew	Hartley
WP432	Resident		Moss
WP433	Resident	Dean	Anscombe
WP434	Resident	Declan	Colclough
WP435	Resident		Stevens
WP436	Resident	Alan	Sargent
WP437	Resident	Anthony	Leeks
WP438	Resident	Laurence	Guymer
WP439	Resident	Amanda	Hartley
WP440	Resident	David & Lynda	Sutton
WP441	Resident	Chantry R T	Ward
WP442	Resident	L A	Ward
WP443	Resident	I J	Downing
WP444	Resident	Brian & Vivien	Jones
WP445	Resident	Pauline	Bentley
WP446	Resident	Angela	Bryant
WP447	Resident	Nigel	Ashdown-watts
WP448	Resident	Peggy	Pannell
WP449	Resident	Angela	Mitchell
WP450	Resident	Howard	Thomas
WP451	Resident	Lynda & Steve	Grenyer
WP452	Resident	George	Newton
WP453	Resident	Keith	Sandy
WP454	Resident	Glenda	Ashdown-watts
WP455	Resident	Graham	Hughes
WP456	Resident	Pamela	Hughes
WP457	Resident	P	Davies
WP458	Resident	Kirsten	Smith
WP459	Resident	C	Rickman
WP460	Resident	Jackie	Ralphson
WP461	Hampshire County Council	Laura	McCulloch
WP462	HCA	Kevin	Bourner
WP463	Resident	A T	Ediss
WP464	Local landowner	Graham	Moyse
WP465	Local landowner	Balvinder	Laly
WP466	Local landowner		Hastings
WP467	Resident	Rod	McMillan
WP468	Hallam Land Management	Robin	Shepherd
WP469	Resident	Paul	Perry
WP470	MP	George	Hollingbery MP
WP471	Buckland Development Ltd & BST Warehouses Ltd	David & John	Keene & Adams
WP472	RSPB	Carrie	Temple
WP473	English Heritage	Martin	Small
WP474	Persimmon Homes	Bryan	Jezeph
WP475	Bovis Homes South East Region	Andrew	Dutton
WP476	Resident	Andrew	Griffin
WP477	Resident	Edward	Morell
WP478	Resident	David	Lee

Respondent ID	Organisation	Forename	Surname
WP479	Resident	Carolyn	Lee
WP480	Resident	Norman & Joyce	Baust
WP481	Resident	Alan	Webb
WP482	Resident	Sarah	Uptield
WP483	Resident	Emma	Monk
WP484	Resident	Graham & Ryth	Crosby
WP485	Resident	Michael	Hawkins
WP486	Resident	Linda	Hawkins
WP487	Resident	Mike	Milne
WP488	Resident	Alasdair	Ewing
WP489	Resident	Alan	Ricketts
WP490	Resident	Hannah	Cambell
WP491	Resident	Charlotte	May
WP492	Resident	Stephen	Banbury
WP493	Resident	David	Hayes
WP494	Resident	Lisa	Curtis
WP495	Resident	Jennifer	Chase
WP496	Resident	Shirley	Futcher
WP497	Resident	C M R	Gray
WP498	Resident	Fiona	Wade
WP499	Resident	David	Wilson
WP500	Resident	Paul	Wilmot
WP501	Resident	Jackie	Wilmot
WP502	Resident	Darren	Boden
WP503	Resident	Jackie	Edwards
WP504	Resident	Raymond	Edwards
WP505	Resident	Alan	Martin
WP506	Resident	Jean	Martin
WP507	Resident	Michael	Smith
WP508	Resident	Eileen	McManus
WP509	Resident	Peter	Wall
WP510	Resident	Mary	Ford
WP511	Resident	Ernest	Ford
WP512	Resident	Lisa-Marie	Martin
WP513	Resident	Christine	Wall
WP514	Resident	Janice	Wilson
WP515	Resident	Marjorie	Dalby
WP516	Resident	Robert	Mapes
WP517	Resident	Beverly	Mapes
WP518	Resident	Tim & Julia	Wilson
WP519	Resident	Janet	Rutter
WP520	Resident	Anthony	Rutter
WP521	Resident	Emma	Johnson
WP522	Resident	Phill	Johnson
WP523	Resident	Ruth	Brown
WP524	Resident	Sarah	Kennedy
WP525	Resident	Michelle	Brink
WP526	Resident	Gedoy	Wright
WP527	Resident	Anna	Wilby-Lopez
WP528	Resident	Raymond	Streid
WP529	Resident	Eileen	Snell
WP530	Resident	John & Hilary	Hutchings
WP531	Resident	Joan	Thornton
WP532	Resident	Jenna	Whittington

Respondent ID	Organisation	Forename	Surname
WP533	Resident	Graham	Bates
WP534	Resident	Maria	Marley
WP535	Resident	Patrick & Laura	Mullins
WP536	Resident	Linda	Kemp
WP537	Resident	F J & D A	Tull
WP538	Resident	Harry	Nockemapp
WP539	Resident	Alan	Huxford
WP540	Resident	Maureen	Blackwell
WP541	Resident	Shelagh	Butler
WP542	Resident	Richard	Butler
WP543	Resident	Sylvia	Chambers
WP544	Resident	Sian	Edey
WP545	Resident	Allan	Sitch
WP546	Resident	Michael	Murphy
WP547	Resident	Simon	Bower
WP548	Resident	Caryl	Goldstone
WP549	Resident	Joy	Perry
WP550	Resident	Lin	Woodhams
WP551	Resident	George	Proudfoot
WP552	Resident	Julie	Fancey
WP553	Resident	June	Smith
WP554	Resident	Brenda	Crowley
WP555	Resident	Hilary	Atkins
WP556	Resident	Sally	Mathers
WP557	Resident	Sylvia	Cannon
WP558	Resident	Patrick & Laura	Woodward
WP559	Resident	Norman & Joyce	Wheeler
WP560	Resident	Maureen	Shugme
WP561	Resident	Marie	Wragg
WP562	Resident	Alison	Brodigan
WP563	Resident	Robert	Walters
WP564		Anon	
WP565	Resident	R	Edmunds
WP566	The Fareham Society	Brenda	Clapperton M.B.E
WP567	Resident	Caroline	Sullivan
WP568	Resident	Brian	Sullivan
WP569	Resident	Gary	Blatch
WP570	Resident	Ian	Whettingsteel
WP571	Fareham Borough Council	John	Bryant
WP572	Fareham Borough Council	Pamela	Bryant
WP573	Resident	Trevor	Willcocks
WP574	Resident	S M	Russell
WP575	Resident	Ian	Russell
WP576	Resident	G	Rawlings
WP577	Resident	Wendy	Roscoe
WP578	Resident	Julie	Willcocks
WP579	Resident	Ed	Gutteridge
WP580	Resident	S M	Martin
WP581	Resident	Jonathan	Baldry
WP582	Resident	Christopher	Matkin
WP583	Resident	Mary	Ho
WP584	Resident	Stephen	Tull
WP585	Resident	Lynne	Tull
WP586	Resident	Helen & Christopher	Cobb

Respondent ID	Organisation	Forename	Surname
WP587	Resident	Ann	Redwood
WP588	Resident	Harvey	Griffiths
WP589	Resident	John	Saunders MBE
WP590	Resident	Ken	Neely
WP591	Resident	Margaret	Wellington
WP592	Resident	John	Wellington
WP593	Resident	P	Hymers
WP594	Resident	Trevor	Drake
WP595	Resident	Jean	Drake
WP596	Resident	Katharine	Lancey
WP597	Resident	KJ	Westcott
WP598	Resident	Maurice	Shergold
WP599	Resident	Barrie	Bourne
WP600	Resident	Ann	Bourne
WP601	Resident	Denise	Hardwick
WP602	Resident	Betty	Gibson
WP603	Resident	Jacob	Harrison
WP604	Resident	Alex	Bourne
WP605	Resident	Fiona	Bourne
WP606	Resident	David	Woolgar
WP607	Resident	Teresa	Woolgar
WP608	Resident	Alison	Ling
WP609	Resident	Richard	Ling
WP610	Resident	Stuart	Davies
WP611	Resident	Helen	Stansby
WP612	Resident	Katie	Butler
WP613	Resident	Mark	Butler
WP614	Resident	Michael	Stephenson
WP615	Resident	Mary	Johnson
WP616	Resident	Anon	
WP617	Resident	John & Sheila	King
WP618	Resident	Stephen	Roberts
WP619	Resident	Anthony	Latimer-Hawkins
WP620	Resident	Patricia	Latimer-Hawkins
WP621	Resident	Bernard	Smith
WP622	Resident	Paul & Jackie	Wilmot
WP623	Resident	Robert	Roberts
WP624	Resident	Christopher	Wickland
WP625	Resident	Wilma	Lawrence
WP626	Resident	Robert	Chambers
WP627	Resident	Anne	Gould
WP628	Resident	Adrian	Saunders
WP629	Resident	Ruth	Saunders
WP630	Funtley Village Society	Edward	Morell
WP631	Resident	Shirley	Broughton
WP632	Hampshire Wildlife Trust	Pauline	Holmes
WP633	PUSH	Gloria	Ighodaro
WP634	Resident (late)	Diane	Harper
WP635	Highways Agency (late)	Helen	Batty

Annex 2: Standard Letter or Aide Memoir Representations

Standard Letter

WP023	John Race	WP097	Joan Gale
WP027	Emma Rann	WP098	Edward Wright
WP028	Pauline Rann	WP099	Wendy Wright
WP029	Graham Wood	WP101	Nigel Tulk
WP032	Trevor Shaw & Janette Blackman	WP102	Kay Ainsworth
WP033	Nigel Buckley	WP103	Robin Ingram
WP034	Nina Buckley	WP104	Sheila Ingram
WP035	Gillian Buckley	WP105	Michael Hebard
WP043	Daniel Wink	WP106	Richard March
WP045	Suzanne Pakes	WP107	Phyllis Howell
WP046	Victoria Moore	WP108	Frank & Joyce Lund
WP049	Graham Stewart	WP109	Matthew Lund
WP050	Pearl Wiacek	WP110	Charlotte Dixon
WP051	Phillip Day	WP111	Michael Dixon
WP052	Michael Hutching	WP112	Maureen Ballard
WP053	John Harley	WP113	Alan Collins
WP054	Darren Harley	WP114	Jacqueline Collins
WP055	Helen Shawyer	WP115	Ian & Denise Blackman
WP056	Heather Wiacek	WP116	Llinos Edgeley
WP057	David Owen	WP117	Lianna Osborne
WP058	Adrian Bradley	WP118	Carmen Dore
WP059	Maureen & Vic Kimber	WP119	Lewis Lea
WP060	Anthony Brander	WP120	Karen Beauchamp
WP061	Pamela Chisham	WP121	Bobby Wylde
WP062	Rosemary Pettrazzini	WP122	Daphne Wylde
WP063	Ronald & Florence Cunningham	WP123	Ivan Johns
WP064	Roy Hallett	WP124	Gilian Johns
WP065	Alexandra Maclean-Dridje	WP125	Sarah Merrett
WP066	Neil Day	WP126	Darren Merrett
WP067	Barbara Hallett	WP127	Samantha Turner
WP068	Barbara Maclean	WP128	Stuart Turner
WP069	Bernadette Hulk	WP129	Clive & Jane Street
WP071	Cedric Colwell	WP130	David Pearman
WP072	Lea Hallett	WP131	Douglas & Sandra Adams
WP073	Roger & Janet Smith	WP132	Darren Adams & Joan Cole
WP074	Mel & Paula Harris	WP133	Geoffrey Harrison
WP075	John Rickett	WP134	Terrence Gregory
WP076	Audrey Sitch	WP135	Stephen Whitear
WP077	Catherine Stevens	WP136	Judith Hale
WP078	Brian & Celia Green	WP137	Sonya Newell
WP081	David Sharp	WP138	Dennis Hough
WP082	Jean Wood	WP139	Robert Clements
WP083	Diana & Michael Blyth	WP140	Delia Bailey
WP084	Julie Lockett	WP141	Mr & Mrs D Grant
WP085	Jean Lockett	WP143	Alan & Georgina Woodland
WP086	David Lockett	WP146	Raymond Sullivan
WP087	Ian Lockett	WP147	Christine Sale
WP090	Anthony Harris	WP151	Scott Jenkins
WP091	Diane Wild	WP152	Bethan Jenkins
WP092	Jill Race	WP155	Darren Coupland & Mandy Gardner
WP093	John Hill	WP156	Maria Illingworth
WP094	Jill Hill	WP157	Mr & Mrs J Thompson

WP095	John Hale	WP159	Meridan Tyler
WP096	Donald Gale	WP160	Norman Alterton
WP161	J Cooke	WP223	Mrs M B Williams
WP162	Derrick Cooke	WP224	Mr A R Williams
WP164	Dennis Stuart	WP225	Jean Ellsmore-Creed
WP165	Rachel Fargher	WP226	Kathleen Prout
WP166	Michael Crawley	WP227	Stella Bell
WP168	Jon Fargher	WP228	Ruth Mithcell
WP169	Dylis Fargher	WP229	BN Chappelle
WP170	Sarah Woolnough	WP230	WT Phillips
WP171	John Woolnough	WP231	Robert Bellenger
WP172	James Fullarton	WP232	David Dickson
WP173	Elizabeth Fullarton	WP233	Sebastien Dridje
WP174	Marion Gagliardini	WP234	Allan Simpson
WP175	John Gagliardini	WP235	Valerie Simpson
WP176	Terence & Shirley Jenkins	WP236	John Maclean
WP177	Daniel Tonkin	WP237	Anne Nash
WP178	Steve Millsom	WP238	Ivan & Dawn Saunders
WP179	Judith Pearman	WP239	Maura Kingsbury
WP180	Karen Churchill	WP240	Lucy Sutton
WP181	Ann & Fred Rowe	WP241	Richard Matthews
WP182	Russell & June Gurney	WP242	Susan Hood
WP183	James Gordon	WP243	Barry Glasgow
WP184	John Matthews	WP244	Antony Boyes
WP185	Peter & Irene Taylor	WP245	Julia Steele
WP186	Jennifer Emery	WP246	Roger Bunn
WP187	Garreth Rigby	WP247	James & Joy Reid
WP188	Sarah Shrimpton	WP249	Tracey Wickland
WP189	Amanda Goddard	WP250	<i>Anonymous (address only)</i>
WP190	Julie Arreghini	WP251	Jane & Paul Denley
WP191	Robert Cohen	WP252	Roland Haselton
WP192	Vanessa Gordon	WP253	Janet Causer
WP193	Sidney Riley	WP255	Maureen Lettice
WP194	Barbara Matthews	WP256	Sean Busby
WP195	Ruth Bowie	WP257	Mary Busby
WP196	Simon Johnson	WP259	Hilda Walters
WP197	Beryl Hawes	WP260	Charles Holder
WP198	Keith Lewis	WP261	Anthony Crougan
WP199	John Fagot	WP262	Richard Dickson
WP200	Patricia Fagot	WP263	Elizabeth Scales
WP201	Barry Frost	WP264	Richard Lawes
WP202	Susan New	WP265	T Rittey
WP203	Roger New	WP266	Barry Eades
WP204	Shirley Bridges	WP267	David Sharp
WP205	Jane & Mike Purden	WP269	PH & WV Wild
WP206	Ann Pearson	WP271	Dean Stock
WP207	Arthur & Georgina Fleet	WP274	Allen Braines
WP208	Sarah Mackley	WP275	Gillian Braines
WP209	Peter Taylor	WP281	Heather & Edward Shepherd
WP210	Sarah LeCornu	WP282	AE Wilby
WP211	CA & GE George	WP283	Stephen Peters
WP212	Mr & Mrs Durant	WP285	Richard Berridge
WP213	Noel Thorpe	WP287	Michael Turner
WP214	Helen Thorpe	WP288	Donna Scopes
WP215	Barbara Illingworth	WP289	Christine Westcott
WP216	Nigel Cox	WP290	Kathy Carstens
WP217	Margaret Cox	WP291	Phillippa Homewood

WP218	Robert Frost	WP293	James Palmer
WP219	Raymond Waller	WP294	Roger & Stella Allison
WP222	Joyce Toms	WP295	Mr West
WP296	James Busby	WP363	Diana Stevens
WP300	Mr & Mrs Ubsdell	WP364	Jayne Jempson
WP301	John Bradley	WP366	Anthony Eastman
WP302	Sheila Doherty	WP367	Susan Bailey
WP303	JE Bradley	WP368	George Malcolm Race
WP305	Beverley Busby	WP369	John Hale
WP306	Emma Perry	WP370	Gerald Everitt
WP307	Stephanie Perry	WP371	Gareth Jurd
WP308	Nigel Perry	WP372	Martin Smallwood
WP309	Lesley Allen	WP373	Alec Wise
WP310	Michael Stevens	WP374	Richard Burgess
WP311	Piers Austin	WP375	FJ Allen
WP312	A Cooke	WP376	M Earl
WP313	Trevor Page	WP377	Keith & Ann Barnard
WP314	JE Christopher	WP378	Colin Knight
WP315	ST Christopher	WP379	RF Richardson
WP316	Ian Howes	WP380	J Lowes
WP317	Carole Howes	WP381	Jean Everitt
WP321	Clive Smith	WP382	F Burtenshaw
WP322	Mr & Mrs Wedge	WP383	Margaret Lane
WP324	The Society of St. James	WP384	Robert Plunkett
WP325	Mr & Mrs Hiskey	WP385	Julie Knight
WP328	David Wilson	WP386	Elizabeth Dyer
WP329	Grant Smith	WP387	Richard Spears
WP330	Viki Eldridge	WP388	Jonathan Cox
WP331	Bethany Saunders	WP389	Emma Burstall
WP333	Geoffrey & June Barnes	WP390	Michael & Jean Fletcher
WP334	Robert Jempson	WP391	Daphne Hynes
WP335	Georgina Dominy	WP392	John Manuel
WP336	Katharine Dominy	WP394	Ian Lane
WP337	Helen & Patrick Aylmer-Clarke	WP396	Ian Ogilvy
WP338	Timothy Booth	WP397	PW Wild
WP339	John Codling	WP399	Rosemary Kucel
WP340	Anne Butcher	WP400	Richard Kendal
WP341	Philip Durant	WP401	David & Anne Wilcox
WP342	Katherine Dartmouth	WP402	Patricia Stokes
WP343	Stephen Barton	WP403	Lucy Burr
WP344	John Dartmouth	WP404	James Burr
WP345	Carys Dartmouth	WP405	Malcolm Burr
WP346	Fiona Cooke	WP406	Jane Burr
WP347	Timothy Gates	WP407	Susan Ballard
WP348	Sue Richardson	WP408	Anthony Cove
WP349	Amy Doherty	WP409	Susan Cove
WP350	Mr & Mrs Mundie	WP410	Sally Donophy
WP351	Paul Tyler	WP411	Edward Bentley
WP412	Sally Harding	WP415	Paul McLean
WP413	Graham Harding	WP416	Michaela Slamaker
WP414	Kerry McLean	WP417	Brenda Farmer
WP352	Dorothy Ross	WP418	David Jenkins
WP353	William Ross	WP419	Laura Jenkins
WP354	Thomas Hynes	WP420	Michael Deane
WP356	Ann Burr	WP422	David Saywell
WP357	David Savage	WP425	Brian Stevens
WP358	Malcolm Shillabeer	WP426	Roger Coles

WP359	JM Shillabeer	WP427	Louis Stephenson
WP360	Ruth Elvery	WP428	Ann Choles
WP361	Tony Elvery	WP430	Patricia Hartley
WP362	C Sutcliffe	WP431	Andrew Hartley
WP432	Mr Moss	WP505	Alan Martin
WP433	Dean Anscombe	WP506	Jean Martin
WP434	Declan Colclough	WP507	Michael Smith
WP435	Mrs Stevens	WP508	Eileen McManus
WP436	Alan Sargent	WP509	Peter Wall
WP437	Anthony Leeks	WP510	Mary Ford
WP438	Laurence Guymer	WP511	Ernest Ford
WP439	Amanda Hartley	WP512	Lisa-Marie Martin
WP440	David & Lynda Sutton	WP513	Christine Wall
WP441	Chantry Ward	WP514	Janice Wilson
WP442	LA Ward	WP515	Marjorie Dalby
WP444	Brian & Vivien Jones	WP516	Robert Mapes
WP445	Pauline Bentley	WP517	Beverly Mapes
WP446	Angela Bryant	WP518	Tim & Julia Wilson
WP447	Nigel Ashdown-Watts	WP519	Janet Rutter
WP448	Peggy Pannell	WP520	Anthony Rutter
WP449	Angela Mitchell	WP521	Emma Johnson
WP450	Howard Thomas	WP522	Phill Johnson
WP451	Lynda & Steve Grenyer	WP523	Ruth Brown
WP453	Keith Sandy	WP524	Sarah Kennedy
WP454	Glenda Ashdown-Watts	WP525	Michelle Brink
WP455	Graham Hughes	WP526	Gedoy Wright
WP456	Pamela Hughes	WP527	Anna Wilby-Lopez
WP458	Kirsten Smith	WP528	Raymond Streid
WP459	C Rickman	WP529	Eileen Snell
WP460	Jackie Ralphson	WP530	John & Hilary Hutchings
WP469	Paul Perry	WP531	Joan Thornton
WP478	David Lee	WP532	Jenna Whittington
WP479	Carolyn Lee	WP533	Graham Bates
WP480	Norman & Joyce Baust	WP534	Maria Marley
WP481	Alan Webb	WP535	Patrick & Laura Mullins
WP482	Sarah Uptield	WP536	Linda Kemp
WP483	Emma Monk	WP537	FJ & DA Tull
WP485	Michael Hawkins	WP538	Harry Nockemapp
WP486	Linda Hawkins	WP539	Alan Huxford
WP487	Mike Milne	WP540	Maureen Blackwell
WP489	Alan Ricketts	WP541	Shelagh Butler
WP490	Hannah Campbell	WP542	Richard Butler
WP491	Charlotte May	WP543	Sylvia Chambers
WP547	Simon Bower	WP544	Sian Edey
WP548	Caryl Goldstone	WP545	Allan Sitch
WP549	Joy Perry	WP546	Michael Murphy
WP550	Lin Woodhams	WP553	June Smith
WP551	George Proudfoot	WP554	Brenda Crowley
WP552	Julie Fancey	WP555	Hilary Atkins
WP492	Stephen Banbury	WP556	Sally Mathers
WP493	David Hayes	WP557	Sylvia Cannon
WP494	Lisa Curtis	WP558	Patrick & Laura Woodward
WP495	Jennifer Chase	WP559	Norman & Joyce Wheeler
WP496	Shirley Fatcher	WP560	Maureen Shugme
WP497	CMR Gray	WP561	Marie Wragg
WP498	Fiona Wade	WP562	Alison Brodigan
WP499	David Wilson	WP563	Robert Walters

WP500	Paul Wilmot	WP567	Caroline Sullivan
WP501	Jackie Wilmot	WP568	Brian Sullivan
WP502	Darren Bodie	WP569	Gary Blatch
WP503	Jackie Edwards	WP570	Ian Whettingsteel
WP504	Raymond Edwards	WP581	Jonathan Baldry
WP582	Christopher Matkin	WP608	Alison Ling
WP583	Mary Ho	WP609	Richard Ling
WP584	Stephen Tull	WP610	Stuart Davies
WP585	Lynne Tull	WP612	Katie Butler
WP586	Helen & Christopher Cobb	WP613	Mark Butler
WP587	Ann Redwood	WP615	Mary Johnson
WP591	Margaret Wellington	WP616	<i>Anonymous</i>
WP592	John Wellington	WP617	John & Sheila King
WP594	Trevor Drake	WP618	Stephen Roberts
WP595	Jean Drake	WP619	Anthony Latimer-Hawkins
WP596	Katharine Lancey	WP620	Patricia Latimer-Hawkins
WP598	Maurice Shergold	WP621	Bernard Smith
WP599	Barrie Bourne	WP623	Robert Roberts
WP600	Ann Bourne	WP624	Christopher Wickland
WP601	Denise Hardwick	WP625	Wilma Lawrence
WP602	Betty Gibson	WP626	Robert Chambers
WP603	Jacob Harrison	WP627	Anne Gould
WP604	Alex Bourne	WP628	Adrian Saunders
WP605	Fiona Bourne	WP629	Ruth Saunders
WP606	David Woolgar	WP631	Shirley Broughton
WP607	Teresa Woolgar	WP634	Diane Harper (late representation)

Aide Memoir

WP573	Trevor Willcocks	WP577	Wendy Roscoe
WP574	SM Russell	WP578	Julie Willcocks
WP575	Ian Russell	WP579	Ed Gutteridge
WP576	G Rawlings	WP580	SM Martin