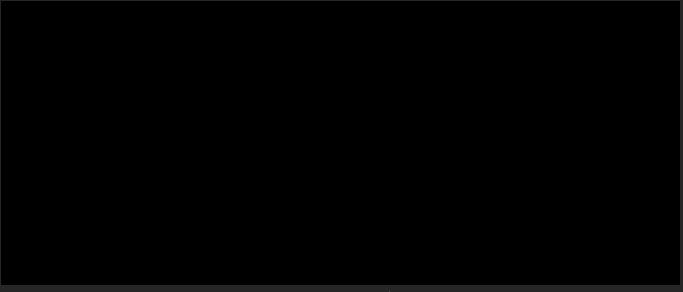


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The evidence shows the adjoining M27 is already at full capacity in peak hours and the proposed 'all moves' junction 10 development will do nothing to ease the additional congestion caused by the extra vehicles from Welborne in surrounding roads. In fact the close location of the M27 will encourage people who want easy access to a motorway to move to Welborne, which will encourage further car use.

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

#### **CHAPTER 9 WEL 37 Water efficiency, supply and disposal**

There is insufficient evidence that a sustainable method of water provision and disposal has been proposed for the new site. Existing waste facilities at Knowle Village include transporting waste by trucks to the Peal Common site which is at capacity at present. The only suitable option discussed in the Plan (Albion Water) has not been fully assessed or funded. A suitable self-contained solution for Welborne must be found before building commences (*'it is not certain whether a feasible option exists'* HRA Report Jan 14 p99).

#### **CHAPTER 8 WEL31 Conserving and Enhancing Biodiversity**

There is insubstantial evidence presented in the plan as to how the biodiversity of the area will be sustained or 'enhanced' as stated, by building 6000 homes and a 20 hectare commercial site. Mitigation strategies are discussed but again there is no evidence of actual plans to relocate flora/fauna and wildlife affected by the development (Sustainable Appraisal Report Mar 14). The HRA (Jan 14) documents states that if no mitigation can be found due to lack of suitable areas, then a financial settlement will be an alternative. This is not in keeping with the aims of the Plan as in many instances developers will chose this less onerous monetary option.

#### **CHAPTER 9 WEL 39 Flooding and drainage**

There is insufficient detail in the plan or evidence documents that a suitable solution has been found to prevent the inevitable increase in downstream flooding of existing communities such as Wallington and Funtley. These villages already suffer flooding (due to 2 rivers to the east and west) despite the open land absorbing vast amounts of rain water. Once this land is concreted over, instead of first absorbing the majority of rain, it will divert the water towards Funtley and Wallington in vast quantities. The SUDS proposal is not fully developed or sufficiently evidenced as a suitable solution for this dangerously high risk.

The sub soil under the Fareham area and its surrounds is clay and is subject to 'movement' and subsidence. There are numerous examples of movement, most recently the collapse of the rail track at Botley and many local houses needing underpinning to prevent movement. The foundations of any existing buildings would need additional support – again there is no evidence of this being considered in the plan or supporting documents as it appears only a 'surface' plan has been considered.

#### **CHAPTER 10 WEL 41 Phasing and delivery**

The FBC Corporate Strategy (page 2) states that the population of Fareham will grow by 5.4% over the next 20 years. This equates to 6,000 people. So if local need is to be met, then this equates to approximately 3,000 houses over the next 20 years, not 6,000 houses on this site alone. There is no mention in the draft plan about where or who the 15,000 people of Welborne will come from/be.

Evidence presented in the Welborne Stage 2 Viability Testing GVA Approach (Jan 2014) states that:  
***'At face value this strategic viability analysis shows that based upon the current forecast IDP and associated development outputs (linked to the current Concept Masterplan), the Welborne scheme appears to be unviable, on the basis that the NPV in all scenarios fails to match or exceed the input 'Site Value'.'***

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

Yours faithfully,

