

## Response from Frobisher Developments Ltd DREP234

### Paragraph 4.7 – Little Park Farm

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## APPENDIX B



## Form Name: Development Sites & Policies Plan Return Number: 112

SubmittedDateTime	ViewedBy	ViewedDateTime	ActionedBy	ActionedDateTime
10/04/2014 18:16:56	3835	16/04/2014 11:14:36	<a href="#">Take Action</a>	

**Introduction**

This form must be submitted by 5pm on Friday 11 April 2014

**Personal Details**

Title \*  First Name \*  Last Name \*

Job Title (if relevant)  Organisation (if relevant)

Address \*

Post Code \*

Telephone

Email Address \*

Is Email Address Valid

- Yes
- No

If an agent is appointed you need only complete the title, name & organisation in the Personal Details section in addition to all details in the Agent Details section.

**Agent Details (if applicable)**

Title  First Name  Last Name

Job Title  Organisation

Address

Post Code

Telephone

Email Address

**Plan Section**

To which part of the Development Sites & Policies Plan does this representation relate?

Paragraph  Policy  Policies Map Other map or diagram **Basis of Representation**

Do you consider the Development Sites &amp; Policies Plan is:

Legally Compliant \*  Yes  NoSound \*  Yes  NoComplies with the  
Duty to co-operate \*  Yes  NoPlease see [this guidance to assist you in making a representation](#).**Details of Representation**

Please give details of why you consider the Development Sites &amp; Policies Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

If you wish to support the legal compliance or soundness of the Development Sites &amp; Policies Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

This identified site has been allocated through a series of Local Plans over the last 30 years. Including through what might generally be termed "the boom years" of 2000 - 2007, when development activity was high, when market demand was high and when finance was relatively cheap, this site did not come forward. The assertion now made by the council that this site is deliverable and developable is challenged. It has no adequate access. The site is unduly undulating and without major engineering works (at substantial costs) incapable of accommodating employment floorspace amounting to 18,000 sq.m. A thorough review of the potential of this site has not been undertaken and it is asserted that the site is unviable and is likely to remain so for the next 30 years. Its allocation should be deleted. It has been included in an attempt by the planning authority to avoid the need to identify alternative sustainable parcels which are well located and capable of being delivered over the life of the plan, albeit that those sites may be immediately outside the presently defined urban area. Submissions will be made as to available and sustainable suitable employment generating sites which by making this proposed allocation, the planning authority has sought to discard.

**Modifications**

Please set out what modification(s) you consider necessary to make the Development Sites &amp; Policies Plan legally compliant or sound, having regard to the test you have identified above where this relates to soundness. (NB Please note that any non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why this modification will make the Development Sites &amp; Policies Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

This allocation should be deleted and the planning authority be required to review against criteria of developability, deliverability and viability alternative sustainable sites to ensure that employment is delivered in step with housing to support economic growth across the borough. Again, this approach adopted by the planning authority has been in our view politically driven to avoid the need to identify sites which are suitable and equally or more sustainable but which might be immediately outside the urban area as defined.

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

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

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

- No, I do not wish to participate at the oral examination  
 Yes, I wish to participate at the oral examination

**Basis for Examination Hearing**

If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:  
Please note: the inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

Submissions will be made of appropriate deliverable alternative sites in support of the objection. ^

∨

**Notes**

If you would like to make another representation on the Publication Draft Development Sites & Policies Plan, then please click the Send button; this will bring up a new page where there will be a link to bring up a new version of the form (which will already contain your personal details).





## APPENDIX C



Our Ref: GSJ/KMV  
Your Ref:

Mr N Wolstenholme  
Frobisher Limited  
Hoplands Estate  
Kings Somborne  
Stockbridge  
Hampshire SO20 6QH

**Hughes Ellard Limited**  
The Malthouse, Cams Hall  
Estate, Fareham, Hampshire  
PO16 8UT

T: +44 (0)1329 220033  
F: +44 (0)1329 220066

[hughesellard.com](http://hughesellard.com)

13 October 2014

Dear Nigel

**Re: Land at Little Park Farm Road – employment land allocation**

You have asked for my company's brief market-based view of the suitability of your land at Little Park Farm Road for employment purposes.

The site comprises a 5.23 hectare parcel of land between the M27 and the railway line, adjoining Junction 9 of the motorway. Fareham Borough Council identifies the site as having the potential to accommodate between 11,000 sq m and 18,000 sq m of development, depending upon the quality of access chosen to the site.

The land adjoins one of south Hampshire's principal business locations – the industrial estates of Segensworth West, East & North and Solent Business Park. The site is accessed via Segensworth West. Demand for employment land, particularly from industrial occupiers, in this location is strong – the site's location adjoining M27 Junction 9, Swanwick Railway Station and bus services being attractive features for business users. The site is a natural extension of the Segensworth West industrial estate and provides an important contribution to the employment land supply in the district.

Although the general situation of the site is good from a market perspective, the local access (a single track road under the railway) is poor and requires improvement. This will need to be addressed before some occupiers will commit to the site. However, in south Hampshire generally, and in Fareham particularly, there is a significant shortage of B1, B2 and B8 floorspace. Subject, therefore, to the principal access to the site being improved, I envisage strong market demand for the site in the years ahead.

**Commercial Real Estate Advisors**

Company No. 3986603  
Registered in England at  
The Malthouse, Cams Hall Estate,  
Fareham, Hampshire PO16 8UT

VAT Registration No.108 7171 76

A list of Directors is available for  
inspection at the Registered Office

Regulated by RICS

The current access to the site, whilst a barrier to employment development for some end-users, is by no means an absolute constraint. Without improvements to the access, the site is capable of development for a wide range of employment users. Indeed, our initial marketing of the site has yielded a good level of enquiries and a letting has already been completed with a local occupier to facilitate their expansion.

Yours sincerely



**Gary S Jeffries BSc MBA FRICS**

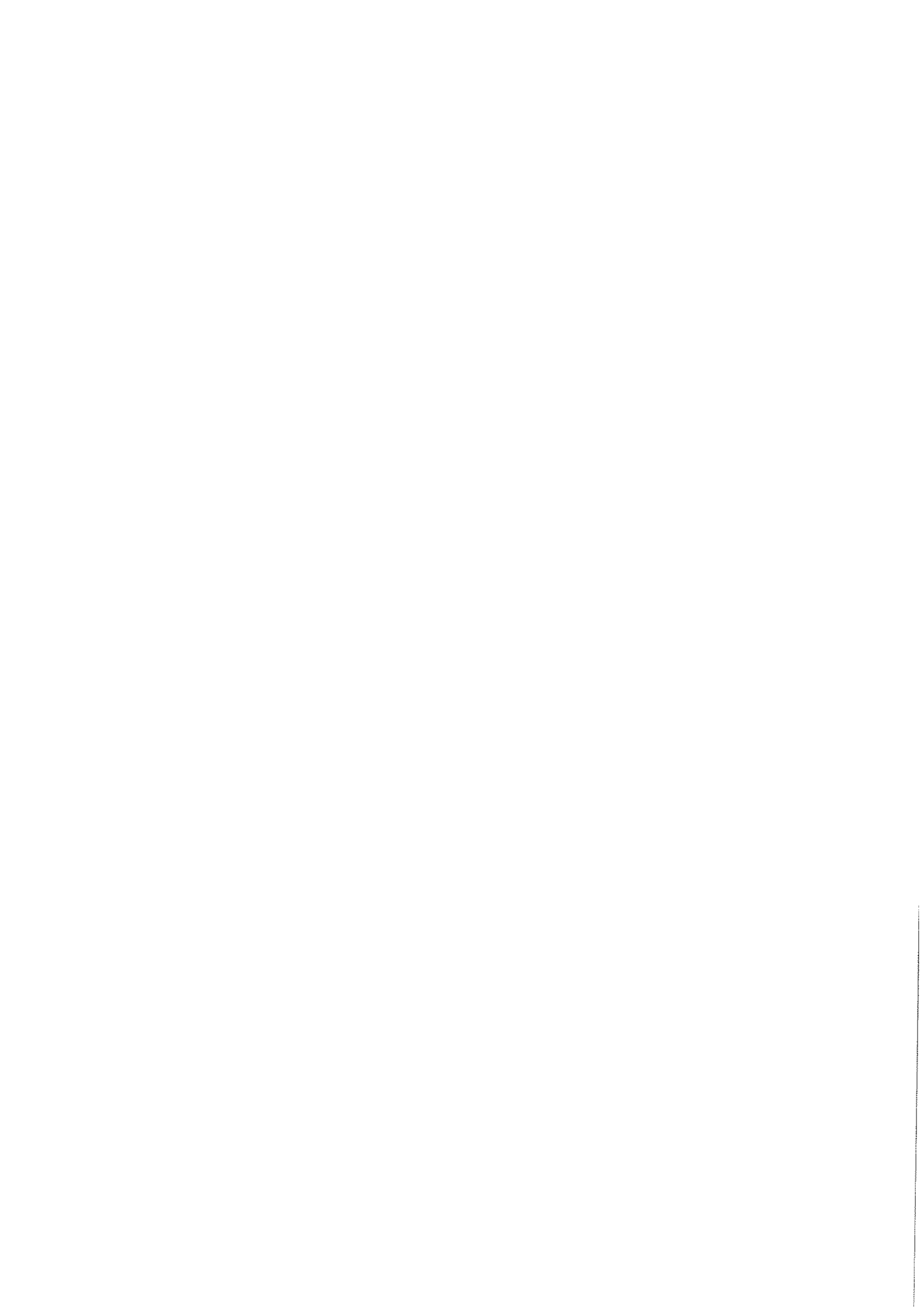
e: [gjeffries@hughesellard.com](mailto:gjeffries@hughesellard.com)

m: 07976 397698

direct dial: 01329 222830

direct fax: 08701 975380

## APPENDIX D





LAND AT LITTLE PARK FARM ROAD  
FAREHAM  
HAMPSHIRE  
PO15 5SW

## Transport Assessment

October 2014

*Produced for*

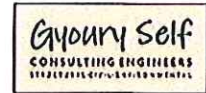
Frobisher Developments Ltd  
Hoplands Estate  
Kings Somborne  
Stockbridge  
Hampshire  
SO20 6QH

*Prepared by*



10 The Gardens, Broadcut  
Fareham, Hampshire, PO16 8SS  
Tel: 01329 822309 Fax: 01329 232258  
Email: [mail@gspfareham.co.uk](mailto:mail@gspfareham.co.uk)  
Website: [www.gyouryself.com](http://www.gyouryself.com)  
*Also at Hove and St Albans*

Land at Little Park Farm  
Transport Assessment



Contents

1. Introduction
2. Site Location
3. Highway Network Links
  - 3.1 Wider Network Links
  - 3.2 Local Network Links
4. Public Transport Network Links
  - 4.1 Rail
  - 4.2 Bus Travel
  - 4.3 Cycling
  - 4.4 Walking
5. Site Access Improvements
6. Conclusions

Appendix A – Underbridge Improvements.

Appendix B – Site Access Road Improvements



1. Introduction

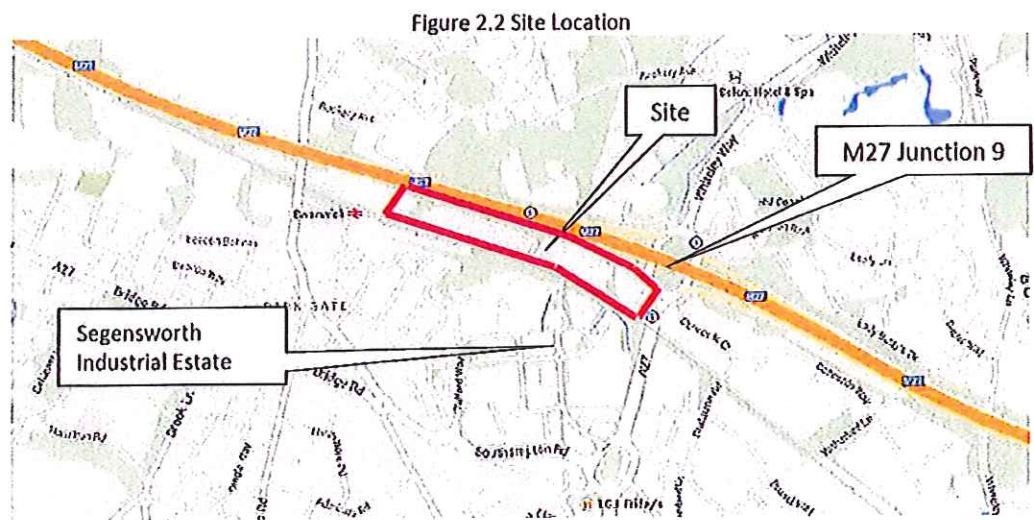
1.1 Gyory Self Partnership have been appointed by Frobisher Developments Ltd to produce a Transport Assessment that will assess the highway network and transport links to the site.

2. Site Location

2.1 The site is located in the west of Fareham, Hampshire. Fareham is located on the south coast between Portsmouth and Southampton. The M27 is located along the northern boundary of the site running east to west, see figures 2.1 to 2.3 below

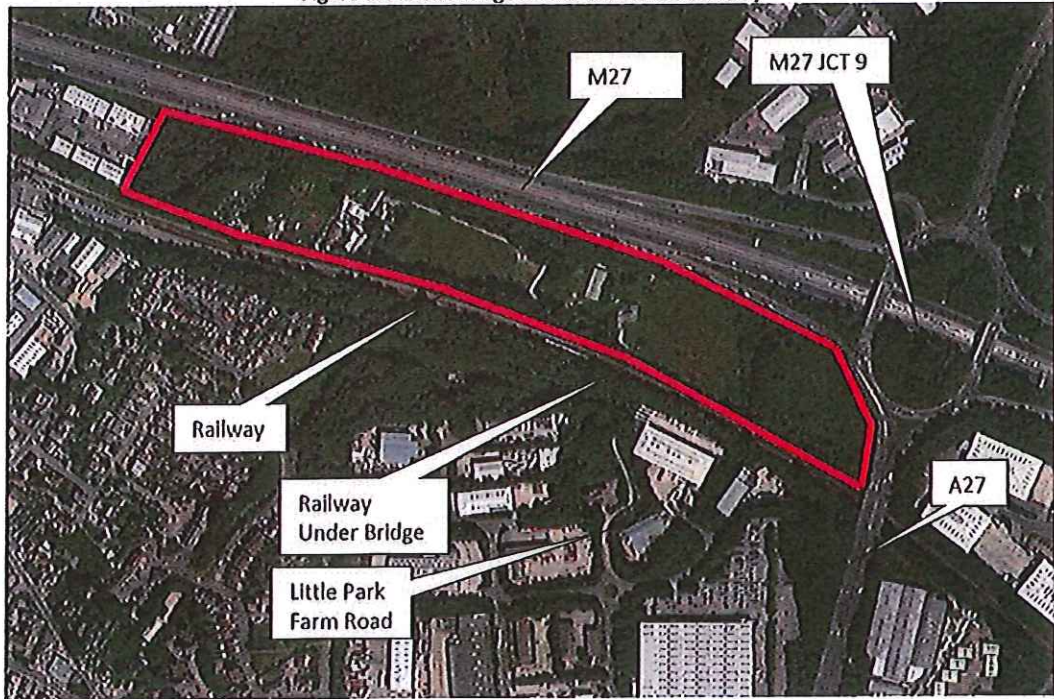


2.2 The site is located in the west of Fareham, north of the Segensworth Industrial Estate.



- 2.3 The site is bound to the north by the M27, to the east by the A27, and to the south by the south coast railway line.
- 2.4 The site is accessed via Little Park Farm Road, through the Segensworth Industrial Estate. Little Park Farm Road is a single track which enters the site through a railway underbridge.

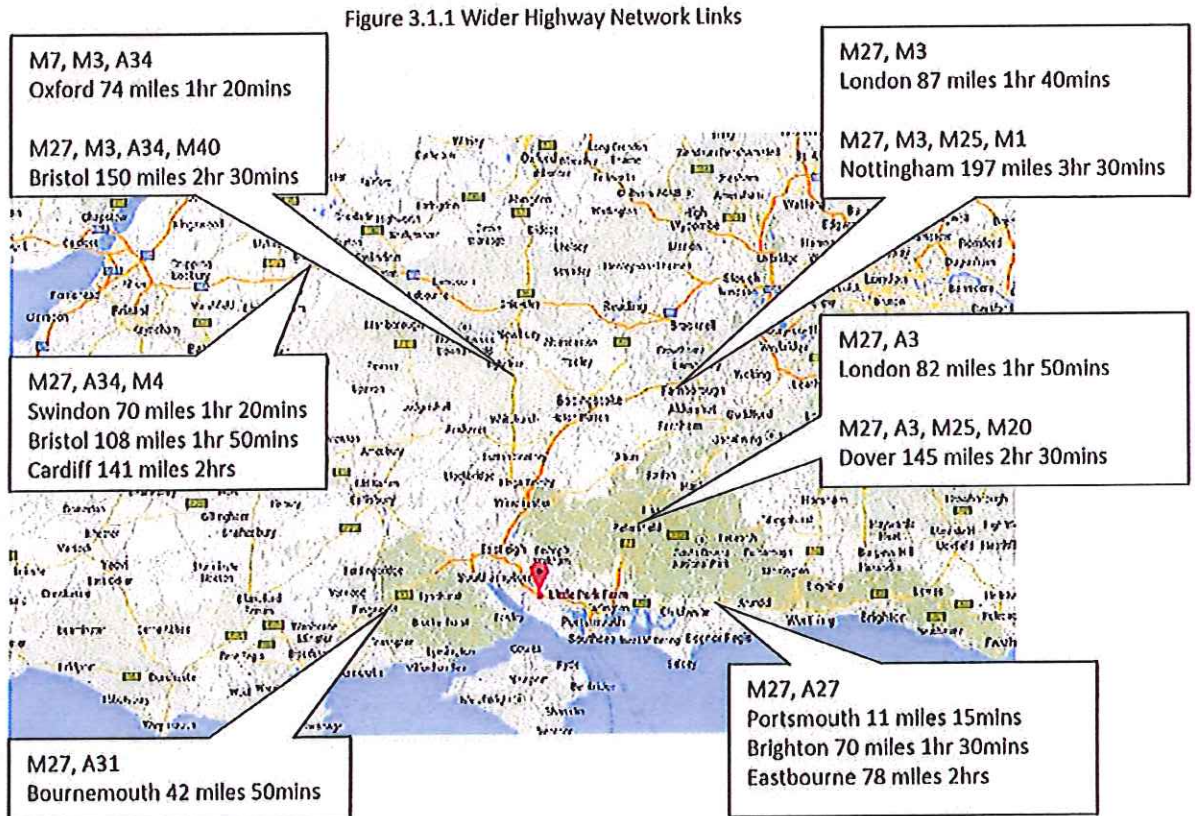
Figure 2.3 Aerial Image of Site with Site Boundary



### 3. Highway Network Links

#### 3.1. Wider Highway Network Links

3.1.1 The site is located on the south coast within Hampshire which has excellent motorway and A road links to the west, north and east, see figure 3.1.1.



#### 3.2 Local Highway Network Links.

3.2.1 The site is located 4 minutes, 1.0 miles from the M27 Junction 9 via the A27 and Little Park Farm Road, see figure 3.2.1.

3.2.2 The A27 is a dual carriageway leading up to a traffic light controlled roundabout with access to and from Little Park Farm Road, directly from the roundabout.

3.2.3 Little Park Farm Road is a 7m single, two way road with access to the Segensworth Industrial Estate. The link from the motorway to Segensworth Industrial Estate is regularly trafficked by HGV vehicles.

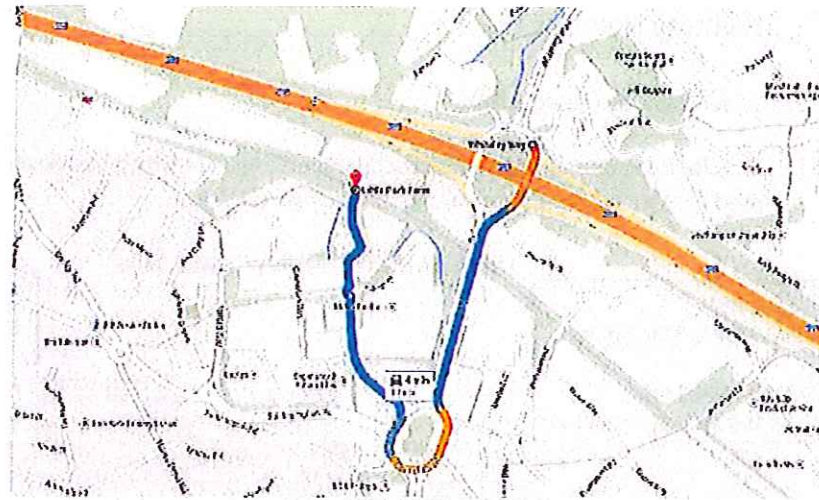


Figure 3.2.1 M27 to Site Link

3.2.4 The site has good local network links to Southampton, Portsmouth and Winchester, see figures 3.2.4.1 to 3.2.4.3,



Figure 3.2.4.1 Southampton to Site, 24 mins, 10-13 miles

Land at Little Park Farm  
 Transport Assessment



Figure 3.2.4.2 Winchester to Site, 27 to 40 mins, 19-21 miles

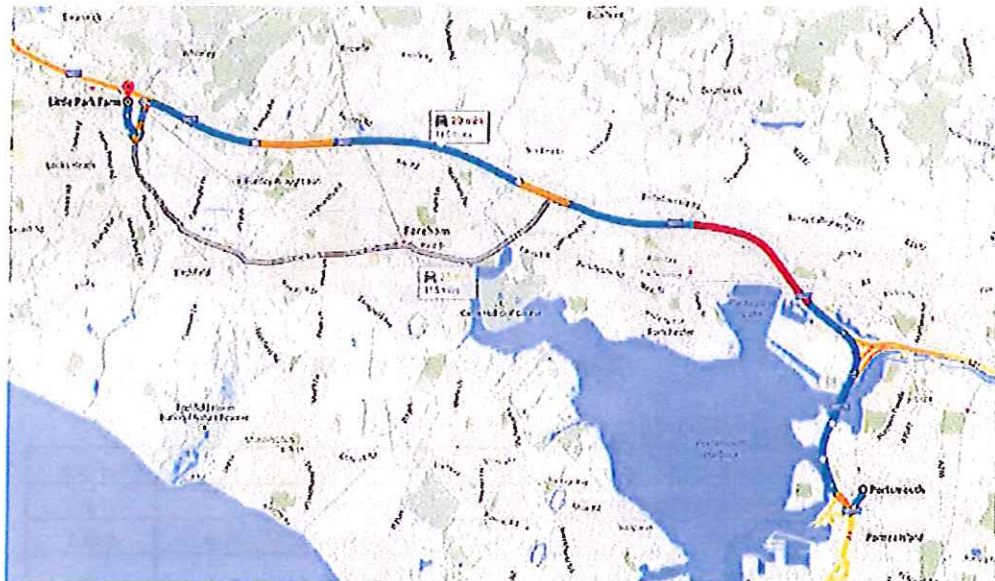


Figure 3.2.4.2 Portsmouth to Site, 28 to 20 mins, 11 miles

#### 4. Public Transport Links

##### 4.1 Rail

4.1.1 The Site abuts Swanwick Railway Station, which is on the south coast railway and has good links to the west, north and east, see figure 4.1.1.1, 4.1.1.2 and Table 1.

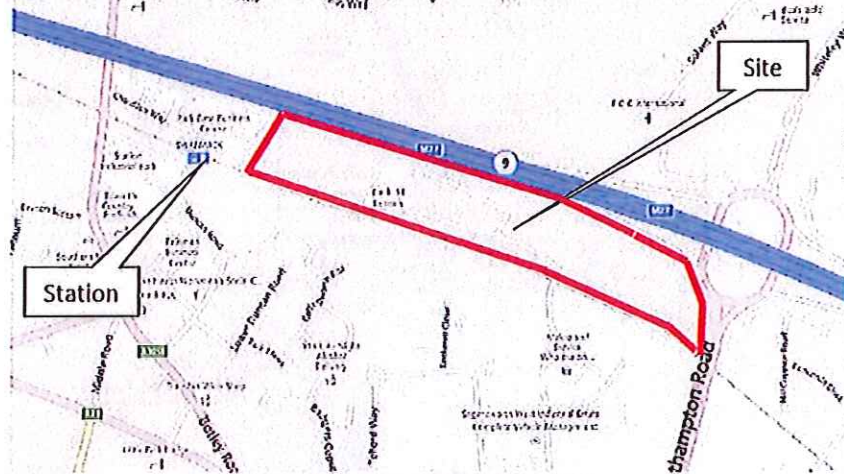


Figure 4.1.1.1 Swanwick Railway Station

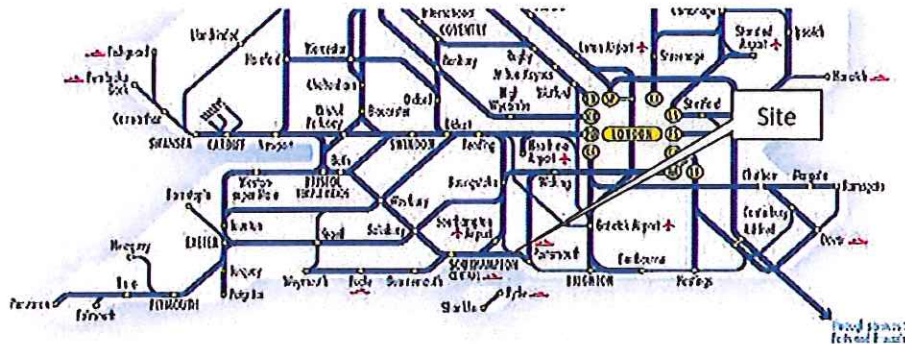


Figure 4.1.1.2 South of England Rail Network

##### Rail Routes To Swanwick

Departure Station	Duration	Changes
London Waterloo	1 hr 44 mins	1
Brighton	1hr 27mins & 1hr 41mins	0 & 1
Bournemouth	51 mins	1
Southampton Central	18 mins	0
Southampton Airport Parkway	36 mins	1

Table 1 Rail Route Durations

4.1.2 The site is currently accessible from the station by foot (18 minutes, 1 mile) but subject to agreement with Network Rail, direct access to the platform from the site will be provided. Provision of ticket machines, is a matter under discussion. Access by Car (7 minutes, 1.4 miles) and bicycle (6 minutes, 1.1 miles) is also available and there are bus routes from the station to the industrial estate.

4.2 Bus Travel

4.2.1 Segensworth Industrial Estate is serviced by First Groups route 26 which connects Fareham to Park Gate, with 4 bus stops located within walking distance of the site, see figure 4.2.1

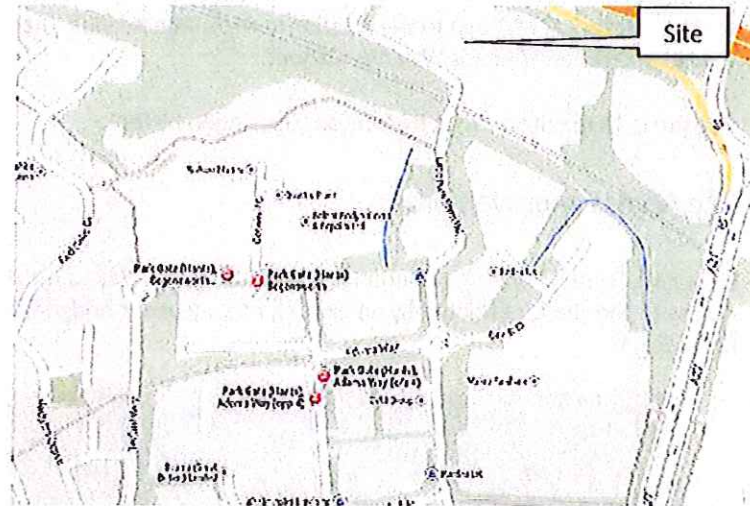


Figure 4.2.1 Bus Stop Locations

4.2.2 Route X4 connects Southampton & Portsmouth to Fareham Bus Station along with Route E1/E2 from Gosport.

4.2.3 First Group runs 7 trips along route 26 from approximately 7:30am to 6:00pm.

4.3 Cycling

4.3.1 The cycle route network around Fareham is a broken network between dedicated paths and highway, see figure 4.3.1. There are no direct cycle routes from Fareham to the site.

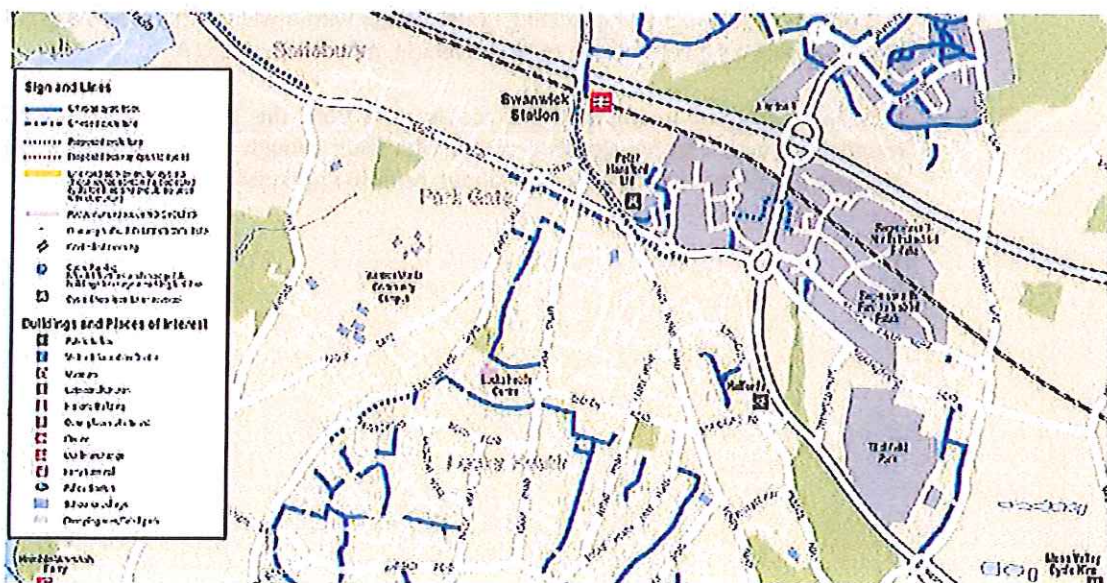


Figure 4.3.1 Cycle Route Network

4.4 Walking

4.4.1 Whilst there is an adequate footpath network from Fareham to Park Gate and on the surrounding residential roads, there is currently a partial footpath network on the Segensworth Industrial Estate. A section of footpath is present from the A27 roundabout along Little Park Farm Road to the junction with Whittle Avenue, there are no links around the Little Park Farm/Adams Way roundabout.

4.4.2 The site is 18 minutes, 1 mile from Swanwick Station by foot.

5. Site Access Improvements

5.1 Little Park Farm Road from the Roundabout with Adams Way to the site is a single track road. Access to the site is restricted by an existing railway under bridge with a height of 4.22m, see figure 5.1.1.



Figure 5.1.1 Little Park Farm Road Access to Site

5.2 It is proposed to replace the existing under bridge with a wider bridge with a greater head height, this will open up the site to larger vehicle, refer to Appendix A.

5.3 It is also proposed to improve the access road from the Little Park Farm/Adams Way roundabout with a traffic signalled access with wide enough access for HGV access and a footpath link to the Adams Way roundabout, refer to Appendix B.



## 6. Conclusions

- 6.1. The site is located in close proximity to the local motorway network which has excellent wide links to the south of England. The route from the motorway to the Adams Way roundabout is to a suitable standard to accept HGV traffic.
- 6.2. Improvements are proposed to the underbridge and access road which will create HGV access from the site to the wider highway network.
- 6.3. The local Bus and Rail routes offer a wide range of commuter access potential along with the local road network.
- 6.4. Subject to agreement with Network Rail, direct access to Swanwick Railway Station platform from the site will be provided.
- 6.5. The Hampshire County Council Cycle Route Map (figure 4.3.1), indicates that there are proposals to improve the cycle network route from Swanwick Railway Station to Segensworth Industrial Estate which would benefit any development on the site.

Land at Little Park Farm  
Transport Assessment

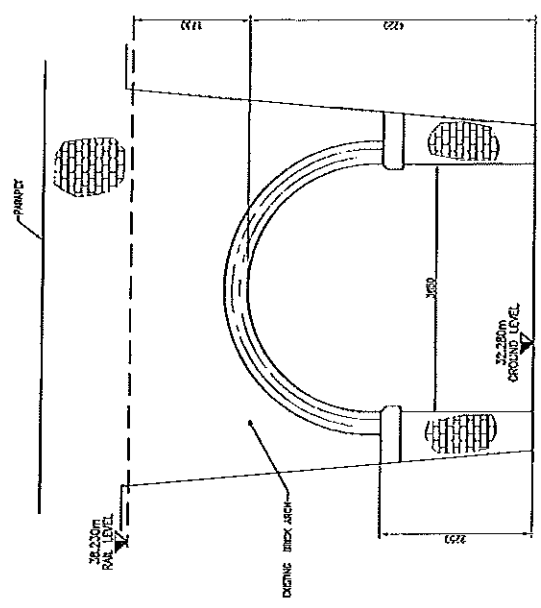


Appendix A  
Under Bridge Improvements

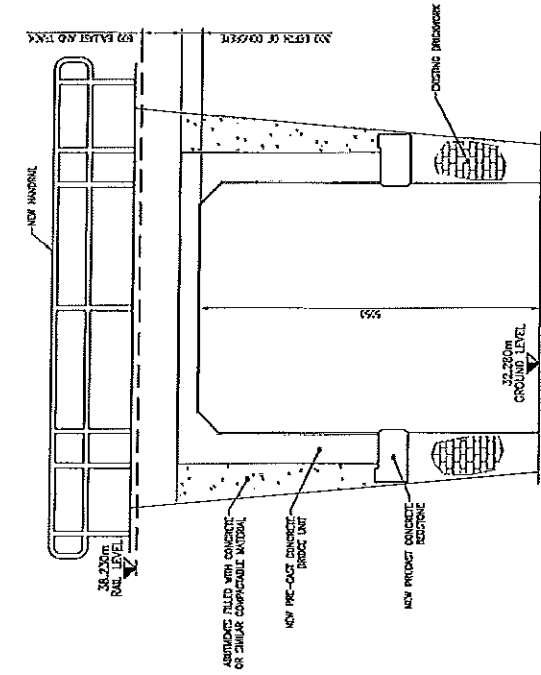
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F13878 SKO4 A

Option A  
F13878 P710 P-

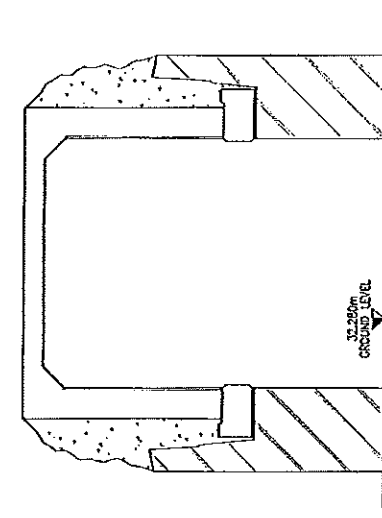
Option B  
F13878 P715 P1



EXISTING ELEVATION



PROPOSED ELEVATION



PROPOSED SECTION

- SEQUENCE OF WORKS**
- NEGOTIATE RAILWAY LINE CLOSURE
  - DEMOLISH BRICK ARCH INTO TRUCK BELOW BRIDGE
  - DELIVER PRE-CAST UNITS
  - CRANE BEDSTONES ONTO PREPARED BRICKWORK WITH RAPID HARDENING CEMENT BED
  - ALLOW TO CURE (1/2 HOUR TO 1 HOUR)
  - PLACE PRE-CAST BRICK UNITS
  - FILL ABUTMENTS WITH RAPID HARDING CONCRETE
  - PLACE AND COMPACT BALLAST
  - RE-LAY RAILWAY LINE

PRACTICES TO DRAWING NUMBERS SHALL GOVERN THE FOLLOWING :-  
 P - PRELIMINARY CONSTRUCTION PURPOSES.  
 T - TENDER  
 V - WORKING  
 AS - AS SHOWN RECORDS OF ACTUAL COMPLETED WORK.

REV	DATE	ALTERATIONS TO DATE	DESCRIPTION
1			

**GYOURY SELF**  
*partnership*  
 CONSULTING ENGINEERS  
 STRUCTURAL CIVIL ENVIRONMENTAL

13 THE CANNON PROPERTY, KUALA LUMPUR 50450 MALAYSIA  
 TELEPHONE 03 200 8220 - FACSIMILE 03 200 8220  
 E-MAIL: [gyouryself@gyouryself.com](mailto:gyouryself@gyouryself.com)  
 AKA at Home and in Africa

CLIENT: FROBISHER LIMITED

DESIGNER: SIMPSON HILDER ASSOCIATES

PROJECT: LITTLE PARK FARM ROAD  
 SEGGENSWORTH WEST, FAREHAM

PROJECT NO: ALTERATIONS TO RAILWAY BRIDGE

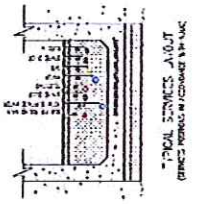
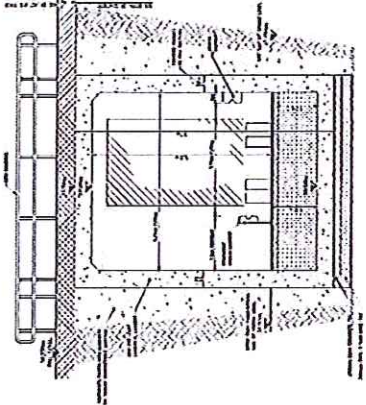
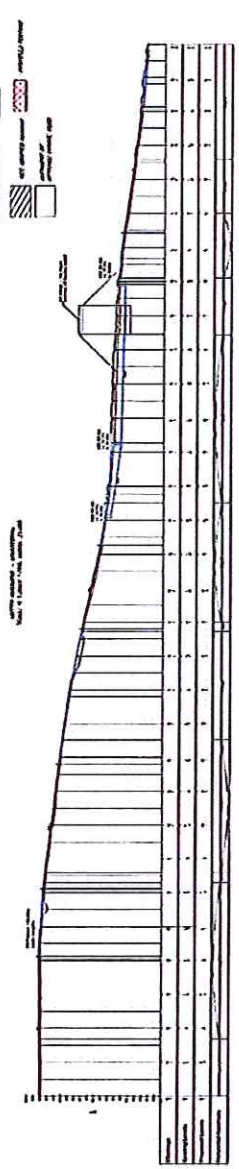
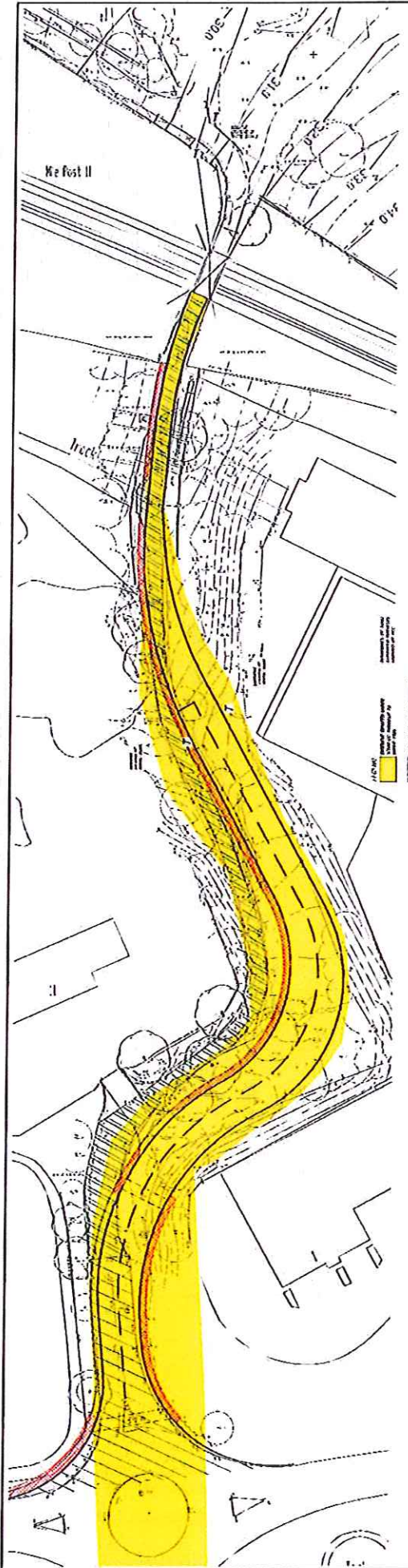
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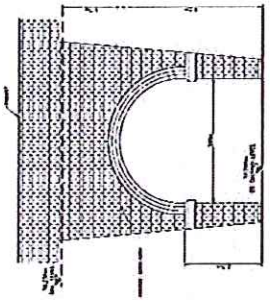
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SK.04

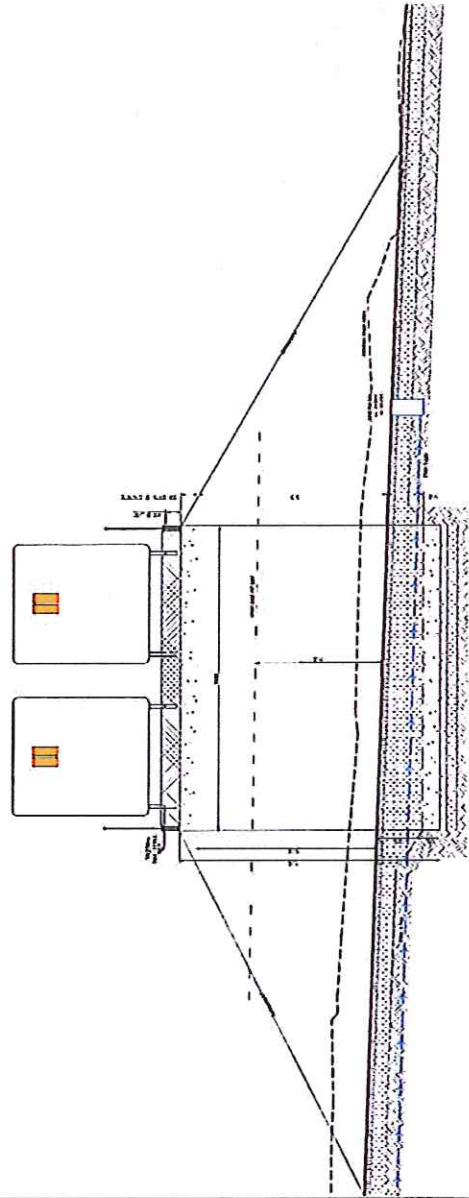
PROJECT NO.	710
DATE	7/27/07
DESIGNED BY	WBC
CHECKED BY	WBC
PROJECT NAME	WATER TREATMENT PLANT
LOCATION	MA
DESIGNER	Evans & Sargent
PROJECT NO.	710



PROPOSED SECTION 4



EXISTING SECTION





CONSULTING ENGINEERS  
 10000 UNIVERSITY DRIVE  
 SUITE 100  
 FORT WORTH, TEXAS 76132  
 (817) 339-8800  
 www.gentryself.com

PROBESER LTD

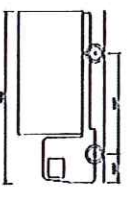
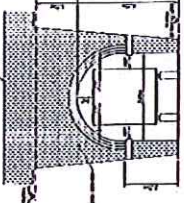
N/A

LITTLE PARK FARM  
 SEVENSTON  
 HAMPSHIRE

EXISTING BRIDGE  
 ACCEPTABLE VEHICLE TYPES

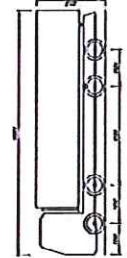
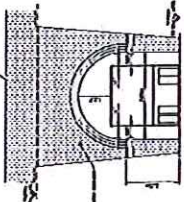
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EXISTING DIMENSION



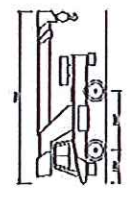
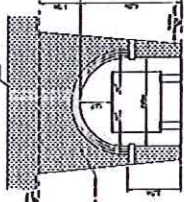
PTA Design L2 Rigid Vehicle (1990)  
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 Overall Body Height 3.250m  
 Min. Body Ground Clearance 0.275m  
 Max. Trail Width 2.125m  
 Lock to Lock Time 3.60s  
 Kern to Kern Turning Radius 7.200m

EXISTING DIMENSION



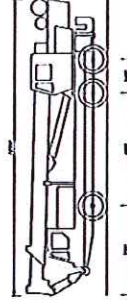
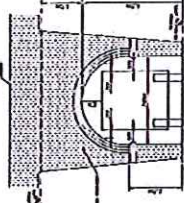
Large Trailer  
 Overall Length 10.271m  
 Overall Width 2.300m  
 Overall Body Height 2.895m  
 Min. Body Ground Clearance 0.245m  
 Max. Trail Width 2.200m  
 Lock to Lock Time 6.00s  
 Kern to Kern Turning Radius 11.250m

EXISTING DIMENSION



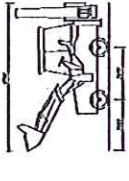
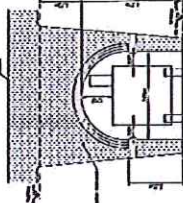
Small Mobile Crane  
 Overall Length 7.110m  
 Overall Width 2.200m  
 Overall Body Height 3.150m  
 Min. Body Ground Clearance 0.450m  
 Max. Trail Width 2.500m  
 Lock to Lock Time 4.80s  
 Kern to Kern Turning Radius 5.400m

EXISTING DIMENSION



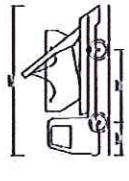
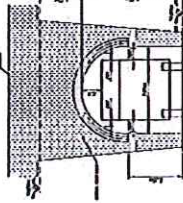
Large Mobile Crane  
 Overall Length 12.300m  
 Overall Width 2.450m  
 Overall Body Height 3.350m  
 Min. Body Ground Clearance 0.250m  
 Max. Trail Width 2.450m  
 Lock to Lock Time 6.00s  
 Kern to Kern Turning Radius 10.000m

EXISTING DIMENSION



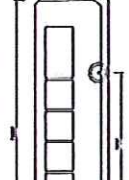
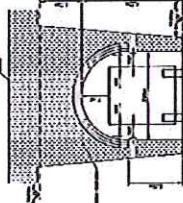
Demolisher  
 Overall Length 6.140m  
 Overall Width 2.400m  
 Overall Body Height 3.220m  
 Min. Body Ground Clearance 0.220m  
 Max. Trail Width 2.200m  
 Lock to Lock Time 4.20s  
 Kern to Kern Turning Radius 4.400m

EXISTING DIMENSION



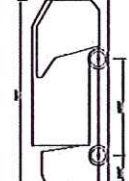
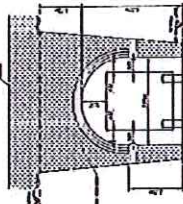
Small Side Lorry  
 Overall Length 6.225m  
 Overall Width 2.500m  
 Overall Body Height 3.020m  
 Min. Body Ground Clearance 0.290m  
 Max. Trail Width 2.450m  
 Lock to Lock Time 6.00s  
 Kern to Kern Turning Radius 6.300m

EXISTING DIMENSION



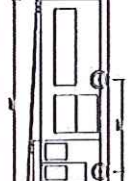
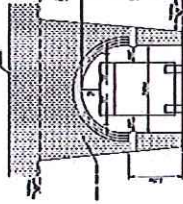
Deck S/L 11.20m  
 Overall Length 11.200m  
 Overall Width 2.401m  
 Overall Body Height 3.077m  
 Min. Body Ground Clearance 0.312m  
 Max. Trail Width 2.350m  
 Lock to Lock Time 4.00s  
 Kern to Kern Turning Radius 9.518m

EXISTING DIMENSION



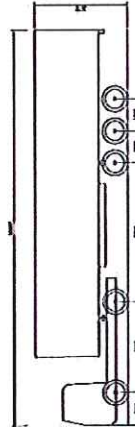
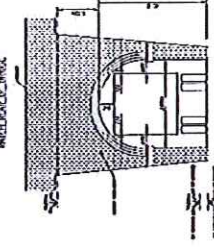
DO32 Refuse Vehicle  
 Overall Length 7.500m  
 Overall Width 2.400m  
 Overall Body Height 3.150m  
 Min. Body Ground Clearance 0.280m  
 Max. Trail Width 2.400m  
 Lock to Lock Time 6.00s  
 Kern to Kern Turning Radius 9.022m

EXISTING DIMENSION



DO32 Piv Applance  
 Overall Length 8.000m  
 Overall Width 2.180m  
 Overall Body Height 3.452m  
 Min. Body Ground Clearance 0.337m  
 Max. Trail Width 2.121m  
 Lock to Lock Time 6.00s  
 Kern to Kern Turning Radius 7.918m

EXISTING DIMENSION



PTA Design Articulated Vehicle (1990)  
 Overall Length 16.400m  
 Overall Width 2.550m  
 Overall Body Height 2.870m  
 Min. Body Ground Clearance 0.215m  
 Max. Trail Width 2.470m  
 Lock to Lock Time 3.00s

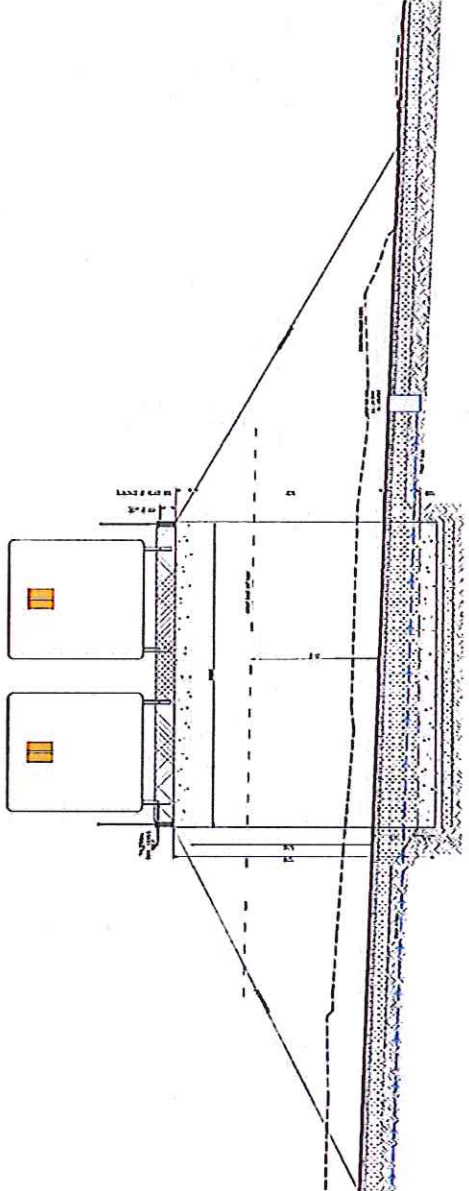
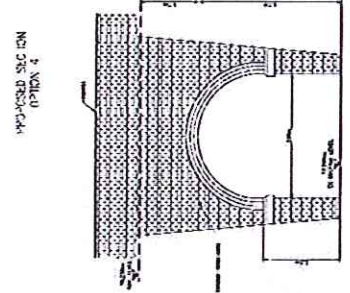
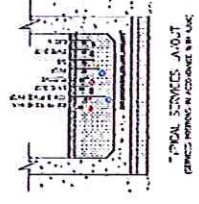
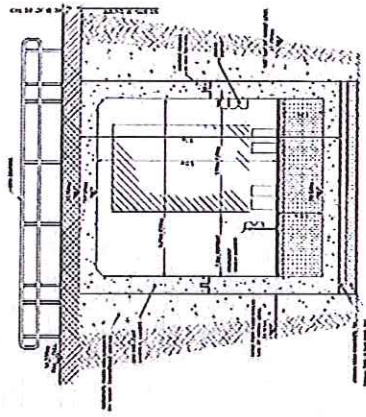
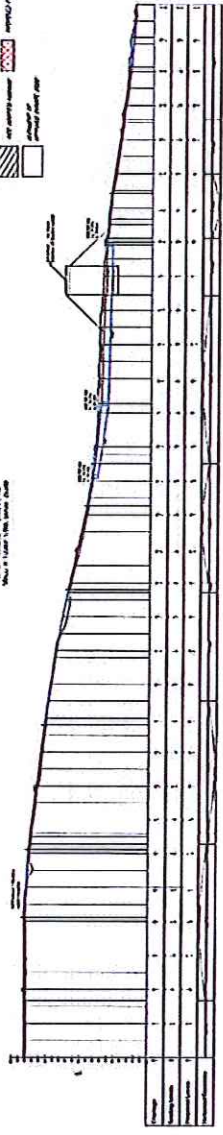
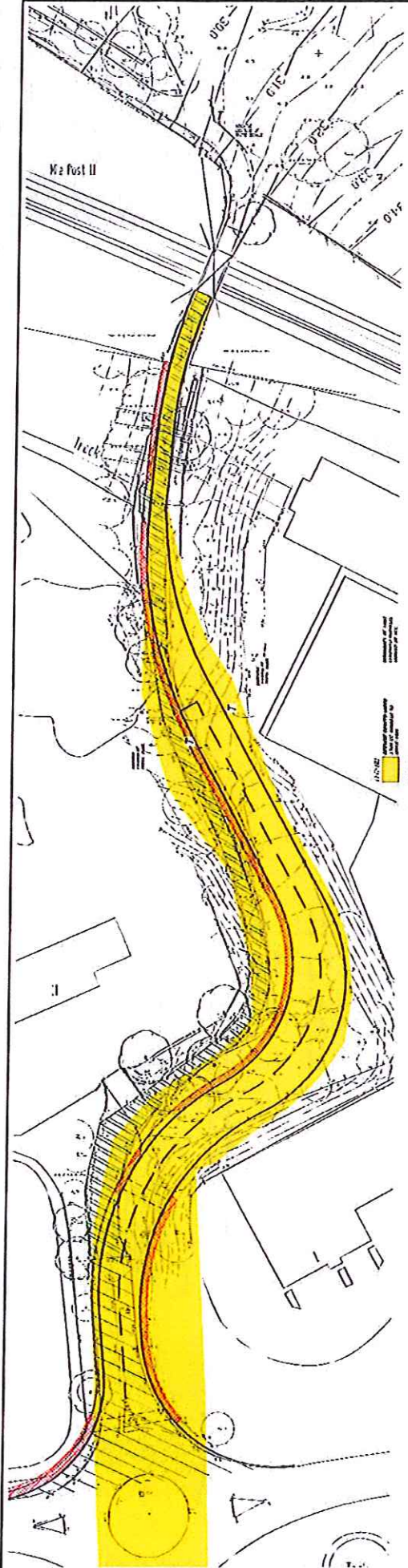
Land at Little Park Farm  
Transport Assessment



Appendix B  
Site Access Road Improvements

Option A  
F13878 P710 P-

Option B  
F13878 P715 P1  
F13878 P716 P2  
F13878 P718 P1



**Enquiry Self**

DATE: 15 JAN 2012 12:27:17  
 DRAWING NO: 1000  
 PROJECT: VIA POST II  
 SHEET: 710

EXISTING CLEAR ON



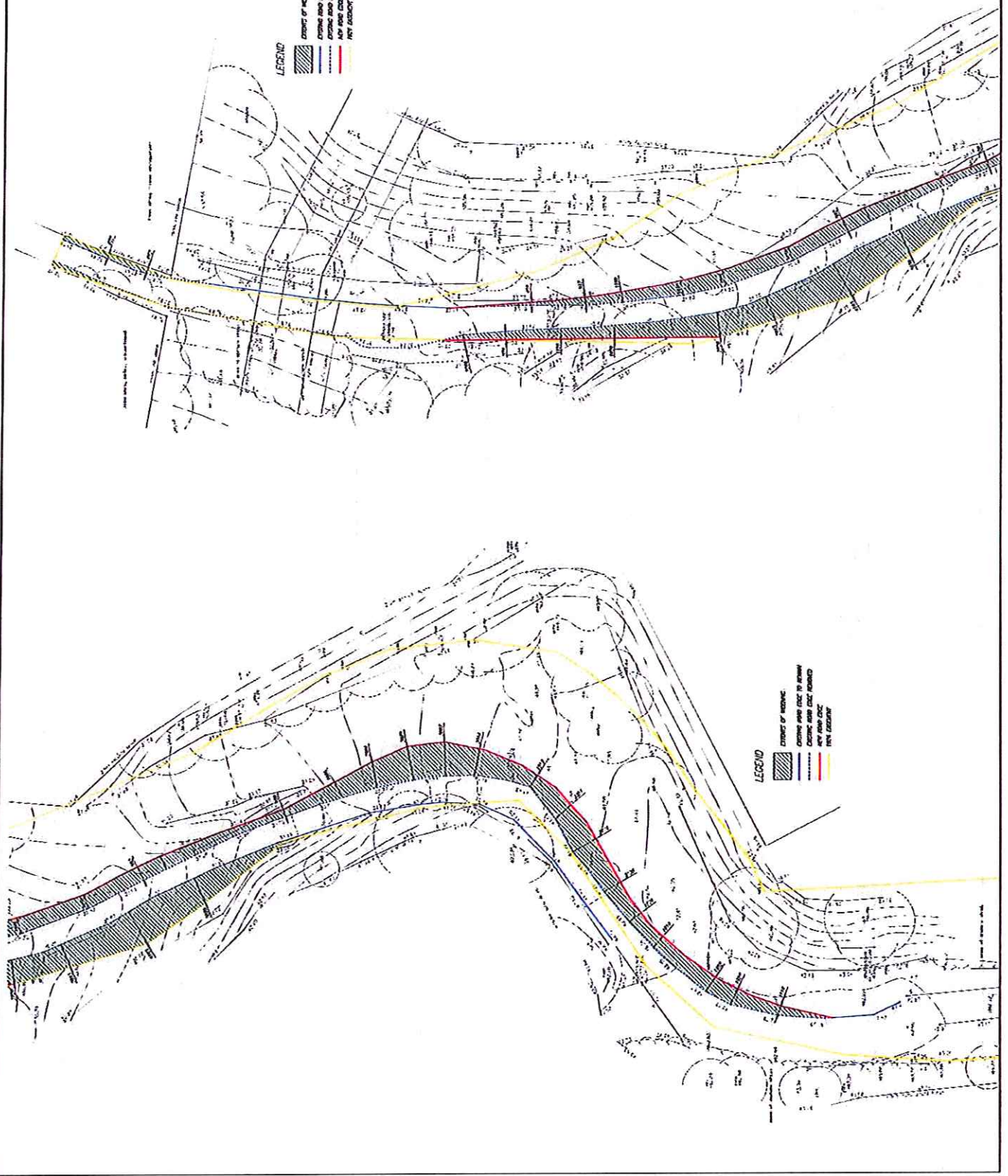
PLEASE TO BE USED IN CONJUNCTION WITH THE DRAWINGS TO WHICH IT RELATES. THIS SET OF DRAWINGS IS THE PROPERTY OF PROBSHER LTD. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED. ANY REUSE OR ALTERATION WITHOUT THE WRITTEN PERMISSION OF PROBSHER LTD IS STRICTLY PROHIBITED.

1	PROBSHER LTD	DATE	DESCRIPTION
2	PROBSHER LTD	DATE	DESCRIPTION
3	PROBSHER LTD	DATE	DESCRIPTION

<p>EXISTING CLUNION</p>	<p>Large Mobile Crane</p> <ul style="list-style-type: none"> <li>Overall Length 12.200m</li> <li>Overall Width 3.420m</li> <li>Overall Body Height 2.250m</li> <li>Min Body Ground Clearance 2.420m</li> <li>Max Track Width 4.00m</li> <li>Lock to Lock Time 10.00m</li> <li>Turn to Lock Turning Radius 10.000m</li> </ul>	<p>EXISTING CLUNION</p>	<p>Small Mobile Crane</p> <ul style="list-style-type: none"> <li>Overall Length 7.110m</li> <li>Overall Width 2.520m</li> <li>Overall Body Height 2.880m</li> <li>Min Body Ground Clearance 2.500m</li> <li>Max Track Width 4.00m</li> <li>Lock to Lock Time 4.00m</li> <li>Turn to Lock Turning Radius 5.800m</li> </ul>	<p>EXISTING CLUNION</p>	<p>Large Trailer</p> <ul style="list-style-type: none"> <li>Overall Length 18.200m</li> <li>Overall Width 2.500m</li> <li>Overall Body Height 2.820m</li> <li>Min Body Ground Clearance 2.500m</li> <li>Max Track Width 2.500m</li> <li>Lock to Lock Time 11.000m</li> <li>Turn to Lock Turning Radius 11.000m</li> </ul>	<p>EXISTING CLUNION</p>	<p>Small 240 Lorry</p> <ul style="list-style-type: none"> <li>Overall Length 6.520m</li> <li>Overall Width 2.500m</li> <li>Overall Body Height 3.020m</li> <li>Min Body Ground Clearance 2.420m</li> <li>Max Track Width 4.00m</li> <li>Lock to Lock Time 6.240m</li> <li>Turn to Lock Turning Radius 6.240m</li> </ul>	<p>EXISTING CLUNION</p>	<p>Dept 247 11.20m</p> <ul style="list-style-type: none"> <li>Overall Length 11.000m</li> <li>Overall Width 2.480m</li> <li>Overall Body Height 3.077m</li> <li>Min Body Ground Clearance 2.312m</li> <li>Max Track Width 2.360m</li> <li>Lock to Lock Time 4.00m</li> <li>Turn to Lock Turning Radius 9.218m</li> </ul>	<p>EXISTING CLUNION</p>	<p>P7A Design Articulated Vehicle (1990)</p> <ul style="list-style-type: none"> <li>Overall Length 16.480m</li> <li>Overall Width 2.520m</li> <li>Overall Body Height 3.870m</li> <li>Min Body Ground Clearance 0.515m</li> <li>Max Track Width 2.470m</li> <li>Lock to Lock Time 3.00m</li> </ul>
<p>EXISTING CLUNION</p>	<p>Cementor</p> <ul style="list-style-type: none"> <li>Overall Length 6.140m</li> <li>Overall Width 2.460m</li> <li>Overall Body Height 3.220m</li> <li>Min Body Ground Clearance 2.200m</li> <li>Max Track Width 4.00m</li> <li>Lock to Lock Time 4.00m</li> <li>Turn to Lock Turning Radius 4.400m</li> </ul>	<p>EXISTING CLUNION</p>	<p>P7A Design Articulated Vehicle (1990)</p> <ul style="list-style-type: none"> <li>Overall Length 16.480m</li> <li>Overall Width 2.520m</li> <li>Overall Body Height 3.870m</li> <li>Min Body Ground Clearance 0.515m</li> <li>Max Track Width 2.470m</li> <li>Lock to Lock Time 3.00m</li> </ul>	<p>EXISTING CLUNION</p>	<p>P7A Design Articulated Vehicle (1990)</p> <ul style="list-style-type: none"> <li>Overall Length 16.480m</li> <li>Overall Width 2.520m</li> <li>Overall Body Height 3.870m</li> <li>Min Body Ground Clearance 0.515m</li> <li>Max Track Width 2.470m</li> <li>Lock to Lock Time 3.00m</li> </ul>	<p>EXISTING CLUNION</p>	<p>P7A Design Articulated Vehicle (1990)</p> <ul style="list-style-type: none"> <li>Overall Length 16.480m</li> <li>Overall Width 2.520m</li> <li>Overall Body Height 3.870m</li> <li>Min Body Ground Clearance 0.515m</li> <li>Max Track Width 2.470m</li> <li>Lock to Lock Time 3.00m</li> </ul>	<p>EXISTING CLUNION</p>	<p>P7A Design Articulated Vehicle (1990)</p> <ul style="list-style-type: none"> <li>Overall Length 16.480m</li> <li>Overall Width 2.520m</li> <li>Overall Body Height 3.870m</li> <li>Min Body Ground Clearance 0.515m</li> <li>Max Track Width 2.470m</li> <li>Lock to Lock Time 3.00m</li> </ul>	<p>EXISTING CLUNION</p>	<p>P7A Design Articulated Vehicle (1990)</p> <ul style="list-style-type: none"> <li>Overall Length 16.480m</li> <li>Overall Width 2.520m</li> <li>Overall Body Height 3.870m</li> <li>Min Body Ground Clearance 0.515m</li> <li>Max Track Width 2.470m</li> <li>Lock to Lock Time 3.00m</li> </ul>



PRELIMINARY



**LEGEND**

- EXTENT OF WORKING
- EXISTING ROAD (LINE TO BE MAINTAINED)
- EXISTING ROAD (LINE TO BE REMOVED)
- NEW ROAD (LINE)
- NEW ROAD (LINE)
- NEW ROAD (LINE)

**LEGEND**

- EXTENT OF WORKING
- EXISTING ROAD (LINE TO BE MAINTAINED)
- EXISTING ROAD (LINE TO BE REMOVED)
- NEW ROAD (LINE)
- NEW ROAD (LINE)
- NEW ROAD (LINE)

NO.	DATE	DESCRIPTION	BY	CHECKED



PROJECT: LITTLE PARK FARM, SOUTH OF BOSTON, HAMPSHIRE

CLIENT: PROGRESSOR LTD

DATE: N/A

PROJECT NO: F13878

DATE: APRIL 2013

SCALE: 1:100

DATE: APRIL 2013

SCALE: 1:100

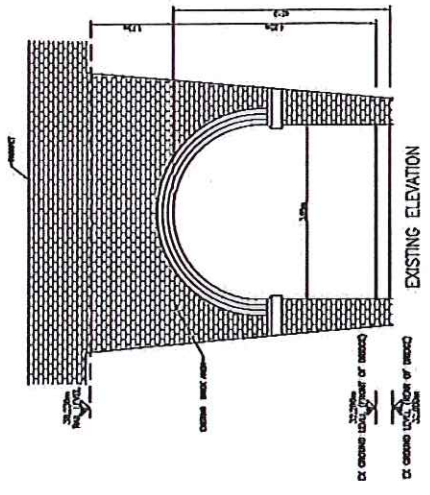
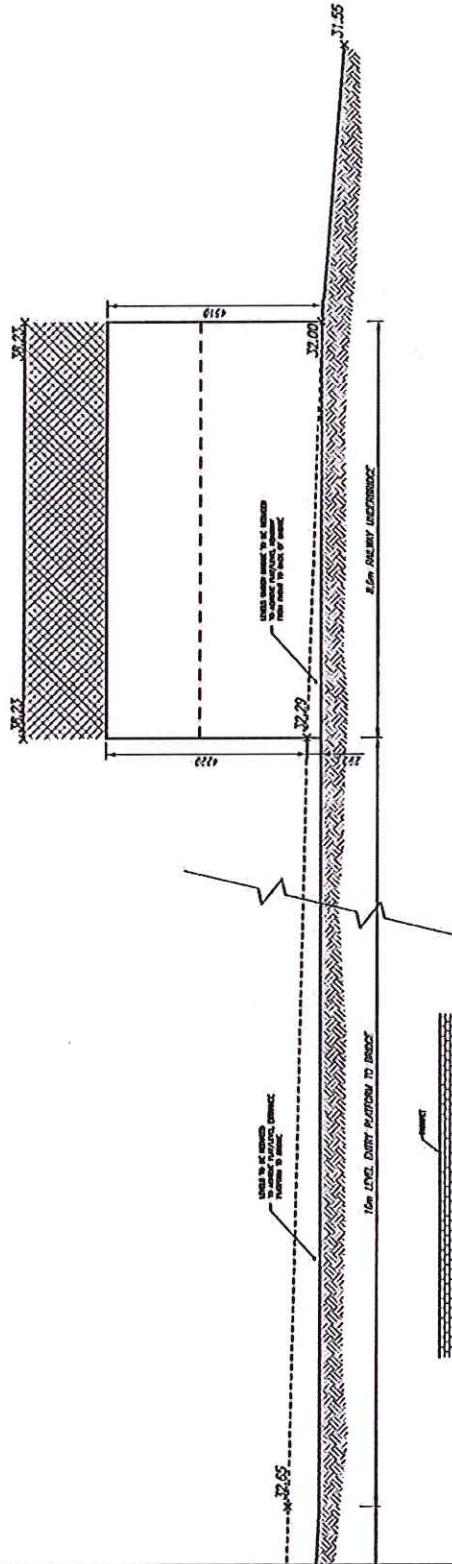
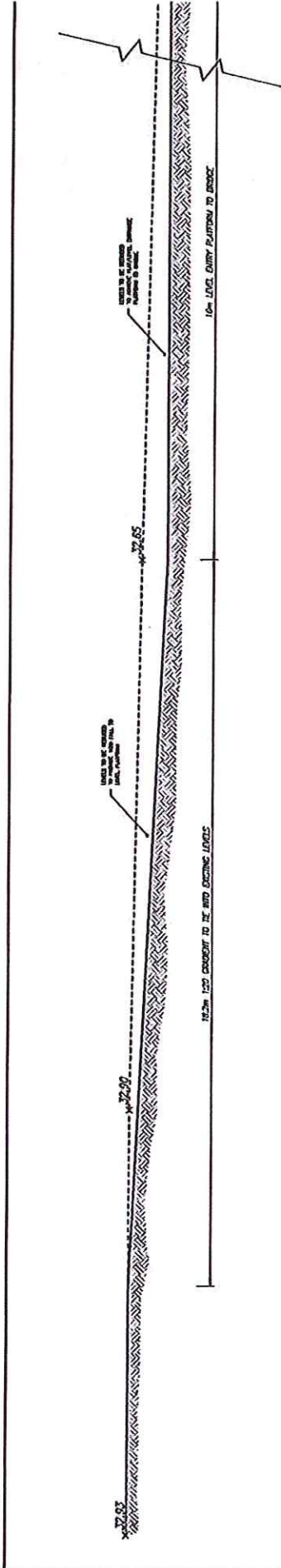
DATE: APRIL 2013

SCALE: 1:100

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NOTES TO BE OBSERVED SHALL APPLY THE FOLLOWING :-  
 P = PAVEMENT SHALL BE USED FOR CONCRETE OR CONSTRUCTION PURPOSES.  
 T = TOWER SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.  
 C = CONSTRUCTION SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.  
 R = REVISION RECORD OF ACTUAL COMPLETED WORK.

NO	DATE	DESCRIPTION
1	20/06/2013	ISSUED FOR CONSTRUCTION
2	20/06/2013	ISSUED FOR CONSTRUCTION
3	20/06/2013	ISSUED FOR CONSTRUCTION

**Gwynny Self**  
 CONSULTING ENGINEERS  
 11 STREETS, LITTLE PARK FARM, SEGENSWORTH, HAMPSHIRE, RG20 7JH  
 TEL: 01256 878787 FAX: 01256 878788  
 EMAIL: gwynnyself@bt.com  
 www.gwynnyself.co.uk

PROJECT: FROBISHER LTD  
 DRAWING NO: N/A  
 CLIENT: LITTLE PARK FARM, SEGENSWORTH, HAMPSHIRE  
 DRAWING TITLE: EXISTING BRIDGE REVISED BASE LEVEL  
 DATE: JUNE 2013  
 SCALE: 1:100  
 DRAWING NO: F13878 P 718

PRELIMINARY

## APPENDIX E



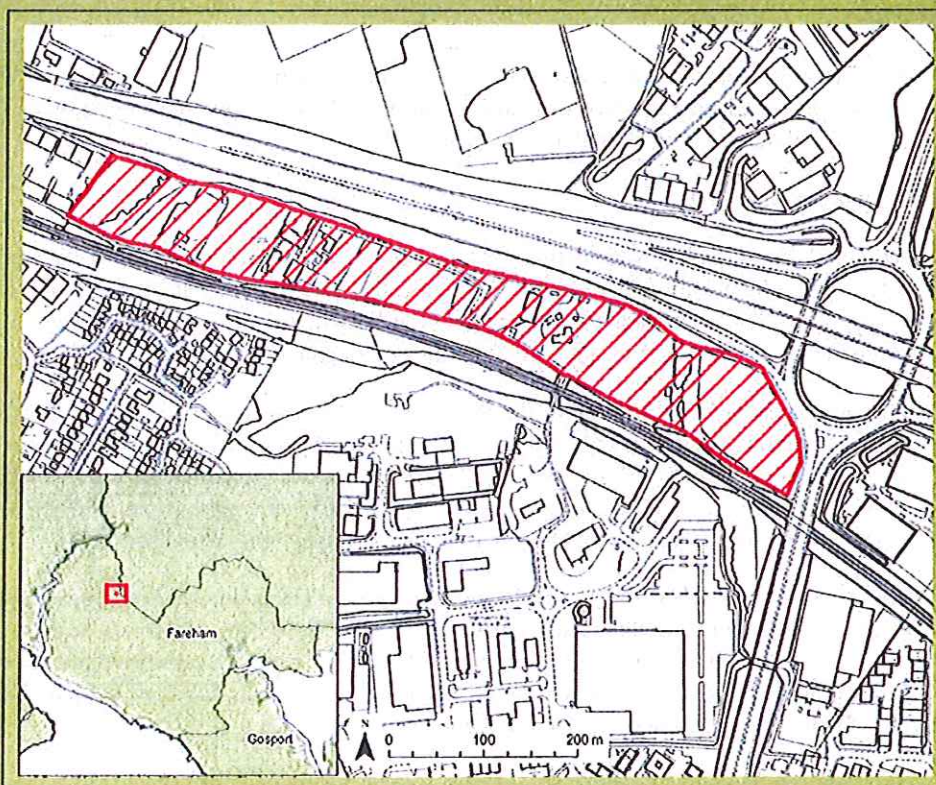
**FHM006/ 009 Little Park Farm Road, Segensworth**

Local authority: Fareham Borough Council (*currently allocated for...*)

Site Area: 6.6 hectares

*\*Also see FHM 012 below.*

**NOTE:** Only a proportion of this site would be available for waste management uses (subject to a development plot becoming available).

**Deliverability & key issues to be addressed**

- i. Access into the site is the main issue with regards to further development of this site. A feasible solution to improve access to the site is needed to support any future proposals for waste uses. One option could be improvement of the existing bridge beneath the railway line (subject to agreement from Network Rail and Hampshire County Council). Road access would be through Segensworth West Industrial Estate, and will also need to consider transport impacts in the wider road network.
- ii. A habitat survey likely to be required prior to any development (great crested newts can utilise habitat up to 500m from waterbody).
- iii. Any suitable facility would require appropriate siting, with suitable mitigation to avoid damage/ encroachment/ pollution of surrounding woodland or any protected species.
- iv. The feasibility of rail access is questionable- the costs and land required to make a siding have been judged not viable.

- v. A small proportion of the site is in Winchester City Council's administrative area, and it is important that a comprehensive and coordinated approach is taken.
- vi. Due to the multiple ownership, some land assembly may be necessary depending on the extent of any proposals.
- vii. Any opportunities to increase tree cover to improve biodiversity linkages (between woodland areas) should be maximised. Enhancements to the existing woodland edge as part of any proposal would be supported.

#### Nomination

- 44 There is substantial interest in developing this site for waste uses, owing to its size and strategic location. Waste operators have expressed their interest in possible uses. Two separate nominees have nominated this site and the site is under multiple landownership.

#### Site history & background

- 45 Little Park Farm is a low lying, partially wooded site which is overlooked by the M27 motorway. The site is located to the north of Segensworth West industrial area in Park Gate, between the motorway and the railway line. Site straddles the boundary between Winchester and Fareham districts. The site is largely vacant, although there is currently some housing and dog boarding kennels located on part of the site.
- 46 The site is a 'greenfield' site in an urban area. It is allocated as employment land (office, light and general industry, warehousing / storage<sup>(27)</sup>) but not subject to existing permission. There are serious doubts regarding the developability for B1, B2 or B8 uses due to access issues. According to Fareham Borough Council's study of employment land, access constraints at Little Park Farm appear to effectively rule out B1 and B2 use classes and mean anything but low density, *sui generis* type uses are unlikely<sup>(28)</sup>.
- 47 This site, 'Land at Little Park Farm', is included in a recent Hampshire-wide employment land assessment. In terms of development potential for B1-B8 uses, the site is categorised as a 'strategic site' which "may require remedial action to avoid market failure"<sup>(29)</sup>. This site had been considered previously for its potential as a rail depot (as a site to relocate the aggregate rail depot from Fareham Station Yard). This use has subsequently been ruled out on viability grounds.

#### Assessment findings:

Based on the information currently available, this site is considered suitable for development **categories 1-3, and 5**. Proposals for such smaller scale facilities would need to address the deliverability issues identified above. The suitability of this site for other development categories would need to be demonstrated by applicants (due to the narrow nature of the site, its topography, access restrictions etc).

Assessment criteria	Comments
Protection of water resources	<ul style="list-style-type: none"> <li>• Watercourses (streams) at either end of the site.</li> <li>• No flood or groundwater risks identified. Part of the eastern part overlies a Minor Aquifer.</li> </ul>
Visual intrusion	<ul style="list-style-type: none"> <li>• Site is secluded, as it is contained by the surrounding major roads and the railway.</li> </ul>

27 See Fareham Borough Council local plan policy E2 and Winchester Local Plan Review policy S.15

28 See Fareham Borough Employment Land Review February 2007.

29 See Hampshire Economic Partnership (2009) *Employment Land in Hampshire Large Site Assessment Study 2009*

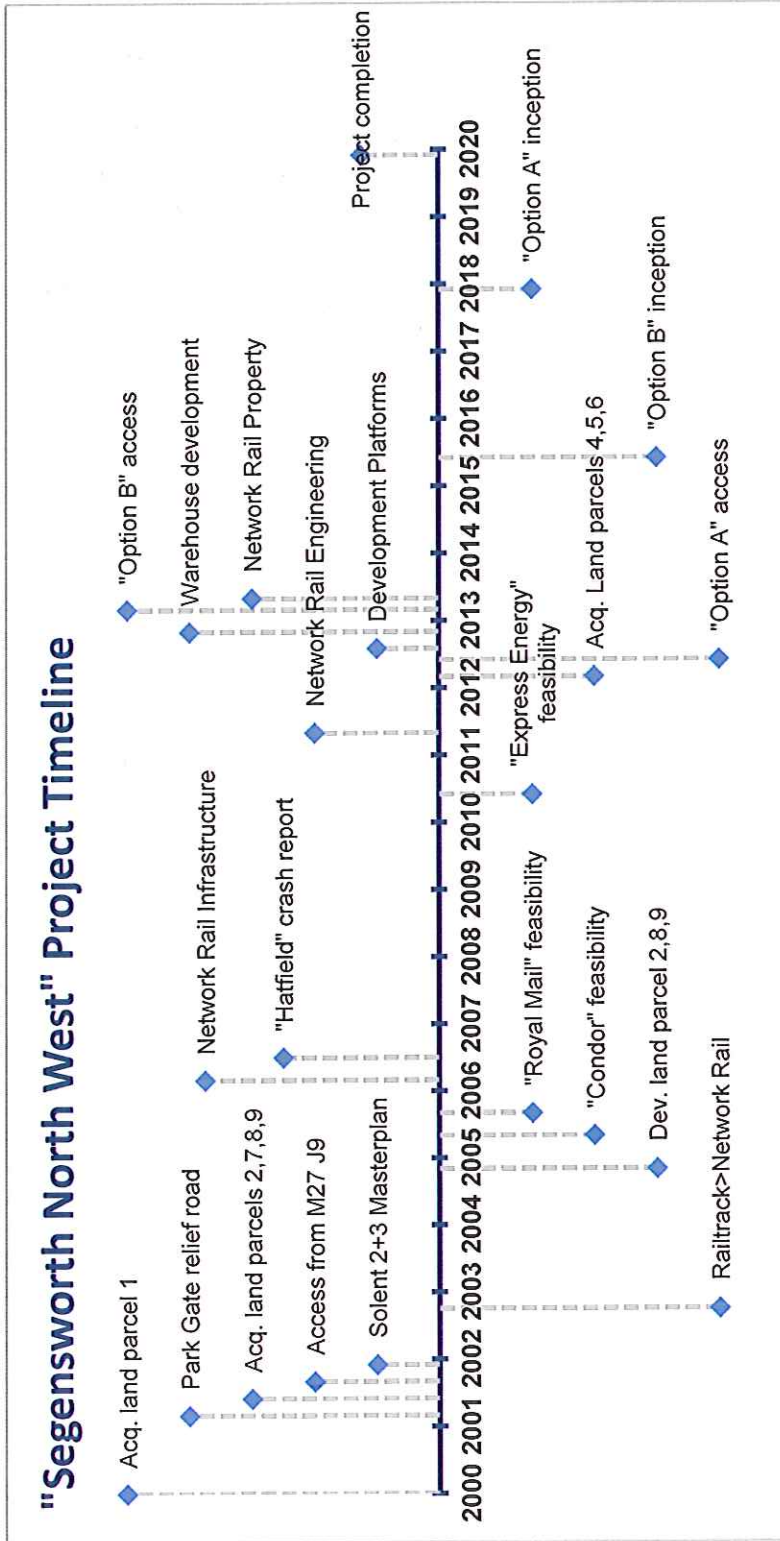
Assessment criteria	Comments
	<ul style="list-style-type: none"> <li>● Landscape Type: Townscape (Locks Heath, Sarisbury, Warsash)</li> <li>● Landscape Character Area: Forest of Bere West (2c)</li> </ul>
Nature conservation	<ul style="list-style-type: none"> <li>● Pond on the site might contain amphibians (e.g. great crested newt which is a protected species).</li> <li>● Possible presence of common reptiles, bats, badgers and dormice (known in woodlands on other side of M27).</li> <li>● SSSI and SINC's lie to the north on other side of the M27.</li> <li>● The eastern part of the site includes mature hedgerows linking broad leaved woodland and ancient woodland.</li> </ul>
Historic environment and built heritage	<ul style="list-style-type: none"> <li>● No archaeological sites currently recorded.</li> <li>● Grade II building (Little Park Farmhouse) south of the site.</li> </ul>
Traffic & access	<ul style="list-style-type: none"> <li>● Issues over providing adequate access underneath Network Rail bridge and access from the motorway via a roundabout will need to be resolved via a routing agreement.</li> <li>● Access improvements through the industrial estate and improvements to railway bridge are proposed (the only existing access is a single track private road).</li> <li>● Site includes internal access roads.</li> <li>● No rail access to the site currently.</li> <li>● Well located close to M27 Junction 9. Site is approx. 1km from the Lorry Route via the A3051.</li> </ul>
Proximity to sensitive human & environmental receptors	<ul style="list-style-type: none"> <li>● Small pocket of ancient woodland at east end of site, containing pond and stream.</li> <li>● Residential properties approx. 50 m south of the western section.</li> <li>● Two schools within 1km (Whitely primary to the north; Park Gate primary to the south).</li> </ul>
Proximity to aerodrome safeguarding areas	<ul style="list-style-type: none"> <li>● Site lies within Southampton Airfield Safety Zone and Daedalus and Southampton Bird Strike Zone.</li> </ul>
Potential land use conflict	<ul style="list-style-type: none"> <li>● Available land (approx 1.5 ha) for possible housing development identified by Borough Council, approx. 200 metres north of the site ('Whitely Area 11/ Shetland Rise').</li> </ul>
Opportunity for co-location	<ul style="list-style-type: none"> <li>● Sites within approx. 1km: Rookery Farm; Unit 6 Crompton Way; Segensworth HWRC.</li> </ul>
Other issues (e.g. public rights of way)	<ul style="list-style-type: none"> <li>● The uneven topography may need to be considered a limitation for some potential uses</li> <li>● Public footpath lies approx. 200 m to the south, running east to west.</li> </ul>





## APPENDIX F





Title: "Segensworth North West" Project Timeline

Year	Mo	Day	Dwg Ref	Event	Height	Axis	Label
2000	1	1	6504.001.C	Acq. land parcel 1	100	2000.002738	Acq. land parcel 1
2001	3	1	3791.05	Park Gate relief road	80	2001.167009	Park Gate relief road
2001	6	1	6504.001.C	Acq. land parcels 2,7,8,9	60	2001.418891	Acq. land parcels 2,7,8,9
2001	9	1	3791.06.A	Access from M27 J9	40	2001.670773	Access from M27 J9
2001	12	1	3791.10.B	Solent 2+3 Masterplan	20	2001.919918	Solent 2+3 Masterplan
2002	10	1		Railtrack>Network Rail	-90	2002.752909	Railtrack>Network Rail
2004	11	1	4225.18	Dev. land parcel 2,8,9	-70	2004.837782	Dev. land parcel 2,8,9
2005	5	1	4225.19.C	"Condor" feasibility	-50	2005.334018	"Condor" feasibility
2005	9	1	4225.21.B	"Royal Mail" feasibility	-30	2005.670773	"Royal Mail" feasibility

Year	Mo	Day	Dwg Ref	Event	Height	Axis	Label
2006	3	1	SK04	Network Rail Infrastructure	75	2006.167009	Network Rail Infrastructure
2006	7	1		"Hatfield" crash report	50	2006.501027	"Hatfield" crash report
2010	6	1	6504.002.A	"Express Energy" feasibility	-30	2010.418891	"Express Energy" feasibility
			35 MWe biomass	Power Station development		0	Power Station development
2011	5	1		Network Rail Engineering	40	2011.334018	Network Rail Engineering
2012	3	1		Acq. Land parcels 4,5,6	-50	2012.167009	Acq. Land parcels 4,5,6
				Acq. Land parcels 10, 11,13		0	Acq. Land parcels 10, 11,13
2012	6	1	F13878.P.710.-	"Option A" access	-90	2012.418891	"Option A" access
2012	8	1	6504.00.D	Development Platforms	20	2012.5859	Development Platforms
2012	11	1	6504.007	Warehouse development	80	2012.837782	Warehouse development
			6504.005.A	Warehouse development		0	Warehouse development
2013	3	1	F13878.P.715.P1	"Option B" access	100	2013.167009	"Option B" access
			F13878.P.716.P2			0	
			F13878.P.718			0	
2013	5	1		Network Rail Property	60	2013.334018	Network Rail Property
2015	6	1		"Option B" inception	-70	2015.418891	"Option B" inception
2017	12	1		"Option A" inception	-30	2017.919918	"Option A" inception
2019	12	1		Project completion	25	2019.919918	Project completion
						0	
						0	

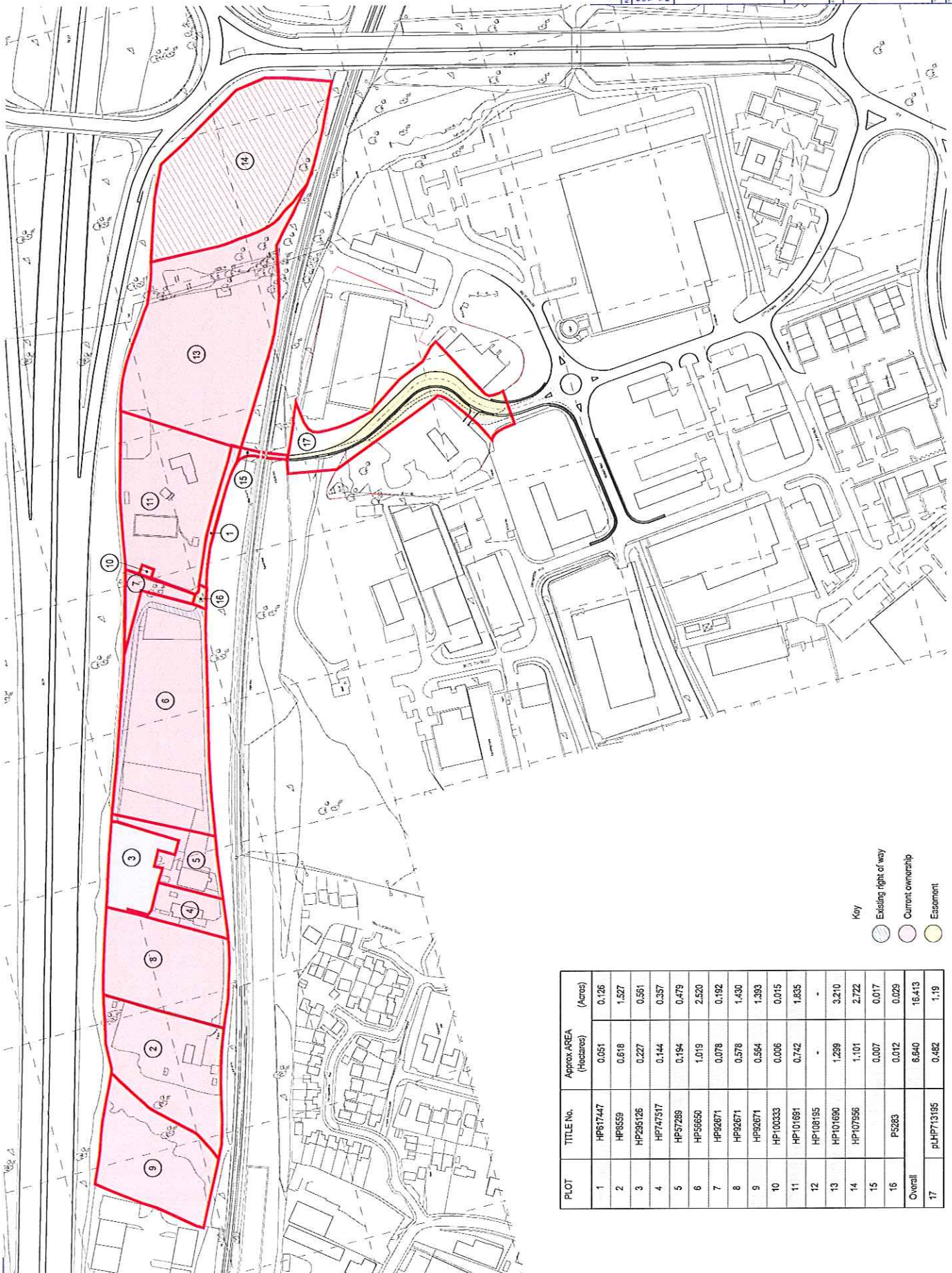
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## APPENDIX G





GENERAL NOTES:  
 1. THIS PLAN IS A PRELIMINARY PLAN.  
 2. THE PLAN IS NOT TO BE USED FOR ANY OTHER PURPOSE.  
 3. THE PLAN IS NOT TO BE USED FOR ANY OTHER PURPOSE.



- Key
- Existing right of way
  - Current ownership
  - Easement

PLOT	TITLE No.	Approx AREA		(Acres)
		(Hectares)	(Acres)	
1	HP617447	0.051	0.126	
2	HP6359	0.618	1.527	
3	HP295126	0.227	0.561	
4	HP747517	0.144	0.357	
5	HP57289	0.194	0.479	
6	HP56650	1.019	2.520	
7	HP92671	0.078	0.192	
8	HP92671	0.578	1.430	
9	HP92671	0.554	1.393	
10	HP100333	0.006	0.015	
11	HP101691	0.742	1.835	
12	HP108195	-	-	
13	HP101690	1.299	3.210	
14	HP107956	1.101	2.722	
15		0.007	0.017	
16	P5283	0.012	0.029	
Overall		8.640	16.413	
17	pl.HP713195	0.482	1.19	

**LAND ASSEMBLY PLAN**

**PRELIMINARY**

**PROPOSED DEVELOPMENT**  
**LITTLE PARK FARM**  
**SEGENSWORTH**  
**HAMPSHIRE**

**SIMPSON HILDER ASSOCIATES LIMITED**  
 11003 RD 283798  
 HANTS RG26 2JL  
 T: 01256 333333  
 E: sh@simpsonhilder.co.uk

6504 001 C

DATE: 11/11/2010  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 SCALE: 1:1000





## APPENDIX H





DATE	DESCRIPTION
15/01/2018	PROPOSED SITE LAYOUT
15/01/2018	PROPOSED SITE LAYOUT
15/01/2018	PROPOSED SITE LAYOUT

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**SIMPSON HILDER & ASSOCIATES**  
ARCHITECTS  
1000 THE QUAYS  
LONDON SE1 2NU  
TEL: 020 7333 2200  
EMAIL: [info@simpsonhilder.com](mailto:info@simpsonhilder.com)

**PROPOSED SITE LAYOUT**

**LITTLE PARK FARM  
SEGENSWORTH  
HAMPSHIRE**

**RELIANCE ONLY**

DATE	BY	REVISION
15/01/2018	AS	PROPOSED SITE LAYOUT
15/01/2018	AS	PROPOSED SITE LAYOUT
15/01/2018	AS	PROPOSED SITE LAYOUT

3791.05



## APPENDIX I









## APPENDIX J

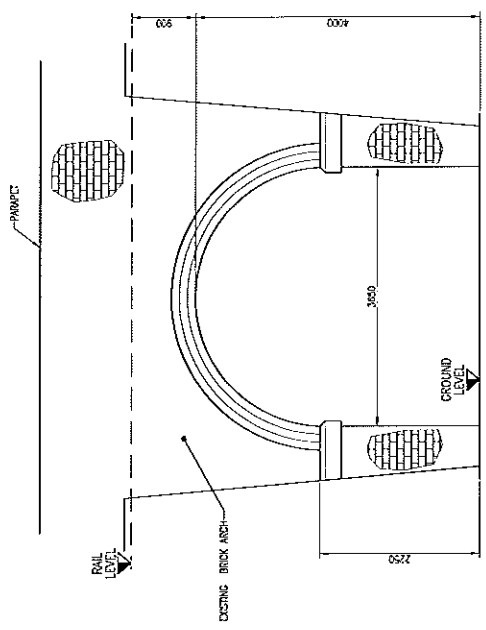




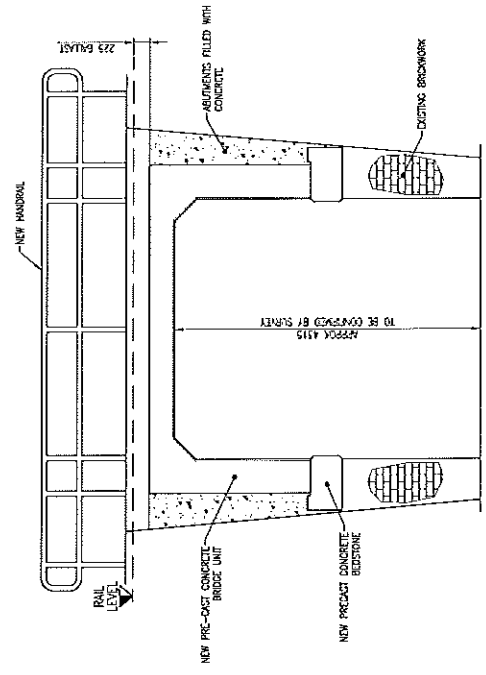


## APPENDIX K

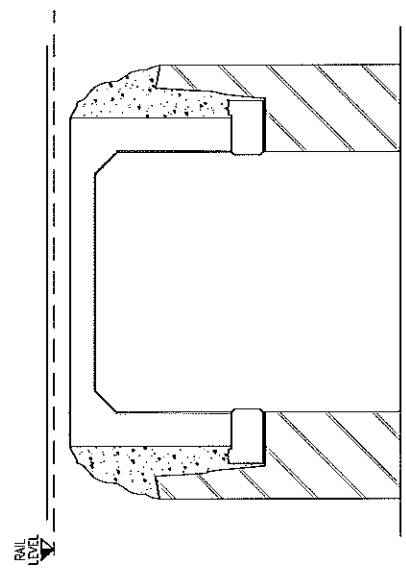




EXISTING ELEVATION



PROPOSED ELEVATION



PROPOSED SECTION

SEQUENCE OF WORKS

- NEGOTIATE RAILWAY LINE CLOSURE
- DEMOLISH BRICK ARCH INTO TRUCK BELOW BRIDGE
- DELIVER PRE-CAST UNITS ON FLAT BED RAIL CARRIAGE
- CRANE BEDSTONES ONTO PREPARED BRICKWORK WITH RAPID HARDENING CEMENT BED
- ALLOW TO CURE (1/2 HOUR TO 1 HOUR)
- PLACE PRE-CAST BRIDGE UNITS
- FILL ABUTMENTS WITH RAPID HARDING CONCRETE
- PLACE AND COMPACT BALLAST
- RE-LAY RAILWAY LINE

PRACTICES TO DRAWING NUMBERS SHALL DENY THE FOLLOWING :-  
 P = PRELIMINARY CONSTRUCTION PURPOSES.  
 T = TENDER  
 W = WORKING  
 AB = AS BUILT RECORDS OF ACTUAL COMPLETED WORK.

SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.  
 SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.  
 THESE ARE THE ONLY DRAWINGS THAT SHALL BE USED FOR CONSTRUCTION PURPOSES.  
 RECORDS OF ACTUAL COMPLETED WORK.

REV	DATE	DESCRIPTION	BY

**GYOURY SELF**  
*partnership*  
 CONSULTING ENGINEERS  
 STRUCTURAL CIVIL ENVIRONMENTAL

10 THE CADROCK, BROADST, PARSIAL,  
 TAMPERINE POLE DIS  
 TELEPHONE 01399 82800 - FACSIMILE 01399 82808  
 E-MAIL [mail@gyouryself.com.au](mailto:mail@gyouryself.com.au)  
 Also at Stone and St Albans

CLIENT: FROBISHER LIMITED  
 PROJECT: SIMPSON HILDER ASSOCIATES  
 SITE TITLE: LITTLE PARK FARM ROAD  
 SEGNSWORTH WEST, FAREHAM

ALTERATIONS TO RAILWAY BRIDGE

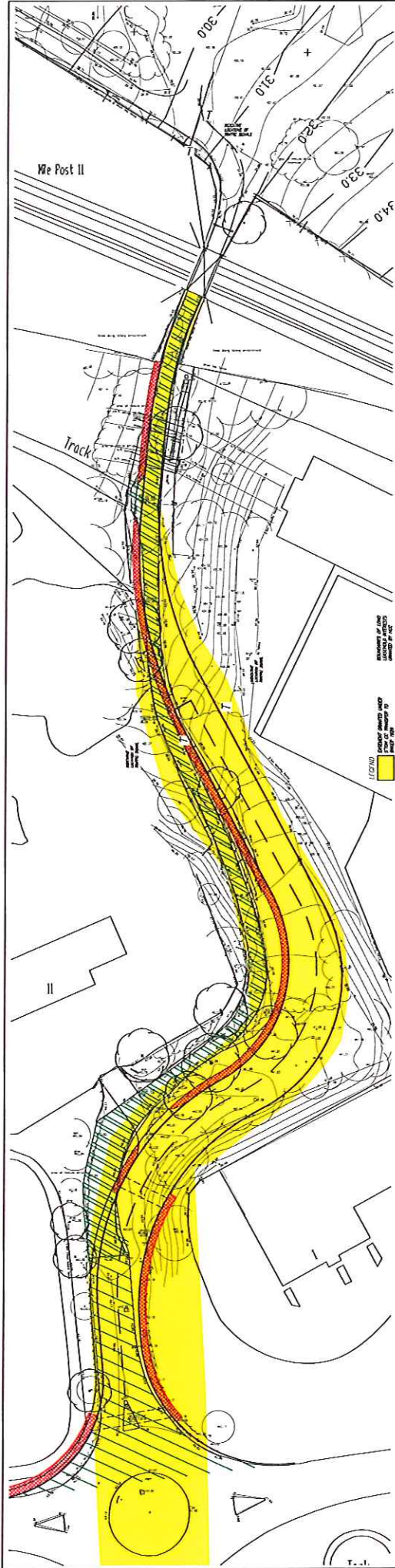
DESIGNER	M.j.l	CHECKED	
DATE	MAY 2005	CONTRACT	D.F
SCALE	1:50	DRAWING NO.	
JOB NO.	F.13878		SK.04





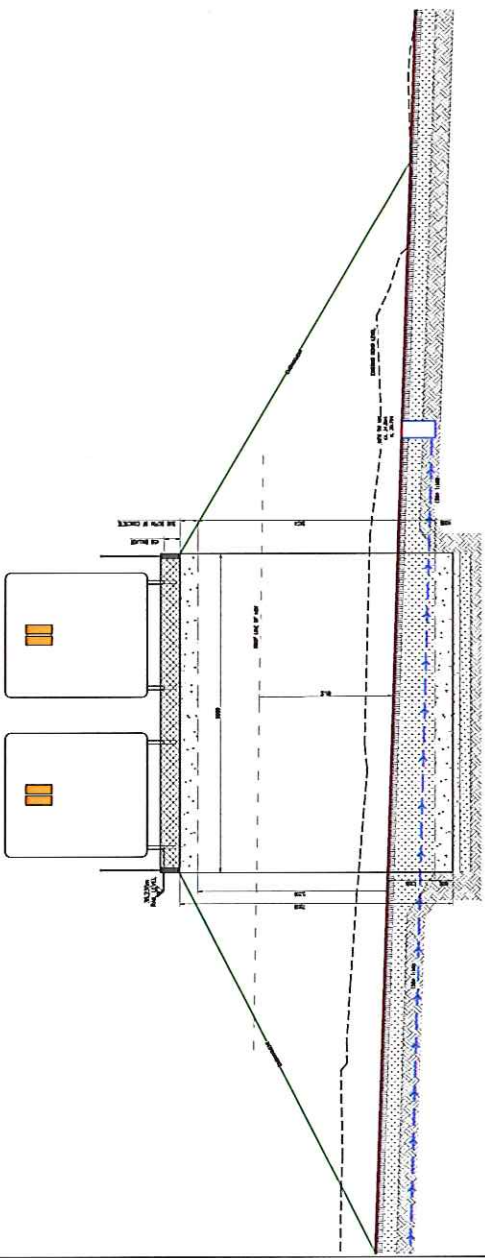
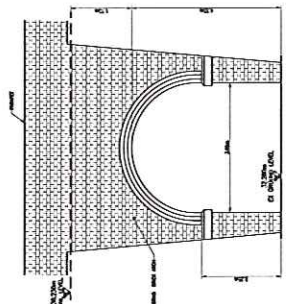
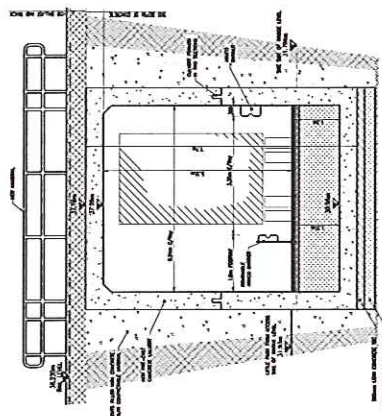
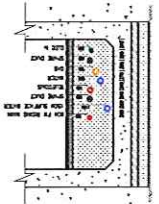
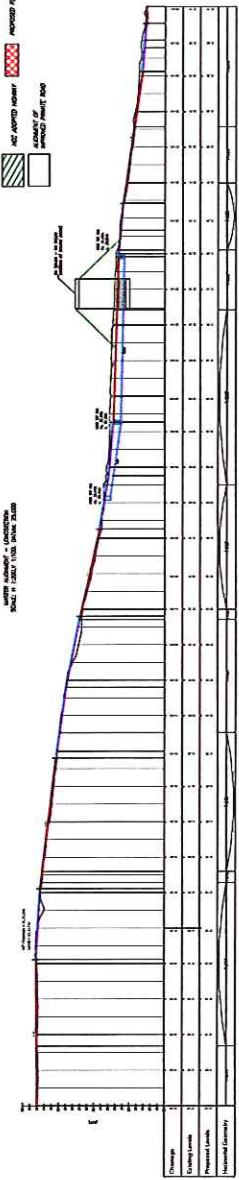
## APPENDIX L





**LEGEND**

	PROPOSED ROADWAY
	PROPOSED CENTERLINE
	PROPOSED SIDEWALK
	PROPOSED BIKEWAY
	PROPOSED TREE PLANTING
	PROPOSED LIGHTING
	PROPOSED SIGNAGE
	PROPOSED FENCE
	PROPOSED UTILITIES
	PROPOSED LANDSCAPING



EXISTING ELEVATION

**PRELIMINARY**

**Gannett Self**  
CONSTRUCTION SERVICES

**PROJECT:** LITTLE PARK FARM SECTION  
**LOCATION:** SECTION 24, TOWNSHIP 12 NORTH, RANGE 10 WEST, HANCOCK COUNTY, VERMONT

**CLIENT:** N/A

**DATE:** NOVEMBER 2012

**SCALE:** AS SHOWN

**PROJECT NO.:** F13878 P-710

