

Questions for Welborne Standing Conference (11/6/2015)

From David Walton, Wallington Village Community Association

Council's written response

Q1. Has the preferred layout for M27/J10 been agreed by all parties (including the Highways Agency) and to what extent is the work, understood to cost some £45M, currently funded.

The preferred “all-moves” layout for Junction 10 of the M27 Motorway has been agreed by Fareham Borough Council, Hampshire County Council and Highways England (formerly the Highways Agency), as confirmed in the “Welborne Plan - Statement of Common Ground” CD-21, October 2014 ⁽¹⁾.

Further details of the views of the individual parties on an “all-moves” layout of Junction 10 and confirmation that this should be progressed as the preferred option are given in the document “Welborne M27 Junction 10 – Preferred Option Note” (7 April 2014) ⁽²⁾.

A total of £14.9M has been allocated to date by central Government and the Solent LEP towards the cost of upgrading Junction 10 to an “all moves” junction. The balance of £20.1M of the total estimated cost of £35M will be secured from the site promoters/developers.

⁽¹⁾ Welborne Plan Examination Documents CD-21

⁽²⁾ Welborne Plan Document Library ID: EV47

Q2. It is understood that in order to increase capacity on the M27 certain sections will be converted to a “Smart Motorway” that allows use of the Hard Shoulder. What are the timescales for this, is the work funded and between which Junctions will it apply?

Highways England (formerly the Highways Agency) is the organisation responsible for the operation of the M27 Motorway. Plans for improvements to the strategic road network, including the M27, over the next 5 years are set out in the document “Highways England Delivery Plan 2015-2020”.

Enhancing the capacity of the M27 Motorway between Southampton and Fareham is one of a number of schemes programmed to start construction during this 5-year plan period, with anticipated completion in 2020/21. Capacity improvements can either be achieved through the adoption of ‘Smart Motorway’ techniques - which include hard shoulder running and variable speed limits – or through more conventional carriageway widening.

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No further information has been made available by Highways England at this stage on the specific sections of the M27 to be improved or on recommended solutions proposed for application.

Q3. In order to mitigate the additional traffic generated by Welborne, what improvements are planned for the Local Road Network (Specifically, in Fareham North/East Wards), what is the timescale for these improvements and is the work funded?

Alongside improvements identified to the M27 infrastructure, a number of key junctions and links on the local highway network have been identified that may require traffic management measures or improvements as a direct result of traffic generated by Welborne. Further investigation and appraisal of measures will be required as part of the Transport Assessment to accompany the initial planning applications for the site. The following list sets out the key links and junctions and highlights potential mitigation which may be required following some initial detailed modelling work alongside outline feasibility design work:

- North Hill/Kiln Road/Old Turnpike/Park Lane
- A32 Wickham Road/North Hill/Furze Court
- A32 Wickham Road/Wallington Way/Southampton Way
- A32/A27 Delme Roundabout
- A27/A32 Quay Street Roundabout

Detailed proposals for these junctions will be contained in a Transport Assessment to be submitted by site promoters as part of the planning application process for Welborne. Funding for these improvements that covers the full estimated cost of £3.075M has been allocated from the Solent LEP through the Local Growth Deal. Work is scheduled to commence in 2016/17, although the programme will be reviewed once planning permission has been granted.

Q4. Outputs from the Transport model indicate that a mere 2% of Welborne traffic will head North on the A32 towards Wickham. Particularly given that the Phasing Plan indicates significant building work on the North of the site in the early stages of the Plan, this is a patently a ridiculous assertion and one which creates serious doubts as to the validity of the Transport model as a whole. What further modelling work is intended in order to build public confidence in the output of the Transport model?

A Transport Assessment will be produced by the site promoters as part of an initial or Outline Planning Application for Welborne. The Transport Assessment

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will need to take into account the Inspector's Main Modifications to the Welborne Plan (MM11 & MM14) regarding traffic travelling north from Welborne to Wickham.

Q5. What is the intended BRT route from Welborne to the centre of Fareham and is this extension of BRT currently funded?

The proposed BRT route is shown in the figure entitled "Wider public transport map" on page 45 of the Welborne Transport Strategy (Final Report, January 2014)³. The route depicted in the figure connects Welborne to Fareham Town Centre via the A32 Wickham Road to High Street/Wallington Way Roundabout, and thence via High Street and West Street/Quay Street to Fareham Bus Station.

The funding allocated by Solent LEP for junction improvements in Fareham (see Q3) will provide required off-site infrastructure including bus priority measures to facilitate the future implementation of the BRT extension to Welborne. In addition, there will be a need to implement priority measures at junctions on the on-site road network and to provide operational subsidies during the first phases of development, to be delivered by site promoters as detailed in the Welborne Transport Strategy Report.

(³) Welborne Plan Document Library ID: EV17

Q6. Can you confirm that an agreed design for the Welborne SUDS system and completion of a Downstream Flood Risk Assessment are both prerequisites before an Outline Planning Application is submitted

No, Policy WEL39 in the Welborne Plan requires a site-specific flood risk assessment to be submitted as part of an initial or outline planning application for Welborne. The policy requires any identified flood risk to be managed through the integration of SuDS, and as such a comprehensive SuDS Strategy is also required to be submitted as part of an initial or outline planning application for Welborne. This strategy must demonstrate how the proposed SuDS will manage the identified flood risk, with no net increase in run-off rates and volumes, and also show how it will be integrated within the green infrastructure network across the site. This approach has been developed in liaison with the Environment Agency, who provide their strong support for it in the Position Statement on Flooding and Sustainable Drainage Systems, published in October 2014.

Importantly, the Inspector has found this approach to be sound through his examination of the Welborne Plan.

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Q7. What are the current plans for handling the Wastewater generated by Welborne?

The position is as set out in Policy WEL37 of the Welborne Plan. This requires comprehensive details of the waste water conveyance and treatment solution to be submitted as part of any planning application for development at Welborne. The Position Statement on Wastewater Conveyance and Treatment which was agreed with Southern Water, Albion Water and the Environment Agency in October 2014 identifies two possible waste water solutions for Welborne.

The decision on which wastewater solution is taken forward will be a commercial choice by the site promoters who will need to undertake further investigation work to develop the chosen solution in order to provide the comprehensive details that are necessary to accompany a planning application.

Importantly, the Inspector has found this approach to be sound through his examination of the Welborne Plan.

Q8. What assurances have FBC received from the Fareham & Gosport Clinical Commissioning Group, that Primary & Secondary Healthcare provision can cope not only with the additional demand on their services generated by the 10,000 additional homes resulting from FBC's Core Strategy, but also in the case of QA, by the other developments being proposed within it's catchment area?

The Borough Council has undertaken continued engagement with the Fareham and Gosport Clinical Commissioning Group throughout the development of the Welborne Plan, through meetings, formal consultation and the CCGs membership of the Welborne Standing Conference, and also through formal consultation as part of the development of the Development Sites and Policies Plan.

Furthermore Fareham & Gosport CCG attended the Welborne Standing Conference on 4 December 2014 to explain that they are the responsible organisation for making sure that local people get the health services they need, that they are funded based on the number of people living in the area and that they commission the NHS services that are required to meet the local population needs. Crucially, from experience the CCG recognise that new housing developments often accommodate around 40% of local people who are already living in the local area and as such, would not be new patients.

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Engagement with the Portsmouth Hospitals NHS Trust (who are responsible for Queen Alexandra Hospital) in the development of the Welborne Plan has confirmed that QA do not envisage the level of additional demand arising from Welborne residents to be a problem. As with the CCG, as population increases in this area, funding will also therefore increase to enable the Trust to purchase the additional necessary services that may be required at QA Hospital.

Q9. There is a complete lack of clarity regarding Infrastructure funding for Welborne; members of the Standing Conference would I am sure welcome further detail in this regard.

The Welborne Infrastructure Funding Strategy published in June 2014 set out the Council's position in being clear that this is a large complex project, being developed in a volatile market and policy environment, and it requires a long term, innovative and risk-tolerant approach to the delivery and funding of infrastructure. This will involve a range of partners including the Solent Local Enterprise Partnership (LEP) whose Solent Strategic Economic Plan places a high priority on the implementation of Welborne, the Homes and Communities Agency and the County Council.

The principal method of infrastructure funding at Welborne will be through section 106 legal agreement, which will be used to secure developer contributions for all essential infrastructure. This will be supplemented by external funding, such as the allocation of £14.9m from the Solent Local Growth Deal towards the M27 junction 10 upgrade works.

The Council is however working with partners (including the landowners) to explore further, innovative mechanisms for managing resources and financing investment in infrastructure including funding and support mechanisms such as re-investment of New Homes Bonus, public sector grants and loans, loan guarantees, overage arrangements or buy back arrangements (e.g. in conjunction with the Councils new Housing Joint Venture company). If appropriate the Council will also consider developing a flexible approach to investment and funding through the creation of a revolving "Infrastructure Fund".