

COPY TO, CLAIKE BURNETT 1 of 2.

E.S.G. TUCKLEY

FAREHAM BOROUGH COUNCIL
CIVIC CENTRE
FAREHAM, HANTS.



06 FEB 2015

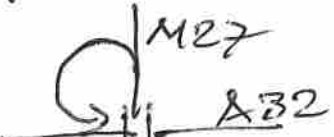
Dear Sirs, etc.

5/2/15

Regarding public consultation following FAREHAM COUNCIL'S response to the INSPECTOR'S REPORT ON THE STRATEGIC PLAN for WELBOURNE:-

I am largely happy with the agreed dispositions of the major elements of the scheme, they closely follow what I proposed in 2013 in response to the very first version of the WELBOURNE proposals - namely confinement of the development almost entirely to West of A32, siting of a continuous employment area to north of M27 between A32 and Funtley, thus restricting the placing of housing close to noise of M27 to that area East of A32 and South of Boundary Oak School which I had proposed to avoid by using it as site for future Secondary School.

However there are two serious deficiencies in the 'final' STRATEGIC PLAN of JAN 2015

① Proposed closure of  (quarter cloverleaf)

when the


M27



2 roundabouts

linked under M27, to West of A32 in Fareham Common area,

are established.

I strongly urge retention of  even after these are built.

P.T.O

The reason being that the



roundabouts

are seriously exposed to flooding if the necessary storm drains do not always cope with extreme rainfall. The situation at Kneller Court Lane, immediately West and on lower ground, shows how liable is flooding where it passes under M27 and there is even less headroom available under M27 at the point, ^{where} rather higher ground, the two roundabouts and their link road which must not itself be at lower level else it becomes a 'sump', are sited.

Retention of the G as an alternative escape from M27 at Junction 10 is essential at least until a record of robustness of drainage at the two roundabouts is proven, and will in any case allow traffic bound for WICKHAM via A32 to avoid circulating through WELBOURNE.

(2) The total lack of any provision for a (?)

roundabout at junction of A32 and POOK LANE cannot be allowed to continue in the STRATEGIC PLAN. There was a plan in 2013 study which showed an elaborate roundabout at this point? but it never featured on any subsequent version of the strategic plan, this despite the increased traffic which WELBOURNE will generate and the dangerous situation already existing at this junction where moreover the speed limit is 50 mph rather than the more appropriate 40 mph which I have been campaigning for for past 6 months and which is needed now.

