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08/12/2017

Planning Strategy and Regeneration Team
Fareham Borough Council
Civic Offices
Civic Way
Fareham
PO16 7AZ

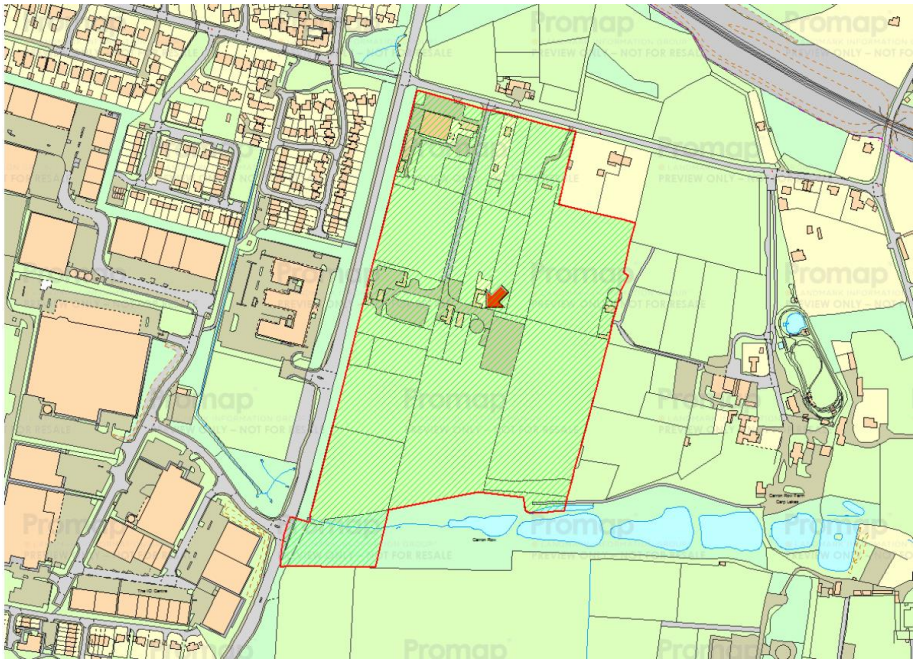
Dear Sir or Madam

Fareham Draft Local Plan 2036 - Consultation

Land at Hound Hill Farm

I write in support of the Draft Fareham Local Plan 2036 with particular reference to land at Hound Hill Farm, south of Segensworth Road and East of Cartwright Drive which has been identified as suitable for residential development.

This purpose of this letter is to provide supporting information in addition to the emerging Local Plan with regards to the availability, achievability and suitability of an employment development on the site. The potential for development is assessed in detail below in accordance with guidance contained within the National Planning Practice Guidance.



Size and Capacity

The site in its entirety comprises 11.453 hectares. Given an illustrative density of 30 units per hectare the maximum possible capacity of the site would be 343 units. However we believe that an area of the site comprising of 10 hectares is at this time suitable for development, meaning a realistic capacity of 300 units.

Availability

With regards to availability there are no known legal or ownership issues that would constrain the site coming forwards for development in the immediate future. The site is therefore available for development.

Suitability

The site currently falls outside of the defined settlement boundaries. Policy CS14 of the Core Strategy states that: 'Built development on land outside the defined settlements will be strictly controlled to protect the countryside and coastline from development which would adversely affect its landscape character, appearance and function. Acceptable forms of development will include that essential for agriculture, forestry, horticulture and required infrastructure.' The draft Local Plan also proposes the allocation of the land as a strategic gap defined under the draft Policy SP6 which requires development within strategic gaps to not cause “severe adverse harm to physical and visual separation of settlements”. Given the failure of the Council to demonstrate a five year land supply and the provisions of paragraphs 14 and 49 of the NPPF it is not considered that these policy bare considerable weight compared to the benefits of the provision of housing, especially considering that the site is adjacent to an existing housing development and there is no information available to demonstrate particular significance of the site as agricultural use. Indeed it is the case that the site is mostly unused with only a small portion of land at the north of the site operating as a nursery.

The site is in a highly accessible location and could be easily accessed from Cartwright Drive.

The northern boundary of the site includes a section Carron Row which is a designated SINC. By applying a buffer zone at the northern edge of the site, or by utilizing other suitable mitigation techniques, a residential development can be achieved without having an adverse impact on the SINC. The northern edge of the site would adjoin abut the Titchfield Abbey Conservation Area. The special character of the Conservation Area would be preserved by both a sympathetic design of housing and through the benefit of the same buffer zone which would protect the SINC.

The site does not feature any identified constraints relating to land contamination which would be a barrier to development. The site itself is not subject to any protective designation in relation to wildlife conservation and appears to have a limited ecological value. The site is also not within a flood zone.

Sustainability

The site is in a highly sustainable and accessible location with good access to shops and other facilities. The site is roughly 0.8 miles from the centre of Titchfield, 2 miles from the centre of Locks Heath and an 8 min drive from the centre of Fareham. The site is also directly adjacent to a designated employment site; Funtley Industrial Estate.

Deliverability

Foreman Homes would seek to being delivering housing on site, subject to a viable planning permission, in a very short space of time. Subject to planning permission the anticipated deliverability on this site would be as follows;

2018/19 = 40 %

2019/20 = 40 %

2020/21 = 20%

Summary

The land at Hound Hill Farm can be considered to meet the tests of the Framework and PPG as it has been demonstrated that it is “suitable”, “available” and “deliverable”. The provision of the residential homes which this site has the capacity to deliver should be recognised in the context that Fareham is an authority which is failing to provide a five-year supply of housing and, in accordance with the provisions at paragraphs 14 and 49 of the NPPF, needs to be afforded significant weight when considering the site for allocation.

Previous surveys have identified that there are no site constraints which constitute a principle barrier to residential development which will assist the Council on its housing delivery. It is therefore recommended that this site is allocated for residential development within the emerging Local Plan.

Thank you for the opportunity to provide comments on the draft Local Plan document. We trust that these comments are of assistance and we would like to confirm that we would appreciate the chance to be involved in the future stages of the Local Plan preparation.

Should you require any further information, please do not hesitate to contact me.

Yours faithfully,

[redacted]

[redacted]

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Comment on the Draft Fareham Local Plan 2036

How to have your say

Complete this form to comment on the Draft Local Plan. Please submit it to the Council by Friday 8 December 2017. You can download the pdf and type on to it before emailing it back to consultation@fareham.gov.uk. You can leave more than one comment.

Provide us with your details

Please provide your contact details at the end of this survey. Doing this will help us to understand where people's views are coming from. Your name and address may be published but it will not be used for any other purposes.

Please provide the proposed policy, page number or paragraph number in the Draft Local Plan or Evidence Base you want to comment on

Policy H1 Strategic Housing Provision and the Approach to housing numbers

Please comment below.

Please see attached document

Please provide the proposed policy, page number or paragraph number in the Draft Local Plan or Evidence Base you want to comment on

Policy HA4, Winnham Farm, Downend Road East, Portchester, Fareham

Please comment below.

Please see attached document

Please provide the proposed policy, page number or paragraph number in the Draft Local Plan or Evidence Base you want to comment on

Land to the north of policy HA4 / Winnham Farm, Downend Road East, Portchester

Please comment below.

Please see attached.

Please provide the proposed policy, page number or paragraph number in the Draft Local Plan or Evidence Base you want to comment on

Land to the west of Downend Road, Portchester (site ID: 3009)

Please comment below.

Please see attached.

A bit about you

You will need to provide your contact details at the end of this survey. This is a legal requirement in order for your comments to be taken into account and your address may be published. It will not be used for any other purposes.

Your details

Name

Organisation/Company (if you are representing one)

Miller Homes

Address Line 1

C/O Agent

Address Line 2

Address Line 3

Town

Postcode

Your agent's details (if applicable)

Name

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FAREHAM
BOROUGH COUNCIL

RESPONSE TO FAREHAM BOROUGH COUNCIL'S DRAFT LOCAL PLAN CONSULTAION

MILLER HOMES

8 DECEMBER 2017

TERENCE O'ROURKE

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Contents

1.0 Introduction

1.1 Terence O'Rourke Limited has been appointed by Miller Homes to respond to the consultation on the draft Fareham Borough Council local plan (draft plan). Miller Homes retains land interests in the land to the east and west of Downed Road, Portchester, which offers the opportunity to secure sustainable plan led development and to deliver development in the short term to help meet five year housing land supply requirements.

1.2 First and foremost, this representation provides information to support the allocation of the land to the east of Downend Road referenced under policy HA4 to deliver in the region of 350 dwellings. This land is in a sustainable location, suitable for development, and available now. It can deliver new homes to contribute significantly towards boosting housing land supply in the Borough.

1.3 This representation also deals with a number of concerns, which do go to the soundness of the plan, principally:

- The under provision of housing over the full extent of the plan period to meet local needs, particularly when considered against the Government's draft methodology for the calculations of housing need.
- The failure of the plan to allocate sufficient developable sites (in a sustainable location, suitable for development and with a reasonable prospect of delivery before the end of the plan period) such as the land to the north of allocation HA4 at Winnham Farm and to the west of Downend Road.
- The failure of a number of other development control policies to be positively prepared and meet the tests of soundness.

1.4 The response addresses each of these issues in turn.

2.0 Overarching approach to housing numbers

2.1 The NPPF requires the local plan to be sound, in order to be found sound it must be positively prepared, justified, effective (deliverable) and consistent with national policy (paragraph 182).

2.2 The definition of "positively prepared' is that the *plan "should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements"* (paragraph 182). In order to provide confidence that the plan will meet the objectively assessed housing need it must be resilient and include sufficient flexibility to enable new homes to be delivered. In the case of the Fareham Local Plan, flexibility must respond to the realistic scenario that there will be continued upward pressure on housing need across the PUSH authorities plus further delays to Welborne will occur.

2.3 The draft local plan has not been positively prepared to meet the higher objectively assessment need in full as required by paragraph 47 of the NPPF, and is inconsistent with national policy in this regard. The Government's recent consultation 'Planning for the right homes in the right places: consultation proposals', established a standard methodology for calculating housing need, which is intended to be adopted early in 2018, following a review of the consultation responses. Whilst this the methodology is only a consultation draft at present the difference in numbers if significant and indicates a likelihood that Fareham will need to plan for more housing.

2.4 The housing numbers in the draft plan respond to the PUSH Spatial Position Statement published in June 2016, which is based on the SHMA with some authorities such as Fareham taking a proportion of neighbouring authorities need through the duty to co-operate. The result is a requirement to plan for 452 dwellings per annum over the plan period.

2.5 The Government's draft methodology results in a housing need for Fareham of 531 dwellings per annum. This figure does not take into account the duty to cooperate, and clearly amongst the PUSH partnership authorities there may be a need for Fareham to once again take a proportion of its neighbouring authorities needs. At this stage, we cannot pre-judge the outcome of that work. However, as the draft plan will not fall within the transitional arrangements set out in the Government's consultation the new methodology will apply and it is therefore likely that Fareham will need to identify at least an additional 1,975 dwellings over the plan period.

2.6 The land to the north of allocated site HA4 and to the west of Downend Road is developable, suitable and would be available to help meet this additional need. Sections 4 and 5 of this response provides detail on the merits of both sites (the allocated site and adjacent non-allocated sites) to help to deliver Fareham's much needed new homes.

3.0 Policy HA4, Winnham Farm, Downend Road East, Portchester

Introduction

3.1 This representation supports the allocation of site HA4 to deliver new homes in a suitable and sustainable location that will in the short term help the Borough meet its five-year housing land supply.

3.2 Paragraph 47 of the NPPF requires the local planning authority to "*describe how they will maintain delivery of a five-year supply of housing land to meet their housing target"*. Given Fareham Borough Council is currently unable to demonstrate a five year supply of housing, it is imperative that deliverable sites, such as the land at Winnham Farm (allocation HA4), are brought forward without delay and planned for in this way.

3.3 The site lies on the northern edge of the settlement of Portchester, adjoining the settlement boundary to the south and west.

3.4 The land currently comprises agricultural fields and horse paddocks. There is a small cluster of agricultural sheds and buildings in association with the farm and a vehicle repair business in the central southern section of the site. Electricity pylons and cables run north to south near the entrance to the site. Other than these features, there are no other prominent natural or manmade features with the site. The land rises noticeably from the south to the north.

3.5 The site is located alongside existing residential development immediately to the east as well as to the south of the site where it adjoins the settlement boundary of Portchester, separated from the settlement only by the railway line. Although the site is on the edge of the settlement it is well contained and separated from the wider countryside to the north by the M27 motorway.

3.6 The Council rightly identifies Portchester as a main settlement, which provides a sustainable location to deliver new homes. Portchester is well served by a range of services and facilities' and has good access to public transport through the local bus service provision and access to Portchester Station. The site itself is within walking and cycling distance of local schools and the district centre as well as employment and public transport opportunities.

3.7 The SHLAA correctly identifies the land to the east of Downend Road as suitable, available and achievable. Indeed, the technical work that has been undertaken to support a future planning application has confirmed that there are no technical obstacles to the development of the site for up to 350 dwellings. The site is not designated for any reason of landscape quality or heritage value. It is not a valued landscape and survey work has confirmed that the site is not of significance to biodiversity. There are no public rights of way on the site or formal footpaths. In short, it is not subject to any policies within the NPPF that

would indicate development should be restricted and/or to which the presumption in favour of sustainable development would not apply.

3.8 Taken on its own merits, the land to the east of Downend Road presents a suitable and sustainable location for residential development. It is available for development now and is correctly identified in the plan for its ability to deliver new homes now to help meet housing need.

Policy Wording

3.9 In specific regard to the detailed wording of the policy, there is no technical reason to limit building heights at the access or perimeter to 2 storeys. This is not supported by the technical landscape appraisal work, reviewed below and our own landscape appraisal work undertaken to date. From a design perspective it may be beneficial to have 2 and a half storey development at the entrance to the site, but this is a detailed design element that should be considered at the detailed design stage.

3.10 From an amenity perspective, equally, we can see no technical reason to limit building heights at the plan stage. The southern boundary of the site is set back from neighbouring properties by the railway line and as such is unlikely to cause any harm give the significant separation distance. This level of design detail should be considered and assessed at the detailed design stage, where more information will be available in regard to location and design of the homes proposed to make an informed decision in regard to building heights. It is not appropriate to unduly restrict development at the plan stage in this manner where there is no evidence to suggest this restriction should be imposed.

3.11 Equally, the policy should provide flexibility in regard to requirement 'e', as Cornaway Lane is a public footpath, it therefore cannot be legally used by bicycles as such there is no need to provide cycle connectivity to it.

3.12 We note the reference to improvements to Delme Roundabout through direct provision or a financial contribution is set in the policy requirements. The Delme improvements are only referenced in regard to this site but other proposed allocation will impact the roundabout and will therefore benefit from these improvements, for instance, HA5, Romsey Avenue and HA12, Moraunt Drive plus sites proposed in Wallington. The contributions should be sort from this and other developments on a fair and reasonable basis, not solely HA4, in accordance with the Community Infrastructure Regulations. Policies in relation to other proposed allocations in the plan should be updated to include the reference to the Delme Roundabout.

Technical Studies

3.13 Technical studies have been undertaken and reports prepared to support an outline planning application for the development of site HA4 for up to 350 dwellings. These technical studies and reports provide confidence that the site is 'deliverable', they robustly demonstrate that the land can be brought forward to deliver new homes in the next five years. Miller

Homes intend to submit this outline planning application, for consideration by the Council, within the next couple of months.

3.14 A summary of the technical details and proposals has been provided below, the proposed master plan for the site is enclosed at appendix 1 of this response for information.

3.15 The following reports have been prepared to support the development of the site:

- Design and Access Statement

  A design and access statement has been prepared to document the design process and demonstrate how 350 dwellings can be accommodated on the site. The design process has taken into consideration the constraints and opportunities of the site (noted below). The design and access statement explains and illustrates how the essential place making principles will deliver a well-connected, high quality, sustainable and attractive new neighbourhood at Portchester.

- Statement of Community Engagement

  The statement of community engagement explains the community consultation undertaken to date and explains how the views expressed by the community have been taken on board in the development of the proposals for the site.

- Landscape and visual assessment

  The site is not a designated or protected landscape. The landscape and visual assessment confirms that development will integrate well into the landscape setting of the site. Landscaped green corridors that run north south will be created through the development and a green backdrop will be maintained on the upper slopes as demonstrated by the master plan. Significant areas of new planting can enhance boundaries and contribute positively to the appearance and character of the area. In addition, the historic hedgerow dividing the site that runs east to west can be reinstated.

- Flood Risk Assessment and drainage

  The site does not lie in a floodplain and has not flooded in the past. The flood risk assessment explains that surface water runoff created by the proposed development can be managed using sustainable urban drainage system to ensure that flood risk both on and off site is not increased by the development proposals.

- Heritage Statement

The heritage statement provides details of the geophysical survey and geo-archaeological test pits investigation that has been undertaken to date. The results show that a small area near the eastern boundary of the site contains Pleistocene sequence of deposits, similar to those found at Red Barns, which have the potential to be of national significance. In order to protect this area, it can be retained as open space. Further investigation can be undertaken following the determination of a planning application to identify the precise extent of the area and will enhance the understanding of the Palaeolithic period. The potential area to which this relates is contained in the eastern section of the site and does not affect the sites ability to delivery up to 350 dwellings.

In terms of the built heritage, there are three listed buildings within proximity to the site that are not directly affected by the development and two scheduled monuments. The Heritage Statement concludes that development will have no impact on the significance of Nelson's Monument but has the potential to have a negligible impact on the significance of Portchester Castle and Fort Nelson. In both cases the harm is accessed as barely perceptible level of less than substantial, and as such the limited harm given to this can be outweighed by the substantial benefits development will provide.

- Transport Assessment

  The Transport Assessment confirms that the site is in an accessible location for residential development. The proposed access to the site is safe and links can be provided to create connections to Portchester, nearby employment opportunities and a network of public transport facilities. The statement concludes that with a package of mitigation measures in place, there will not be a significant impact on the highway network.

- Agricultural Land Assessment

  The Agricultural Land Assessment confirms that the land is classified as grade 3a or 3b, however, there are site specific limiting factors that are very likely to reduce the grade to 3b or 4, i.e. not the nest and most versatile agricultural land. The proposal is therefore unlikely to involve the loss of best and most versatile (BMV) agricultural land, which comprises grades 1, 2 and 3a.

- Air Quality Assessment

  The Air Quality Assessment demonstrates that in terms of air quality the location is considered sustainable for residential development without the need for any mitigation measures.

- Noise and Vibration Impact Assessment

Noise and vibration studies have been undertaken and have identified limited constraints on the site. The key noise source is the M27 motorway to the north, the railway line to the south and the waste transfer site to the north west. Mitigation is proposed for properties closest to the railway line where the report recommends the incorporation of alternative ventilation for bedrooms. No mitigation is required in regard to noise from the waste transfer site or the motorway. With this mitigation in place, the site is considered suitable for residential development.

- Odour quality

  An odour assessment has been undertaken as the site is within proximity of a waste transfer station. The assessment results demonstrate that no significant odour impacts are anticipated and due to the site's location and prevailing wind direction, mean the likelihood of adverse odour impacts at the proposed development site is considered to be negligible.

- Ecological Assessment

  An extended Phase 1 habitat survey has been carried out on site and further surveys in regard to wintering birds, bats, badger, dormouse, great crested newt and reptiles have been undertaken.

  Bats, slow worm and common lizard where recorded generally using the peripheral habitats around the site. The bats were foraging and commuting, no roosting on site was recorded. The wintering bird survey indicates that the site is not important site for bird species associated with Portsmouth Harbour SPA / Ramsar site. The surveys also suggested an absence of great crested newts, dormouse, and badgers and is considered unsuitable to support any particular rare or notable invertebrate species. None of the habitats on site are valuable in terms of species-diversity or rarity.

  Recommendations for enhancement have been made by the ecologist that will result in a net biodiversity gain.

- Geo-environmental desk study and report

  A phase 1 desk study has been undertaken and information has been used to interpret the geotechnical and environmental conditions on site. This does not present any constraint to development.

- Arboricultural Impact Assessment

  A tree survey has been carried out and the Arboricultural Impact Assessment confirms that there is scope for development on-site whilst retaining high quality individual trees on the boundary with the selective removal of poorer quality trees found in the centre of

the site. The tree removal in the centre of the site can be mitigated by new planting in the extensive areas of open space shown on the illustrative master plan.

- Services Appraisal.

  The services appraisal confirms that the proposed development can be accommodated within the existing services infrastructure. The illustrative master plan has also been informed by easements in relations to the Network Rail land.

Fareham Landscape Assessment Review

3.16 We have reviewed the Fareham Landscape Assessment published in support of the draft plan, dated August 2017. We agree with the assessment presented in this report and have highlighted the key findings below that support the allocation of this site.

3.17 The Council's landscape assessment sub-divides the landscape character area of Portsdown (LCA11) and the land to the east of Downend Road lies within area 11.3b and 11.3c – West Portchester Fringe Farmland. The council's landscape character, quality and value work confirms that the area is not covered by any national or local landscape designations and was excluded from the Portsdown Hill Area of Special Landscape Character former Local Plan designation. The area is described as *"an area of undistinguished farmland and modified landscape, disconnected from the wider rural landscape and Portsdown Hill, and which lacks any special qualities or features of recognised landscape value. Its overall value as part of the Borough's landscape resource is therefore relatively low".* A conclusion our assessments work agrees with.

3.18 The council's assessment of landscape sensitivity and development potential correctly identifies that the landscape resource provided by the site is relatively low and that the open character of area 11.3c has the potential to accommodate relatively large-scale change without unacceptable adverse effects by re-introducing historic landscape features through a new landscape structure such as shelterbelts and copses. For instance, development of the site offers the opportunity to reinstate the historic hedgerow running east west across the site. The landscape of the central area (i.e. from Downend Road to Winnham Farm) is assessed as being able to accommodate change because of its enclosed character.

3.19 In short, this assessment highlights the suitability of the site for development.

3.20 The council's visual assessment concurs with our own visual assessment undertaken to support the outline planning application for this site, in that the visibility from surrounding areas is relatively restricted. It goes on to state that there are no important landmarks or visual features within the area within which the site lies. The overall visual sensitivity of the area is assessed by the council as low, providing the potential for development.

We agree with this statement, which further supports the allocation and development of this site.

3.21 The council's assessment of setting of the urban area concludes that, *"the area does not form a critical role in the setting of the urban area but it does have some sensitivity as part of the 'green' backdrop provided by the landform feature of Portsdown Hill, albeit this is experienced from only a very small area in south-west Portchester."* It goes on to state that, *"these sensitivities would not necessarily preclude development and could be addressed through avoidance of development on the most visually exposed upper slopes (maintaining the green backdrop) and along the Downend road corridor (maintaining the perception of a semi-rural approach)."* As demonstrated by the master plan, included in appendix 1, the design process has provided green corridors extending up through the site and a green backdrop will be maintained.

3.22 In terms of green infrastructure the council's assessment requires any proposed development to maintain and where possible enhance the function and quality of the key elements of the existing green infrastructure network, namely the north south access links and areas of established woodland, trees and other habitats along with road and rail corridors and within area 11.3b. Again, as demonstrated by the master plan, the proposed development will comply with this and create new areas of open space including east-west access and habitat links across area 11.3c.

Conclusion

3.23 In broad terms the delivery of development on the site would secure the following key benefits:

- The delivery of much needed housing that is available now and would make a meaningful contribution to the housing land supply position in the Borough across a of range of types and tenures, in a sustainable location that would support Portchester and is consistent with the policy objective to boost significantly the supply of housing.
- The delivery of much needed affordable housing in a sustainable location
- The delivery of formal and informal sports and children's play space
- Net biodiversity gain, through ecological enhancement, diversification and habitat creation, improving the low value of the site.
- Support for community facilities and local services and facilities through an increase in the local population and Community Infrastructure contributions towards expanding capacity
- A package of highway improvements/
- Economic benefits, through construction activities and increased local population.
- Greater control of surface water drainage from the site.

3.24 Individually and collectively, the benefits are substantial. The plan is positively prepared in regard to the allocation of this site for development,

it rightly being identified as a suitable and sustainable opportunity to help meet the Borough's development needs in full accordance with the NPPF and presumption in favour of sustainable development.

4.0 Land to the north of policy HA4 / Winnham Farm, Downend Road East, Portchester

4.1 The NPPF is clear that housing requirements should not be artificially constrained and planning policies should *"optimise the potential of the site to accommodate development"* (paragraph 58). Whilst an initial application will be submitted for 350 dwellings on the allocated site HA4, land at Winnham Farm has further capacity to deliver 90 additional new homes, subject to further local highway improvements, as follows (see appendix 2 for a site location plan).

4.2 The land can be accessed through allocation HA4. The proposed access on to Downend Road as part of allocation HA4 is capable of accommodating up to 500 dwellings, however, it is noted that further improvements would be required at the junction with the A27 and Delme Roundabout to address the local highway impacts of a further 90 homes above H4A.

4.3 Once these highway improvements have been agreed, the site to the north of Winnham Farm can be subject to a sound master planning exercise and robust site assessment, taking into consideration the site characteristics. This exercise will mean that a northern boundary of the development can be robustly identified, as opposed to an arbitrary line drawn on the draft proposals map as part of the local plan process.

4.4 Work to date has indicated that, in principle, land to the north of HA4 is capable of delivering sustainable development as an extension to allocation HA4 with a capacity to accommodate up to 90 dwellings.

4.5 The council's landscape sensitivity assessment concludes, under the heading 'development criteria and enhancement opportunities', that the landscape and visual sensitivities are comparatively low in this area. They go on to state that, *"there are a number of potential development constraints, in particular the need to maintain the green character of the upper slopes of area 11.3c to protect the landscape setting of Portchester, and to create substantial landscape buffers along the route of Allan King Way and Downend Road to protect /enhance green infrastructure assets and the visual amenity of sensitive recreational users".* There is no indication of how far up the slope development can go as long as a green character is maintained on the upper slopes. Therefore, there are no major constraints to the development of homes further north on this land as long as it is designed in such a way as to maintain a green character which is something that can be achieved through sensitive master planning and landscape design of the site.

4.6 The area is well located and can be connected to public transport routes through the allocation immediately to the south, and benefits from the same locational advantages as allocation HA4.

4.7 The site is developable, available and suitable location to deliver new housing with a realistic proposed that housing would be delivered within

the plan period. In the interests of optimising the ability of the site to deliver development it should be included in the allocation for site HA4.

5.0 Land to the west of Downend Road, Portchester (site ID: 3009

Introduction

5.1 In order for the draft plan to be found sound at examination, it needs to be positively prepared, and, as set out above, seek positive opportunities to meet need. This need will ultimately be established by the Government standard methodology, by the time this plan reaches examination. Based on the consultation document, the housing need in Fareham is likely to increase significantly, leaving an additional circa 2,000 dwellings to be identified through this plan process.

5.2 The land to the west of Downend Road has capacity to accommodate between 500 and 600 dwellings and could help significantly in meeting this additional need in a sustainable and suitable location (see appendix 2 for a location plan).

5.3 The land in question is correctly assessed by the Council in its SHLAA as being suitable for development, available and achievable.

5.4 The site is a sustainable site for the delivery of new homes. It abuts the settlement boundary of Portchester, a sustainable settlement with good rail connections to local employment opportunities, as described in section two above. The site benefits from close proximity to Fareham town centre.

5.5 There is excellent access from the site to key local services and facilities. For instance, there are a number of key facilities in the local area that would be accessible to future residents through pedestrian, cycle and public transport connections. For instance, Fareham Town centre is well within a 2km walking distance and there are secondary and primary schools within walking distance. The site benefits from proximity to a key public transport route along the A27 and is within 3km of Portchester and Fareham train station. In addition, the site could cumulatively, with land east of Downend Road, provide a number of additional on-site services including a primary school, community centre and local centre that would be beneficial to existing local residents as well as future new residents.

5.6 There is no major constraint to development of the site. Indeed, the Downend cluster appears in five of the six options for the development strategy set out in the Sustainability Appraisal and Strategic Environmental Assessment for the Fareham Borough Local Plan 2036.

5.7 The land was only rejected because *"an appropriate highway solution has not been confirmed"* (pages 26-28), which we address later in this statement and through the Technical Note prepared by i-Transport. It is important to note that whilst the highway detail is yet to be progressed, in principle a solution has been identified which would secure a safe and suitable access to the site, confirming that the site can be delivered before the end of the plan period. This would meet the test for

'developable' as set out at footnote 12 to paragraph 47 of the NPPF. As such the site can be advanced as an allocation in response to the requirement for positive planning, to meet need and help maintain a rolling five year supply across the full extent of the plan period.

Landscape Assessment

5.8 The landscape assessment work prepared to support the draft plan correctly identifies the site as developable for the reasons demonstrated below in relation to landscape character, sensitivity and visual impact.

5.9 The Council's landscape assessment identifies the land west of Downend Road as in West Portchester Fringe Farmland character area (ref 11.3a). This landscape character, quality and value work rightly confirms that the area is not covered by any national or local landscape designations and was excluded from the Local Plan designation of Portsdown Hill Area of Special Landscape Character. The assessment work describes the area as:

> *"an area of undistinguished farmland and modified landscape, disconnected from the wider rural landscape and Portsdown Hill, and which lacks any special qualities or features of recognised landscape value. Its overall value as part of the Borough's landscape resource is therefore relatively low."* (our emphasis).

5.10 A conclusion, our landscape assessment work agrees with.

5.11 The council's assessment of landscape sensitivity and development potential correctly identifies the landscape resource is relatively low, concluding the open character of area has the potential to accommodate relatively large-scale change without unacceptable adverse effects by introducing historic and new landscape structure such as shelterbelts and copses. Features that can be delivered on the site.

5.12 The council's visual assessment states that *"there are no important landmarks or visual features within the area but the electricity pylons in area 11.3a are visually prominent features".* It goes on to state that overall the visual sensitivity is low, however:

> *"in area 11.3a development would be highly prominent for users of Allan King Way and Downend Road unless it is accompanied by major investment in landscape infrastructure, such as the creation of substantial green 'buffers' (i.e. corridors of new tree/woodland planting and open space) along the footpath routes and along the eastern field margin, to soften and screen its impact on views across this open area over time".*

5.13 These features can be delivered and achieved on the site with the delivery of additional housing.

5.14 The council's assessment of setting of the urban area concludes that,

"the area does not form a critical role in the setting of the urban area but it does have some sensitivity as part of the 'green' backdrop provided by the landform feature of Portsdown Hill, albeit this is experienced from only a very small area in south-west Portchester."

It goes on to state that,

"these sensitivities would not necessarily preclude development and could be addressed through avoidance of development on the most visually exposed upper slopes (maintaining the green backdrop) and along the Downend road corridor (maintaining the perception of a semi-rural approach)."

5.15 The council's landscape sensitivity assessment concludes under the heading 'development criteria and enhancement opportunities' that the landscape and visual sensitivities are comparatively low in this area. It goes on to state that, *"there are a number of potential development constraints, in particular the need to maintain the green character of the upper slopes of area 11.3c to protect the landscape setting of Portchester, and to create substantial landscape buffers along the route of Allan King Way and Downend Road to protect /enhance green infrastructure assets and the visual amenity of sensitive recreational users".* However, these can all be accommodated within any future development.

5.16 The SA Site Options Assessment Report (page 55) scores the site negatively in terms of the objective to conserve and enhance the character of the landscape, however it does state there is moderate development potential. In terms of the conclusions of the landscape assessment work, prepared by the Council, large-scale development in this location is considered possible and with landscape buffers can integrate well into the landscape and provide a natural edge to the town. It is our view that the evidence demonstrates that the site should score more positively for this objective.

Access

5.17 Whilst the landscape assessment work demonstrates that the site is capable of accommodating development, the Sustainability Assessment confirms that the land to the west of Downend Road has not been taken forward in the plan because a "*highways solution has not been established"* and that *"the extent of highway works to support the scale of development would have a lengthy lead in time and could rely on working with a third party"*.

5.18 Appended to the representation is a technical note, prepared by i-Transport (appendix 3) that responds directly for this singular reason for excluding the site from the draft plan. The technical note confirms that:

- There are identified and deliverable solutions to highway access that have substantial wider highway benefits.
- The highway solutions have been subject to detailed discussion with both Hampshire County Council and Highways England both of

whom have confirmed that the options offer potential access solutions.

5.19 The site is developable and should not be excluded as an allocation on this basis.

Additional supporting information

5.20 We note that the Sustainability Appraisal Site Option Assessment Report, scores the site less well (compared to other objectives) in regard to objectives relating to pollution and preserving and managing the natural resources, specifically due to the agricultural land quality and two historic landfills on land adjacent to the site. This scoring is not robust or justified.

5.21 Geo-Environmental has prepared a further technical note demonstrating that there are 'site-limiting factors' that could reduce the agricultural quality to subgrade 3b or 4 (appendix 4). It suggests that the field in isolation is unlikely to comprise a sustainable arable farm (see attached Technical Report).

5.22 The SA recognises that the historic landfills cover limited areas on the edge of the site, and again in this regard, we do not agree with the negative score the site receives, because it is likely impacts could be mitigated.

Conclusion

5.23 In conclusion, the site is developable, it scores well in regard to the Sustainability Appraisal assessment and there is a deliverable highways solution. It can be viably developed within the plan period. It should be identified in the plan as a specific developable site to help meet housing need in the 6- 25 year plan period in accordance with paragraph 47 of the NPPF and in order to meet identified housing need.

6.0 Other policies in the Plan

Policy H4

6.1 Whilst we recognise the need to provide adaptable and accessible new homes, Policy H4 should enable greater flexibility in regard to the percentage / number of dwellings to meet adaptable standards, to ensure it reflects need during the course of the plan period. In circumstances where no need can be identified, residential developments, particular market homes, should not be required to meet this standard.

Policy H7

6.2 The Self Build Act 2015 places a duty on local authorities to keep a register of people and groups who are interested in self-build / custom build and to take account that interest in developing local plans. The evidence supporting this new policy identifies 19 individual in Fareham who have registered on the self build register and a potential 50 self build plots to be brought forward through the delivery of the Welborne new community. Whilst it is acknowledge that Welborne may not deliver all 50 plots in the short term, delivery at Welborne alone will exceed current identified demand. Therefore, there is no local evidence of significant need to suggest the need to demonstrate policy H7 is justified and sound. The requirement for housing developments over 100 dwellings to provide 5% of the plots for self or custom build housing should be deleted form the plan.

6.3 In its current form we are concerned the policy provides no flexibility should there be no or a limited market for this product or where the practicalities of delivering this product on a site make delivery of these plots impossible.

Policy NE1

6.4 Policy NE1 requires development proposals to *"respect, enhance and not have severer adverse impacts on the character or function of the landscape that may be affected"*. This is a test that sets the bar too high, proposals may not always be able to *"enhance"* the character or function of a landscape, particularly if they are large scale green field developments. The plan is unduly restrictive in this regard. It is not in accordance with the NPPF, which only sets such a test for valued landscapes (paragraph 109). The NPPF requires a distinction to be made between the status of the landscapes, e.g. whether it is of local or national importance (paragraph 113). This policy does not allow this or recognise the finding of the landscape appraisal work undertaken. This policy is not in accordance with the NPPF and may unduly restrict development due to the lack of flexibility. Proposals should respect the character or function of the landscape and seek where they can to enhance, but this should not be a requirement in every case. This is a restrictive policy that will prevent sustainable development coming forward.

Policy D3

6.5 The NPPF requires Local Plans to set out a *"positive strategy"* for the conservation and enjoyment of the historic environment, requiring assets to be *"conserved in a manner appropriate to their significance"* (paragraph 126). It also recognises that where development proposals might result in *"substantial harm or total loss of a heritage asset"* the Local Planning Authority should refuse planning permission unless it can be demonstrated that the substantial harm or loss is necessary to achieve a substantial public benefit that outweighs the harm / loss (paragraph 131). Policy D3 requires development proposals to *"conserve, preserve or enhance the quality of the Borough heritage assets in a manner appropriate to their significance"*. It does not reflect the requirements of National Policy that recognises in some instances there may be harm, even substantial harm, to heritage assets and is therefore not sound in this regard.

Policy D5

6.6 Policy D5 is inconsistent with national policy set in the Written Ministerial statement dated 25 March 2015, where the Government set a new approach to stream-line technical standards through building regulations, limiting the scope within the planning system. The NPPG is clear that there is the scope for local plan policy to set 'optional' technical standards. Policy D5 does not reflect this 'optional' requirement and is inconsistent with National Policy in this regard.

Policy INF1

6.7 Policy INF1 (a) is not sound because it is not effective, in that is could prevent the delivery of development. Certain elements of the infrastructure required over the plan period will not be in the control of the developer, being provided by the local planning authority and County Council, in some instances through the Community Infrastructure Levy. Only where infrastructure is directly provided by a development will there need to be an agreement as to when the infrastructure is to be provided and this could be achieved through section 106 agreements as and when required.

6.8 In addition, provision of high-speed broadband connections to serve a development steps beyond the requirements of the NPPF, which at paragraph 43, suggests local planning authorities *"support the expansion of electronic communication networks"* but does not go as far as requiring developments to deliver these networks. In addition, part 'd' requires sufficient space incorporated into dwellings to allow for home working. The Council is able to set national minimum space standards if there is evidence to do so but outside of those standards they should not seek to place further requirements on internal floorspace.

Appendix 1: Master plan for allocation HA4

Key

Notes/Revisions

Winnham Farm, Dowend Road, Portchester

Miller Homes

N

0m 50m 100m 150m

Illustrative Master Plan

2495-01 /SK-013	Revision: C
	Date issued: Oct 2017
1:3500 @ A3	Drawn by: SL Checked by: IP

TERENCE O'ROURKE

Appendix 2: Location Plan

Key

Notes/Revisions

Dowend Road Portchester

Miller Homes

Location plan

2495-01 /SK-005	Revision: -
DRAFT	Date issued: DEC 2017
1:7000 @ A3	Drawn by: SL/SP Checked by: IP

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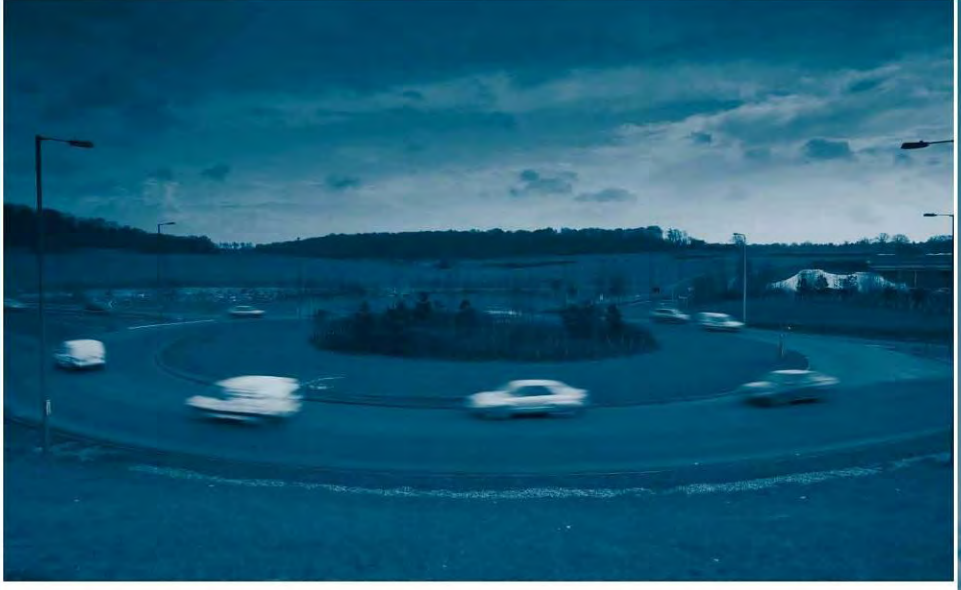
Appendix 3: Transport representation (Ref: TW/SJ/RS/ITB12212-020A R)



LAND WEST OF DOWNEND ROAD, PORTCHESTER

LOCAL PLAN REPRESENTATION

Client: Miller Homes

i-Transport

LOCAL PLAN REPRESENTATION

LAND WEST OF DOWNEND ROAD, PORTCHESTER

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i-Transport Ref: TW/SJ/RS/ITB12212-020A R

Date: 1 December 2017

QUALITY MANAGEMENT

Report No.	Comments	Date	Author	Authorised
ITB12212-020	Draft	29/11/2017	SJ/RS	SJ
ITB12212-020 A	Client Draft	01/12/2017	SJ/RS	SJ

File ref: T:\Projects\12000 Series Project Numbers\12212ITB Downend Road, Portchester\Admin\Report and Tech Notes\ITB12212-020A - Local Plan Representation.docx

CONTENTS

APPENDICES

SECTION 1 INTRODUCTION

1.1 Background

1.1.1 Land at Downend Road, Portchester, is being promoted as a strategic scale residential-led mixed-use development. The land is being promoted by Miller Homes as part of the Fareham Borough Council (FBC) Local Plan (LP) Review. i-Transport has been instructed to provide highways and transport advice.

1.1.2 The draft FBC LP has been published for consultation. The plan allocates land controlled by Miller Homes to the east of Downend Road for 350 dwellings which is supported by its own transport evidence base and will be the subject of an imminent outline planning application.

1.1.3 The Transport Assessment (TA) confirms that the 'allocated' site is in an accessible location for residential development and that the proposed access to the site is safe and links can be provided to create connections to Portchester, nearby employment opportunities and a network of public transport facilities. The TA concludes that with a package of mitigation measures in place, there will not be a significant impact on the highway network. However, the draft LP has not allocated the land to the west or north of Downend Road.

1.1.4 The FBC Strategic Housing Land Availability Assessment (SHLAA) identifies the land to the west of Downend Road as suitable, available and achievable for up to 628 dwellings. However, the FBC Sustainability Appraisal identifies the land to the west as having not been taken forward in the local plan as a ***"highways solution has not been established"*** and that ***"the extent of highway works to support the scale of development would have a lengthy lead in time and could rely on working with a third party"***.

1.1.5 This report responds directly to this, confirming:

- That there are identified and deliverable solutions to highway access which have substantial wider highway benefit;
- That these have been the subject of detailed discussions with both Hampshire County Council (HCC) and Highways England (HE); and

- There are significant further transport benefits associated with allocating the land to the west and north of Downend Road in the revised LP.

1.2 Overview

1.2.1 In line with the requirements of the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), this report has been prepared to consider the transport implications that may arise from allocating the land to the west and north of Downend Road, and to consider the proposal against relevant transport policy.

1.2.2 Specifically, the report has been prepared to consider the three critical tests outlined in paragraph 32 of the National Planning Policy Framework:

- Will safe and acceptable access be provided to the site for all modes?
- Will the opportunities for sustainable travel be taken up?
- Will there be a 'severe' residual cumulative transport impact?

1.2.3 The remainder of this report includes:

- **Section 2** – the highways access strategy;
- **Section 3** –sustainable transport strategy;
- **Section 4** – the likely traffic impacts of the Local Plan; and
- **Section 5** – a summary of the report and its conclusions.

SECTION 2 HIGHWAY ACCESS STRATEGY

2.1 Access Strategy Principles

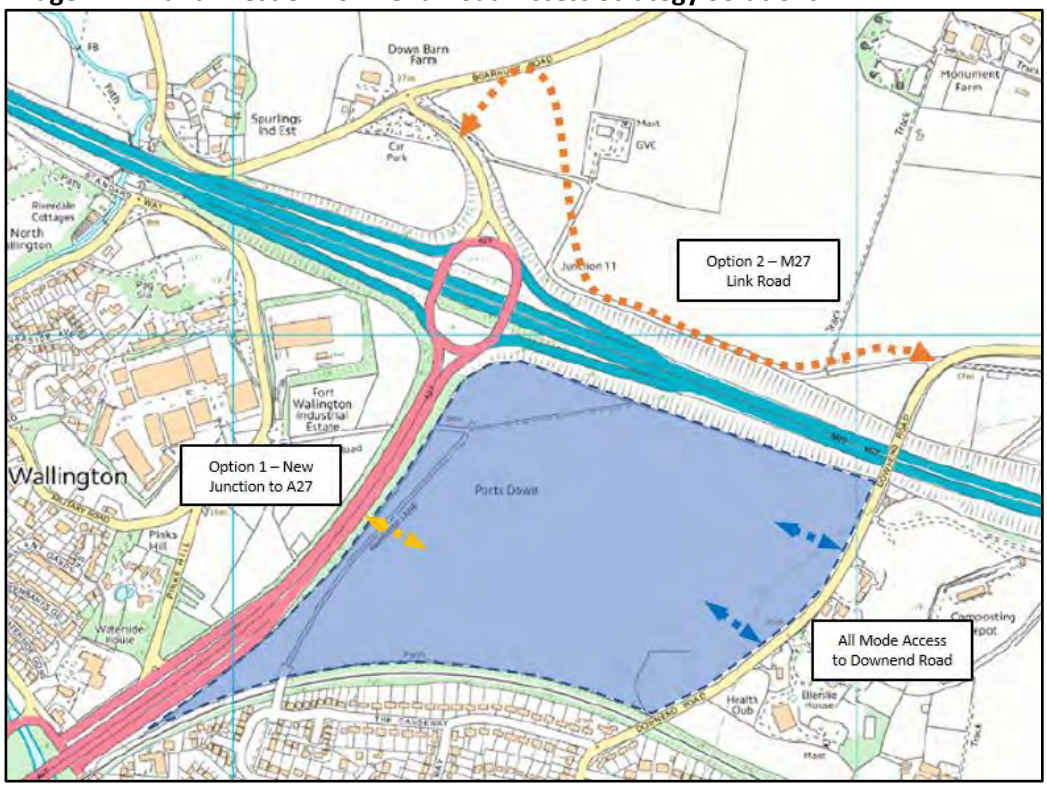
2.1.1 To provide access to the land west of Downend Road and in view of the current capacity constraints on Downend Road itself and the A27 through Portchester, access solutions connecting the site directly to the A27 and M27 networks have been considered.

2.1.2 In addition to providing local access to Downend Road, two options for providing direct strategic access have been investigated and presented to HCC and HE, both of whom have confirmed the options offered potential access solutions. The options are shown in Image 2.1.

Option 1 – New access junction to the A27; and

Option 2 – Northern Link Road to M27 Junction 11;

Image 2.1 – Land West of Downend Road Access Strategy Solutions



2.1.3 Option 1 involves the delivery of a new junction to the A27 corridor between M27 Junction 11 and the A27 Delme Roundabout and Option 2 involves the delivery of a new link road connecting Downend Road with Junction 11 of the M27. These are summarised further below and compliment the access strategy for the land east of Downend Road.

2.2 Access Option 1 - New Junction to the A27

2.2.1 **Option 1** would involve the delivery of a new junction to the A27 south of M27 Junction 11. In this location, a new signal controlled traffic light junction can be delivered to facilitate connection between the site and the A27 corridor, as well as towards the M27 motorway. This would provide a left-in/right-out/left-out configuration which would reduce traffic pressure on the A27 corridor to the south in Portchester, particularly at its junctions with Downend Road and Delme roundabout, and would also reduce traffic pressures on other local roads such as Swivelton Lane, which is currently used to access the M27.

2.2.2 In design terms, it is feasible to achieve the access junction in accordance with design standards (DMRB 50/04) (**Appendix A**).

2.2.3 In terms of land ownership, the junction can be constructed entirely within the public highway or land that is controlled by Miller Homes **(Appendix A)**.

2.2.4 Initial traffic assessment work demonstrates that this junction could be delivered without any significant adverse effects on the A27 or M27 networks, with average delay of less than 15 seconds. **Table 2.1** summarises the initial assessment (with an assumed 1,000 dwellings served by the access – representing development on land east and west of Downend Road) with the full operational assessment provided at **Appendix B**.

Table 2.1: Potential A27 Junction Operation (1000 dwellings)

Arm	Morning Peak			Evening Peak		
	DoS %	Queue	Delay (sec)	DoS %	Queue	Delay (sec)
A27 (s) Ahead	78.0%	14	13	68.5%	12	9
A27 (s) Ahead	72.8%	13	11	63.9%	11	8
A27 (s) Ahead	72.9%	13	11	63.9%	11	8
A27 (n) Ahead / Left	79.5%	15	12	82.0%	16	11
A27 (n) Ahead	72.8%	13	11	71.2%	14	10
A27 (n) Ahead	72.8%	13	11	71.2%	14	10
Site Access Left / Right	33.8%	1	33	22.2%	1	37
Site Access Right	30.4%	1	36	20.3%	1	40

Source: LINSIG 3

2.3 Access Option 2 - New Link Road to M27 Junction 11

2.3.1 **Option 2** would involve the delivery of a new link road to the north of the M27 motorway connecting Downend Road with Junction 11 of the M27. This option would facilitate direct access from the site (and northern Portchester) to the M27 network for motorway bound trips.

2.3.2 An initial road alignment has been prepared by WYG to demonstrate feasibility, and this is provided at **Appendix C.** The road alignment has been designed in general accordance with standards set out in the Design Manual for Roads and Bridges and utilises the exiting haul road where feasible. The road alignment would deliver:

- A 7.3m wide road along its length (with DMRB standard widening on bends as appropriate), along with a 2m footway to the north of the road;
- A simple priority junction between the proposed M27 Link Road and Portsdown Hill Road at the location of the existing Veolia access junction;
- A 'normal' roundabout junction where the proposed M27 Link Road meets Boarhunt Road, with two-lane approaches on each arm of the junction;
- A re-prioritised junction between Boarhunt Road and the M27 Link Road to improve the existing substandard junction; and
- Internal road connections north and south of Boarhunt Road to serve the potential employment development parcels identified on the land to the north of the M27.

2.3.3 The land required to deliver the link road is also being promoted within the FBC Local Plan and there is ongoing liaison between the parties. Correspondence from the land owner is contained within **Appendix D** which confirms that there are no third-party land ownership issues with this option.

2.4 Access Strategy Summary

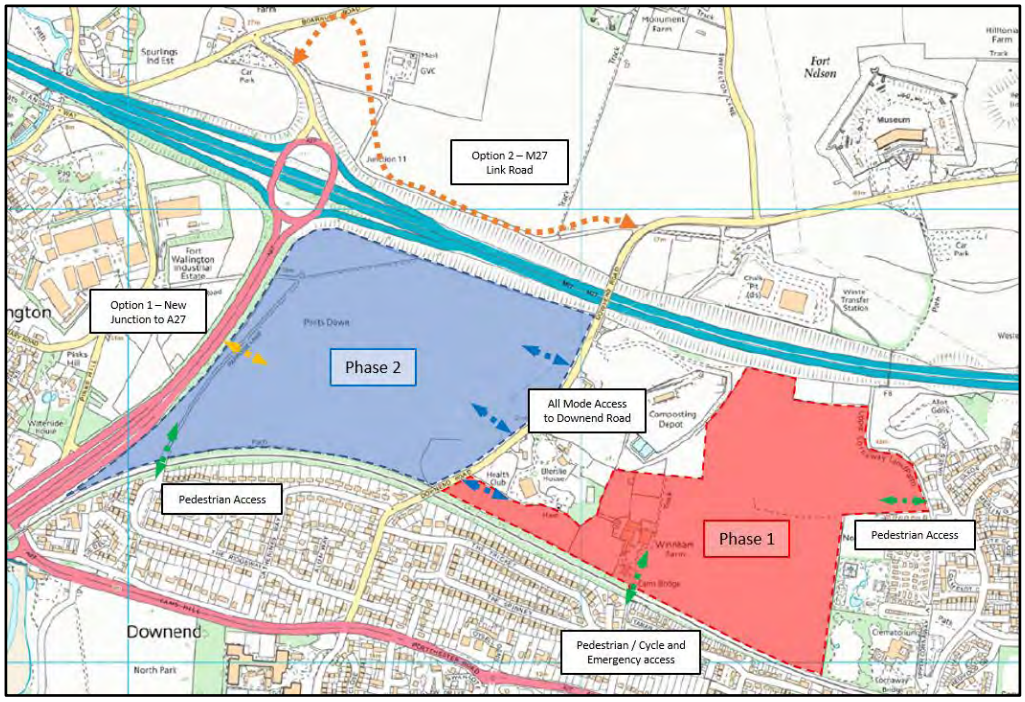
2.4.1 Development of the land to the east and west of Downend Road has the ability to provide a connected and deliverable development of some 1,000 dwellings along with associated facilities including primary schools and local centre.

2.4.2 Both access strategy options provide multi-modal access to the land and can be delivered comprehensively as part of, or subsequently to the land east of Downend Road.

2.4.3 Both access solutions would provide a high-quality access to the land west of Downend Road and critically would do so without introducing any significant detriment to the operation of the A27 through Portchester or the Delme Roundabout.

2.4.4 **Image 2.2** identifies the land east and west of Downend Road and shows how these could be brought forward comprehensively with either of the two access strategy options.

Image 2.2 – Comprehensive Access Strategy



2.4.5 Options 1 and 2 have been presented to HCC and HE and both parties have confirmed the options offer access solutions to serve the land west of Downend Road, subject to further assessment work, notes of the meeting with HCC and HE are in **Appendix E**.

2.5 Access Strategy Conclusion

2.5.1 The delivery of a development on land to the west and east of Downend Road provides opportunities to achieve new connections to the A27 or to M27 Junction 11. These opportunities are deliverable in design, land ownership and operational terms and can compliment and enhance access to the land east of Downend Road.

2.5.2 In summary, there are two deliverable access options which:

- Have been well received by both HCC and HE;
- Are deliverable within design standards; and
- Have no land ownership constraints.

2.5.3 Within **Option 1** - a new junction can be provided to the A27 which:

- Operates wholly within capacity to serve the development site;
- Maintains free flow of traffic on the A27, introducing minimal delay to mainline A27 flow (maximum of 13 seconds);
- Provides a high-quality alternative road connection between northern Portchester and the M27 corridor which would serve the proposed M27-bound development traffic and other existing traffic currently using existing roads in residential areas of Portchester and the lanes north of the M27; and
- Is wholly deliverable with no third-party land issues and is in accordance with design standards.

2.5.4 Within **Option 2** – a link road to M27 Junction 11 can be provided which:

- Can serve development to the east and west of Downend Road and provide access to land to the north of the M27;
- Is wholly deliverable with no third-party land issues and is in accordance with design standards; and
- Provides a high-quality alternative road connection between northern Portchester and the M27 corridor which would serve the proposed M27-bound development traffic and other existing traffic currently using existing roads in residential areas of Portchester and the lanes north of the M27.

2.5.5 In the context of the NPPF transport tests, it is demonstrated that the site benefits from two deliverable access options that ensure that safe and suitable access to the site can be delivered for all modes.

SECTION 3 ACCESSIBILITY

3.1 Introduction

3.1.1 The site is located between Fareham and Portchester which both provide a range of access to non-car modes of transport and both provide key services and facilities.

3.1.2 The *Fareham Draft Local Plan – Development Site Allocations Interim Transport Assessment was published on 24 October 2017* and informs the proposed development site allocation within the emerging FBC Local Plan. It provides an overview of the accessibility of the borough, with Fareham and Portchester being recognised as important settlements throughout the document.

3.2 Existing Conditions

3.2.1 This section describes the existing transport conditions in the area, including the opportunities for walking, cycling and public transport.

Walking Distances

3.2.2 *MfS notes that* ***"…walking offers the greatest potential to replace short car trips, particularly those under 2km."***

3.2.3 DMRB TD91/05 'Provision for Non-Motorised Users', identifies that walking is a 'normal' mode of transport for journeys undertaken within a range of two miles:

> **"Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances".** (Para 2.3)

3.2.4 Against this background, the following walking distances are identified:

- Up to **2,000m** – A reasonable walking distance i.e. the distance that "offers the greatest potential to replace short car trips"; and
- Up to **3,200m** – A maximum regular walking distance i.e. the distance within which journeys can normally be undertaken on foot.

Cycling Distances

3.2.5 Paragraph 2.11 of TA91/05 "Provision for Non-Motorised Users" states:

> **"Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport."**

3.2.6 A cycling distance of up to around 8km (5 miles) offers the greatest potential to replace cars trips and is therefore a "reasonable" cycling distance. As identified in TA91/05 cycling also frequently forms part of a longer journey in combination with public transport.

Key Destinations

3.2.7 Using these key walking and cycling distances there are a range of local facilities which are accessible including education, leisure, retail and employment. A list of high level facilities within the local area are listed in **Table 3.1**.

Table 3.1: Key Local Services and Facilities

Facility	Destination	Distance from the Centre of Site (m)	Walking	Cycling
Education	Cams Hill Secondary School	820	✓✓	✓✓
	Red Barn Community Primary School	1860	✓✓	✓✓
Employment	Fort Wallington Industrial Estate	1680	✓✓	✓✓
	Fareham Industrial Park	1950	✓✓	✓✓
	Trafalgar Wharf	3200	✓	✓✓
Retail/Leisure	Fareham Town Centre	1800	✓✓	✓✓
	Tesco	1930	✓✓	✓✓
	Portchester Town Centre	2800	✓	✓✓
Transport	Eastbound Bus Stop	730	✓✓✓	✓✓
	Westbound Bus Stop	845	✓✓	✓✓
	Portchester Railway Station	2870	✓	✓✓
	Fareham Railway Station	2920	✓	✓✓

Notes: Walk Distances – ✓✓✓ less than 800m ✓✓ between 800m and 2km, ✓ between 2km and 3.2km
Cycle Distances – ✓✓✓ less than 2km ✓✓ between 2km and 5km, ✓ between 5km and 8km

3.2.8 There are a number of key facilities within the local area which would be accessible by future residents. This includes education facilities which can be accessed to the south of the site, and through 'Land East of Downend Road' to reach the primary education facilities to the east. Key employment areas to the west of the site in Fareham can be easily accessible from the site and are within a 2km walking distance. The closest retail and leisure centre is within Fareham Town well within a 2km walking distance.

Public Transport Facilities – Bus Travel

3.2.9 Several bus services operate from along bus stops located along the A27 corridor (some 730m and 845m from the site), including the frequent (10 minute) Service 3 as well as Service F3 and Solent Ranger X4. Services SD4 and SD5 are also available providing connections to South Downs College. **Table 3.2** summarises local bus services.

Table 3.2: Local Bus Services

Route	Destinations	Service Frequency		
		Weekday	**Saturdays**	**Sundays**
3	**Fareham - Portchester – QA Hospital - Portsmouth**	Every 10 minutes First bus at 05:17 Last bus at 22:34	Every 10 minutes First bus at 05:28 Last bus at 22:34	Every 20 minutes First bus at 06:16 Last at 22:04
F3	**Portchester Precinct – Fareham**	Every 2 hours First bus at 10:30 Last bus at 14:30	Every 2 hours First bus at 10:30 Last bus at 14:30	No Service
Solent Ranger X4	**Southampton – Fareham – Portchester - Portsmouth**	Every 30 minutes First bus at 06:56 Last bus at 19:12	Every 30 minutes First bus at 07:42 Last bus at 18:33	Every hour First bus at 08:55 Last bus at 18:28
School Services – Weekdays Only				
SD4	**South Downs College – Cosham - Portchester – Bishops Waltham**	Morning departure 08:21 Afternoon return 17:43		
SD5	**South Downs College – Portchester – Fareham - Gosport**	Morning departure 08:14 Afternoon return 16:56		

Source: Traveline

Public Transport Facilities – Rail Travel

3.2.10 The closest railway station to the site is Portchester Station which located some 2.8km east from the site and would be accessed using the pedestrian connections through 'Land East of Downend Road'. This station does not currently have a car park however it does have 10 cycle storage spaces. Key destinations include Southampton, London, Portsmouth, Winchester and Chichester.

3.2.11 Fareham Railway Station is located 2.9km west from the site. This station has a 266 cycle storage spaces, 154 car park spaces and 5 accessible car park spaces. Key destinations include Portsmouth, London Waterloo, London Victoria, Cardiff, Southampton and Brighton.

3.3 On-Site Facilities

3.3.1 This site, accumulatively with 'Land East of Downend Road', could provide a number of additional on-site services including a school, community centre and local centre. This would provide for many of the day to day needs of local residents and limited the vehicular trips generated external to the site. A range of on-site facilities would also be beneficial for those residents from 'Land East of Downend Road' in addition to the possible further residential dwellings that could be provided on that site. This would also help reduce the number of vehicular trips onto Downend Road and onwards into Portchester and Fareham as many 'day to day' facilities would be provided on site.

3.4 Fareham Draft Local Plan – Development Site Allocations Interim Transport Assessment

3.4.1 The Draft Local Plan Transport Assessment, identifies that Fareham and Portchester are key settlements and provide important facilities. The document identifies:

- The site is located within a 30-minute (2.4km) walking distance from Town, District and Local Centre;
- The site located within a 30-minute (2.4km) walking distance from Retail Hubs; and
- The site is located within a 5-minute drive to nearest Retail Centre.

3.4.2 The site recognised within FBC's own work to be located within a 30-minute walking distance from Town, District and Local Centres, and can be classed as a sustainable location.

3.5 Summary

3.5.1 The site provides excellent access to key local services and facilities in both Portchester and Fareham. Key facility groups including education, employment, retail/leisure and transport can be accessed from the site the site with many below 2km which is recognised as the distance below which walking offers the greatest potential to replace short car trips.

3.5.2 The site could also provide a range of new on-site facilities which can provide for the day to day needs of residents and help limit any external vehicular trips.

3.5.3 The Fareham Draft Local Plan, Interim Transport Assessment concludes that the site is located within a sustainable area, and is classed as a being within a 30-minute walking distance from Town/District/Local Centres.

3.5.4 In the context of the NPPF Transport tests it is demonstrated that there will clearly be opportunities for sustainable travel to be taken up.

SECTION 4 LOCAL PLAN TRAFFIC IMPACT

4.1 Introduction

4.1.1 FBC commissioned Atkins to carry out transportation work to inform the emerging LP and potential site allocations. The Atkins report, *Fareham Draft Local Plan – Development Site Allocations Interim Transport Assessment* was published on 24 October 2017. The report considers the transport impact of potential site allocations and what interventions maybe required to address any incremental impacts arising from them.

4.2 Baseline Traffic Issues

4.2.1 The Atkins report identifies various locations in the borough where existing traffic demand causes significant congestion, the locations include:

- M27 Junctions 8 – 11;
- A27 Portchester Road westbound at Delme roundabout;
- A27 Eastern Way between M27 J11 and Quay Street Road; and
- Other parts of the A27, A32, B3334 and B3385.

4.2.2 The Atkins report also includes a summary of a 2036 run of the *Sub-Regional Transport Model* (SRTM) carried out by the *Partnership for Urban South Hampshire* (PUSH) which takes account of committed developments and planned transport interventions up to 2036. The model run identifies the locations where the network is forecast to be under strain by 2036 with many of the existing traffic issues being forecast to continue. Those junctions forecast to be most in need to intervention by 2036 are listed and, this includes a number of junctions on the A27 corridor including the Delme roundabout.

4.2.3 The report also discussed the 2008 Solent Transport - *Strategic Access to Gosport Study* (StAG) and reviews a number of planned interventions to address the above future congestion issues. Whilst a number of schemes are either planned or complete, there is 'No current proposal' for the Delme Roundabout.

4.3 Local Plan Traffic Assessment

4.3.1 The Atkins report includes a summary of a recent run of the *Sub-Regional Transport Model* (SRTM) which adds the forecast traffic demand from the emerging site allocations to that in 2036 'baseline' model. There are numerous junctions identified to be forecast to be approaching or exceeding their capacity including:

- A32 / A334 near Welborne;
- M27 / A32 near Welborne;
- M27 J10 and J11;
- A27 Delme roundabout;
- A27 Fareham Station junction; and
- Various other junctions throughout the borough.

4.3.2 The Atkins report concludes that it may be appropriate to seek developer contributions towards capacity enhancements at these locations, although no enhancements or mitigation is identified.

4.4 Land West of Downend Road – traffic benefits

4.4.1 Developing the land to the west of Downend Road can assist in addressing capacity issues highlighted above through either of the deliverable access options (Section 2) and by helping to deliver improvements at M27 J11, A27 Delme roundabout and on the A27 corridor.

Access option 1

4.4.2 A new junction to the A27 (South of M27 Junction 11) has the potential to offer considerable benefit to the capacity of local highway network.

4.4.3 There are currently two routes that provide access to the M27 corridor from northern Portchester - Swivelton Lane / Boarhunt Road and the A27 corridor to the south of the site. Together these routes provide access to the M27 corridor and therefore cater for vehicular trips to key destinations including Southampton, Eastleigh, Hedge End, Winchester, Chichester and Portsmouth.

4.4.4 The new junction onto the A27 would provide convenient and direct access to the primary road network immediately south of M27 Junction 11. This would not only provide access to the land west of Downend Road but could accommodate traffic from northern Portchester seeking to access the M27. Currently traffic from northern Portchester is required to use Downend Road, the Thicket and the A27 Cams Hall to the south and Swilverton Lane to the north.

4.4.5 A reassignment of the M27-bound trips from the A27 and the Delme roundabout a new direct onto the A27 would help limit future congestion at the Delme roundabout which has already been identified by FBC as an existing and future congestion 'hotspot'.

Access option 2 – M27 Link Road

4.4.6 A new link road to M27 also has potential to offer considerable benefit to the capacity of local highway network.

4.4.7 As above, there are currently two routes that provide access to the M27 corridor from northern Portchester - Swivelton Lane / Boarhunt Road and the A27 corridor to the south of the site, providing access to the M27 corridor and numerous key destinations.

4.4.8 A high standard link road connection to the M27 (Section 2) would offer a more attractive option for travel from the site to the M27 Junction 11, increasing the speed and quality of the journey.

4.4.9 A link road would primarily enable connectivity between the site, wider northern Portchester area and the M27 and would reduce traffic using the A27 corridor, particularly that travelling through the A27 / Downend Road Junction and the critical A27 Delme roundabout.

4.4.10 A link road would also remove traffic from lower standard routes such as Swivelton Lane and has the potential to abstract traffic from the residential areas of northern Portchester that currently use the A27 / Downend Road.

Summary

4.4.11 Land west of Downend Road and land to the north would have significant benefits for the wider traffic network by providing alternative routes from Portchester to the M27 corridor (through either of the two deliverable access options) which have the potential to realise strategic scale improvements to local traffic conditions.

Wider improvement options

4.4.12 In addition to the site access strategy the land West of Downend Road also provides considerable further opportunities for improvement the wider local network which can address existing and future capacity issues identified by FBC in the Atkins *FBC Draft Local Plan – Development Site Allocations Interim Transport Assessment.*

4.4.13 At this stage there are two immediate locations likely to exhibit capacity issues in the future, even without the LP development and possible improvement options have been considered at:

- A27 / Downend Road – Provision of a two-lane approach on Shearwater Avenue, along with MOVA operation and PUFFIN crossing technology; and
- A27 Delme Roundabout – Improvement to deliver further signalisation to the A27 Cams Hall and A32 Wallington Way approaches, along with circulatory widening at the junction.

4.4.14 An assessment of an improvement to the A27 / Downend Road junction demonstrates that there is potential to deliver additional capacity and improve pedestrian crossing provision.

4.4.15 An initial assessment of the potential improvement to the A27 Delme Roundabout indicates that the scheme has the potential to deliver significant capacity improvement to the junction, substantially improving junction operation.

4.4.16 The scheme has been designed to a concept stage and tested to accommodate LP development traffic. The improvements have been discussed with HCC and can be delivered without a lengthy lead in time and wholly within land that is part of the public highway.

SECTION 5 SUMMARY AND CONCLUSIONS

5.1 Summary

5.1.1 i-Transport has been appointed by Miller Homes to provide highway and transport advice in relation to the promotion of Land to the west and east of Downend Road, Fareham, for a strategic scale residential led development.

5.1.2 It is concluded that safe and suitable access can be provided to the site by either:

- Option 1 – New access junction to the A27; and
- Option 2 – Northern Link Road to M27 Junction 11;

5.1.3 Both options have been agreed as good potential solutions with HCC and HE. Both access options will be refined in liaison with FBC and HCC/HE but overall it is demonstrated that safe and suitable access to the site can be delivered wholly any third party lend.

5.1.4 The site has excellent accessibility to local services and facilities, and offers strong potential for sustainable travel using walking, cycling and public transport. The layout of the site will be designed to maximise sustainable travel, and connect with land east of Downend Road to ensure opportunities for sustainable travel are maximised.

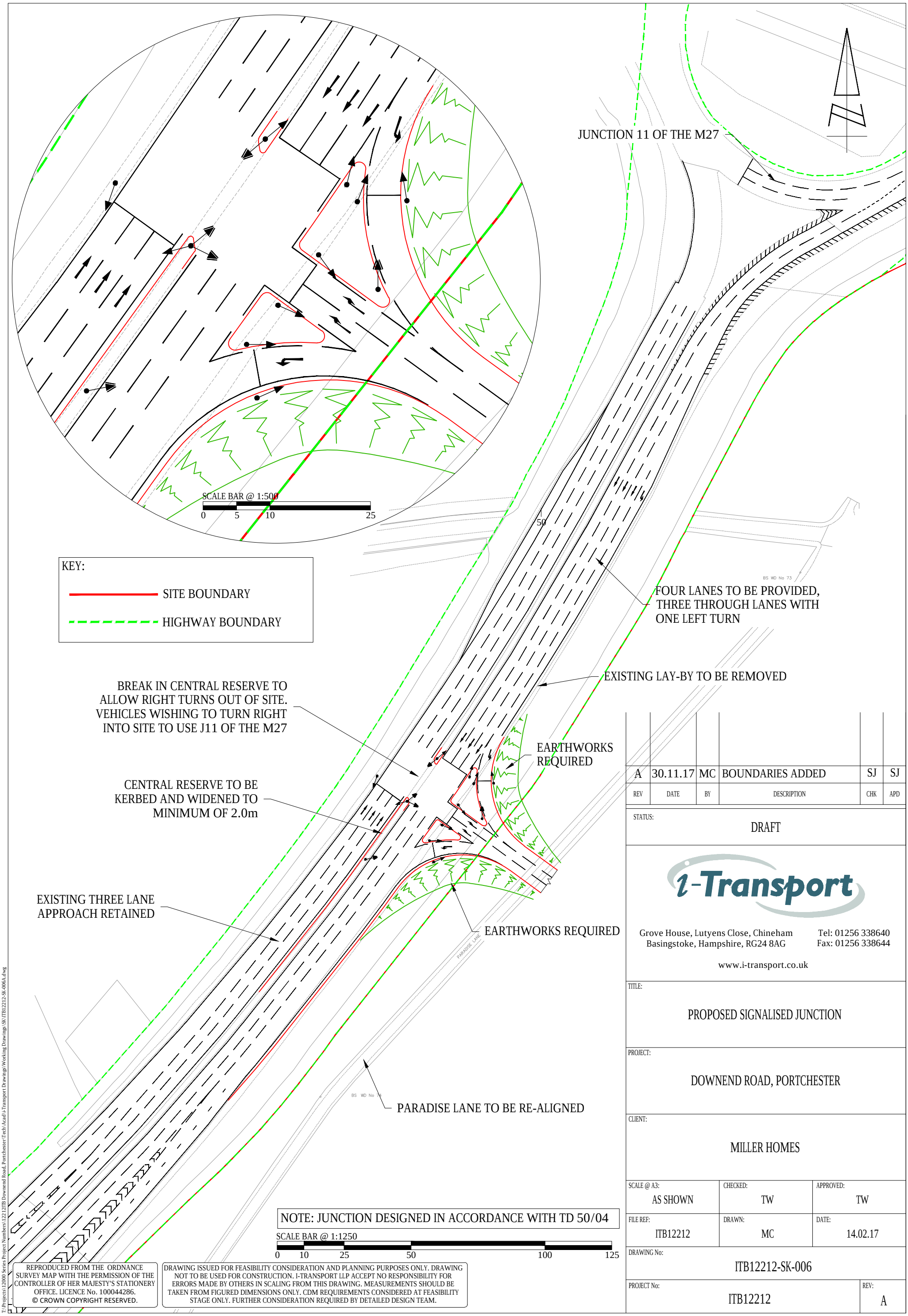
5.1.5 Whilst it is inevitable that new development will generate additional traffic demands, initial review has demonstrated that these impacts can be offset by the substantial benefits derived from the proposed access strategy and wider deliverable highway improvements that have been identified. A full and detailed transport assessment would be provided to identify any further mitigation needed.

5.2 Conclusion

5.2.1 This report has demonstrated that the site is in an accessible location, that safe and suitable access can be readily delivered, and that the residual cumulative impacts of the development could provide betterment to local traffic conditions and would not result in a severe impact upon the local highway network.

5.2.2 In conclusion, the site can be brought forward in a manner which fully accords with the highway and transport requirements of the NPPF.

APPENDIX A **Drawing ITB12212-SK-006A**



REV	DATE	BY	DESCRIPTION	CHK	APD
A	30.11.17	MC	BOUNDARIES ADDED	SJ	SJ

STATUS: DRAFT

i-Transport
Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
Fax: 01256 338644
www.i-transport.co.uk

TITLE: PROPOSED SIGNALISED JUNCTION

PROJECT: DOWNEND ROAD, PORTCHESTER

CLIENT: MILLER HOMES

SCALE @ A3:	CHECKED:	APPROVED:
AS SHOWN	TW	TW
FILE REF:	DRAWN:	DATE:
ITB12212	MC	14.02.17

DRAWING No: ITB12212-SK-006

PROJECT No: ITB12212 REV: A

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

T:\Projects\12000 Series Project Numbers\12212\ITB Downend Road, Portchester\Tech\Acad\i-Transport Drawings\Working Drawings\SK\ITB12212-SK-006A.dwg

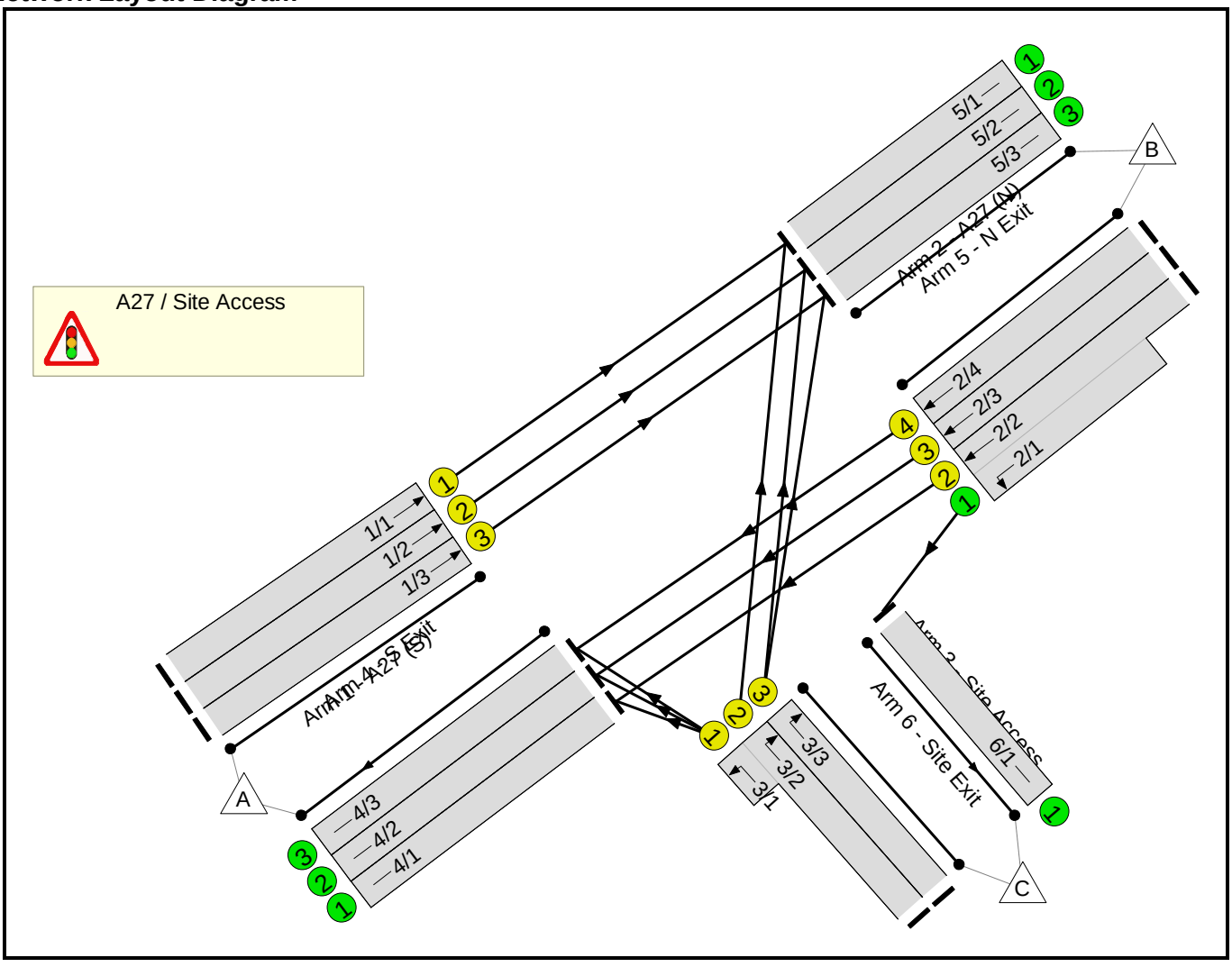
APPENDIX B **New A27 Junction Capacity Modelling**

Full Input Data And Results

User and Project Details

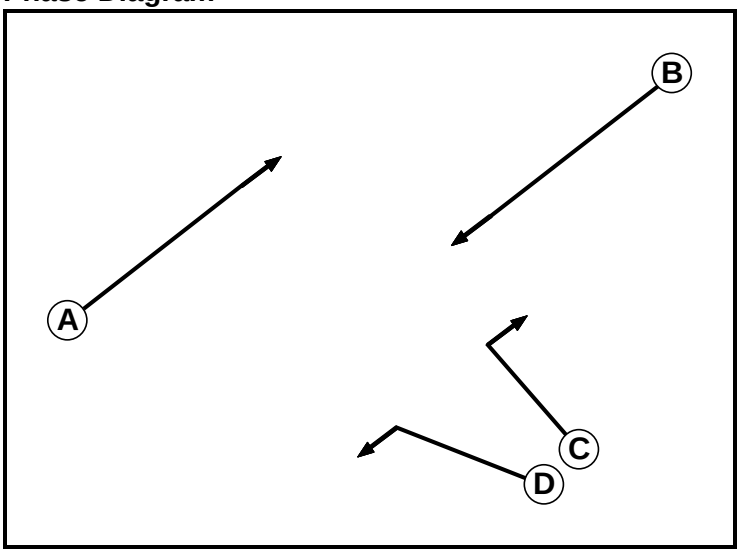
Project:	**ITB12212 Portchester**
Title:	**A27 / Site Access**
Location:	Portchester
File name:	A27_Site Access.lsg3x
Author:	AL
Company:	
Address:	
Notes:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	1		-9999	7
D	Traffic	1		-9999	7

Phase Intergreens Matrix

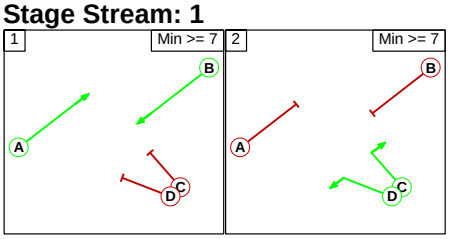
		Starting Phase			
		A	B	C	D
Terminating Phase	A		-	5	-
	B	-		6	7
	C	7	7		-
	D	-	5	-	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B
1	2	C D

Stage Diagram

Stage Stream: 1



Full Input Data And Results

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A27 / Site Access
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A27 / Site Access												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A27 (S))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
1/2 (A27 (S))	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 5 Ahead	Inf
1/3 (A27 (S))	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 5 Ahead	Inf
2/1 (A27 (N))	U		2	3	15.0	Geom	-	3.75	0.00	Y	Arm 6 Left	30.00
2/2 (A27 (N))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
2/3 (A27 (N))	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm 4 Ahead	Inf
2/4 (A27 (N))	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm 4 Ahead	Inf
3/1 (Site Access)	U	D	2	3	2.5	Geom	-	4.00	0.00	Y	Arm 4 Left	25.00
3/2 (Site Access)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Right	20.00
3/3 (Site Access)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Right	17.00
4/1 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/3 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/3 (N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Site Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 AM Peak + Dev'	07:30	08:30	01:00	
2: '2026 PM Peak + Dev'	16:00	17:00	01:00	

Full Input Data And Results

Scenario 1: '1' (FG1: '2026 AM Peak + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	3184	0	3184
	B	3183	0	81	3264
	C	47	150	0	197
	Tot.	3230	3334	81	6645

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: A27 / Site Access	
1/1	1061
1/2	1061
1/3	1062
2/1 (short)	81
2/2 (with short)	1142(In) 1061(Out)
2/3	1061
2/4	1061
3/1 (short)	47
3/2 (with short)	121(In) 74(Out)
3/3	76
4/1	1077
4/2	1077
4/3	1076
5/1	1135
5/2	1099
5/3	1100
6/1	81

Full Input Data And Results

Lane Saturation Flows

Junction: A27 / Site Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A27 (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
1/2 (A27 (S))	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
1/3 (A27 (S))	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
2/1 (A27 (N))	3.75	0.00	Y	Arm 6 Left	30.00	100.0 %	1895	1895
2/2 (A27 (N))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (A27 (N))	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
2/4 (A27 (N))	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1 (Site Access)	4.00	0.00	Y	Arm 4 Left	25.00	100.0 %	1901	1901
3/2 (Site Access)	3.50	0.00	Y	Arm 5 Right	20.00	100.0 %	1828	1828
3/3 (Site Access)	3.50	0.00	Y	Arm 5 Right	17.00	100.0 %	1806	1806
4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (S Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/3 (N Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
6/1 (Site Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2' (FG2: '2026 PM Peak + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	2959	0	2959
	B	3297	0	194	3491
	C	27	86	0	113
	Tot.	3324	3045	194	6563

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: A27 / Site Access	
1/1	987
1/2	986
1/3	986
2/1 (short)	194
2/2 (with short)	1293(In) 1099(Out)
2/3	1099
2/4	1099
3/1 (short)	27
3/2 (with short)	69(In) 42(Out)
3/3	44
4/1	1108
4/2	1108
4/3	1108
5/1	1029
5/2	1008
5/3	1008
6/1	194

Full Input Data And Results

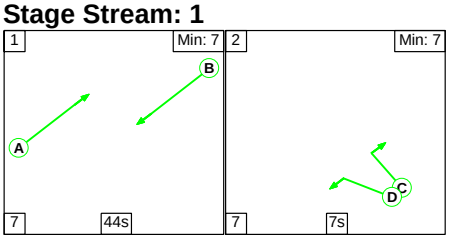
Lane Saturation Flows

Junction: A27 / Site Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A27 (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
1/2 (A27 (S))	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
1/3 (A27 (S))	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
2/1 (A27 (N))	3.75	0.00	Y	Arm 6 Left	30.00	100.0 %	1895	1895
2/2 (A27 (N))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (A27 (N))	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
2/4 (A27 (N))	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1 (Site Access)	4.00	0.00	Y	Arm 4 Left	25.00	100.0 %	1901	1901
3/2 (Site Access)	3.50	0.00	Y	Arm 5 Right	20.00	100.0 %	1828	1828
3/3 (Site Access)	3.50	0.00	Y	Arm 5 Right	17.00	100.0 %	1806	1806
4/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/3 (S Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
5/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/3 (N Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
6/1 (Site Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '1' (FG1: '2026 AM Peak + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



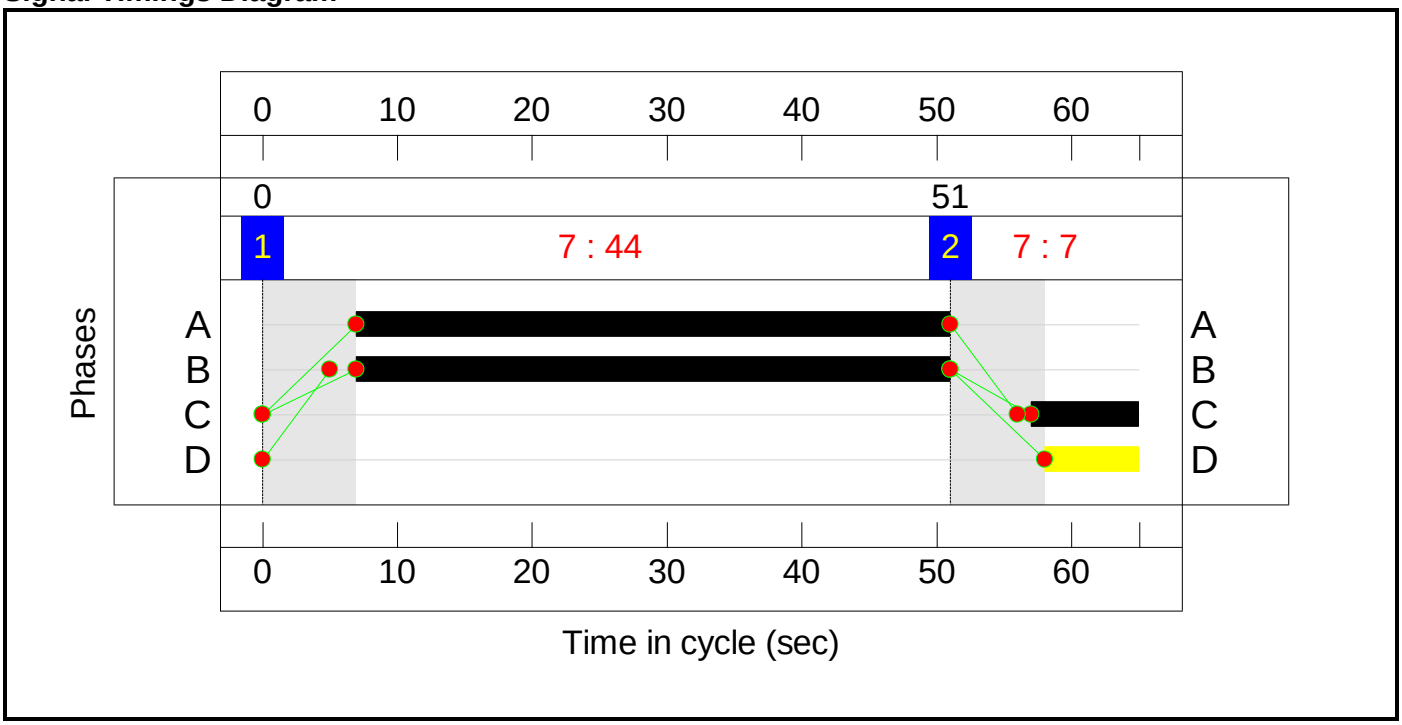
Full Input Data And Results

Stage Timings

Stage Stream: 1

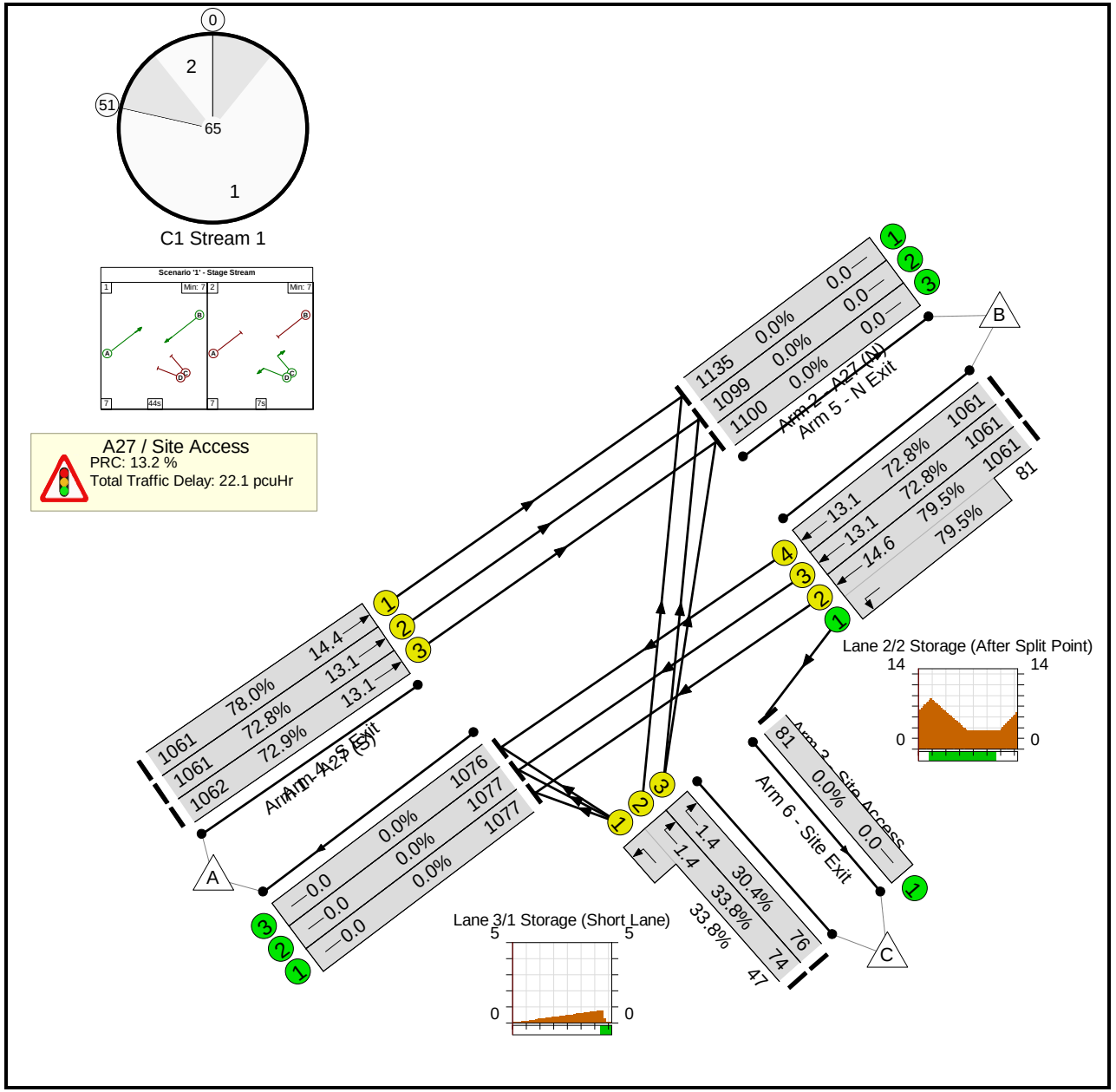
Stage	1	2
Duration	44	7
Change Point	0	51

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 / Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.5%**
A27 / Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.5%**
1/1	A27 (S) Ahead	U	1	N/A	A		1	44	-	1061	1965	1360	78.0%
1/2	A27 (S) Ahead	U	1	N/A	A		1	44	-	1061	2105	1457	72.8%
1/3	A27 (S) Ahead	U	1	N/A	A		1	44	-	1062	2105	1457	72.9%
2/2+2/1	A27 (N) Ahead Left	U	1	N/A	B -		1	44	-	1142	1965:1895	1335+102	79.5 : 79.5%
2/3	A27 (N) Ahead	U	1	N/A	B		1	44	-	1061	2105	1457	72.8%
2/4	A27 (N) Ahead	U	1	N/A	B		1	44	-	1061	2105	1457	72.8%
3/2+3/1	Site Access Left Right	U	1	N/A	C D		1	8:7	-	121	1828:1901	219+139	33.8 : 33.8%
3/3	Site Access Right	U	1	N/A	C		1	8	-	76	1806	250	30.4%
4/1	S Exit	U	N/A	N/A	-		-	-	-	1077	Inf	Inf	0.0%
4/2	S Exit	U	N/A	N/A	-		-	-	-	1077	Inf	Inf	0.0%
4/3	S Exit	U	N/A	N/A	-		-	-	-	1076	Inf	Inf	0.0%
5/1	N Exit	U	N/A	N/A	-		-	-	-	1135	Inf	Inf	0.0%
5/2	N Exit	U	N/A	N/A	-		-	-	-	1099	Inf	Inf	0.0%
5/3	N Exit	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%
6/1	Site Exit	U	N/A	N/A	-		-	-	-	81	Inf	Inf	0.0%

Full Input Data And Results

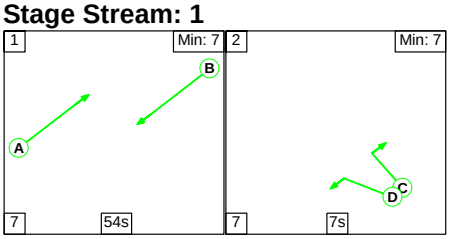
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / Site Access	**-**	**-**	**0**	**0**	**0**	**12.6**	**9.5**	**0.0**	**22.1**	**-**	**-**	**-**	**-**
A27 / Site Access	**-**	**-**	**0**	**0**	**0**	**12.6**	**9.5**	**0.0**	**22.1**	**-**	**-**	**-**	**-**
1/1	1061	1061	-	-	-	2.0	1.8	-	3.7	12.6	12.7	1.8	14.4
1/2	1061	1061	-	-	-	1.8	1.3	-	3.2	10.7	11.8	1.3	13.1
1/3	1062	1062	-	-	-	1.8	1.3	-	3.2	10.7	11.8	1.3	13.1
2/2+2/1	1142	1142	-	-	-	2.0	1.9	-	3.9 (3.7+0.1)	12.2 (12.7:6.0)	12.7	1.9	14.6
2/3	1061	1061	-	-	-	1.8	1.3	-	3.2	10.7	11.8	1.3	13.1
2/4	1061	1061	-	-	-	1.8	1.3	-	3.2	10.7	11.8	1.3	13.1
3/2+3/1	121	121	-	-	-	0.9	0.3	-	1.1 (0.7+0.4)	33.0 (32.8:33.3)	1.2	0.3	1.4
3/3	76	76	-	-	-	0.5	0.2	-	0.8	35.5	1.2	0.2	1.4
4/1	1077	1077	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1077	1077	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	1076	1076	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1135	1135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1099	1099	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): 13.2 Total Delay for Signalled Lanes (pcuHr): 22.11 Cycle Time (s): 65
PRC Over All Lanes (%): 13.2 Total Delay Over All Lanes(pcuHr): 22.11

Full Input Data And Results
Scenario 2: '2' (FG2: '2026 PM Peak + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

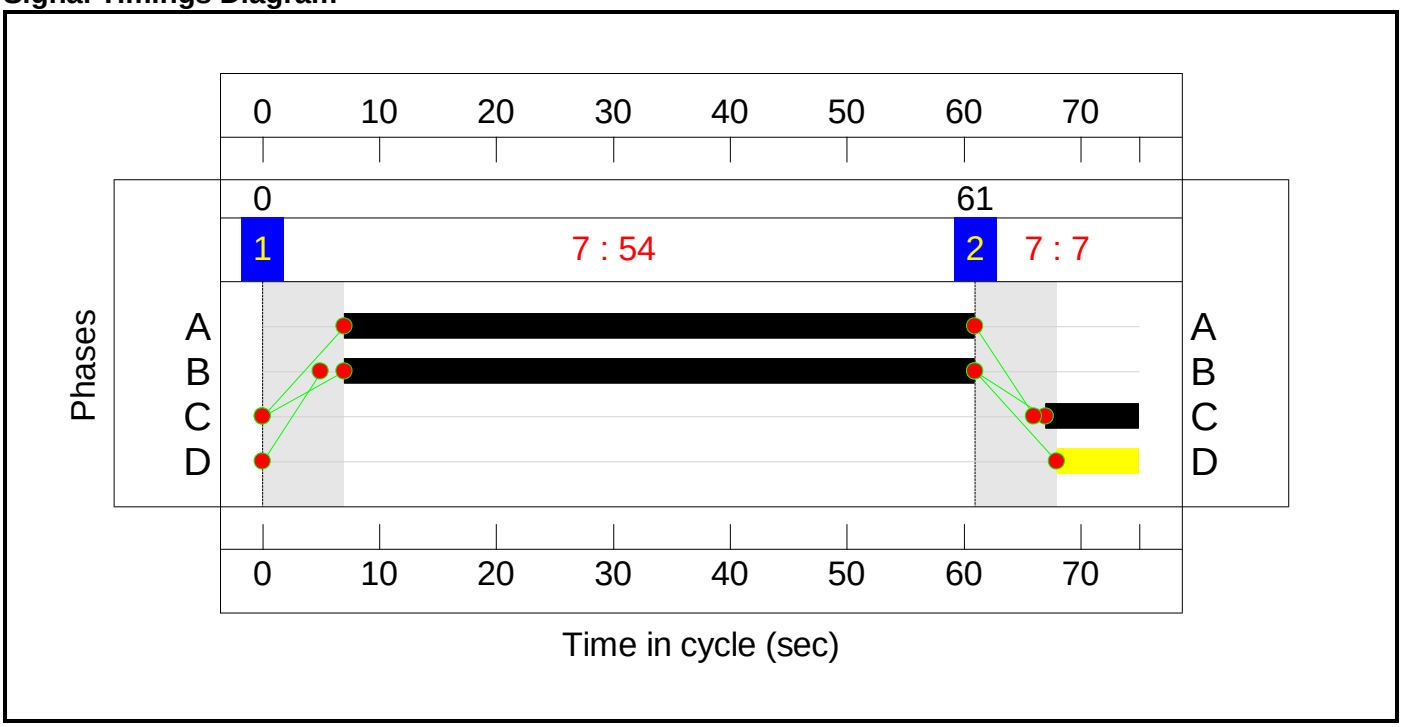


Stage Timings

Stage Stream: 1

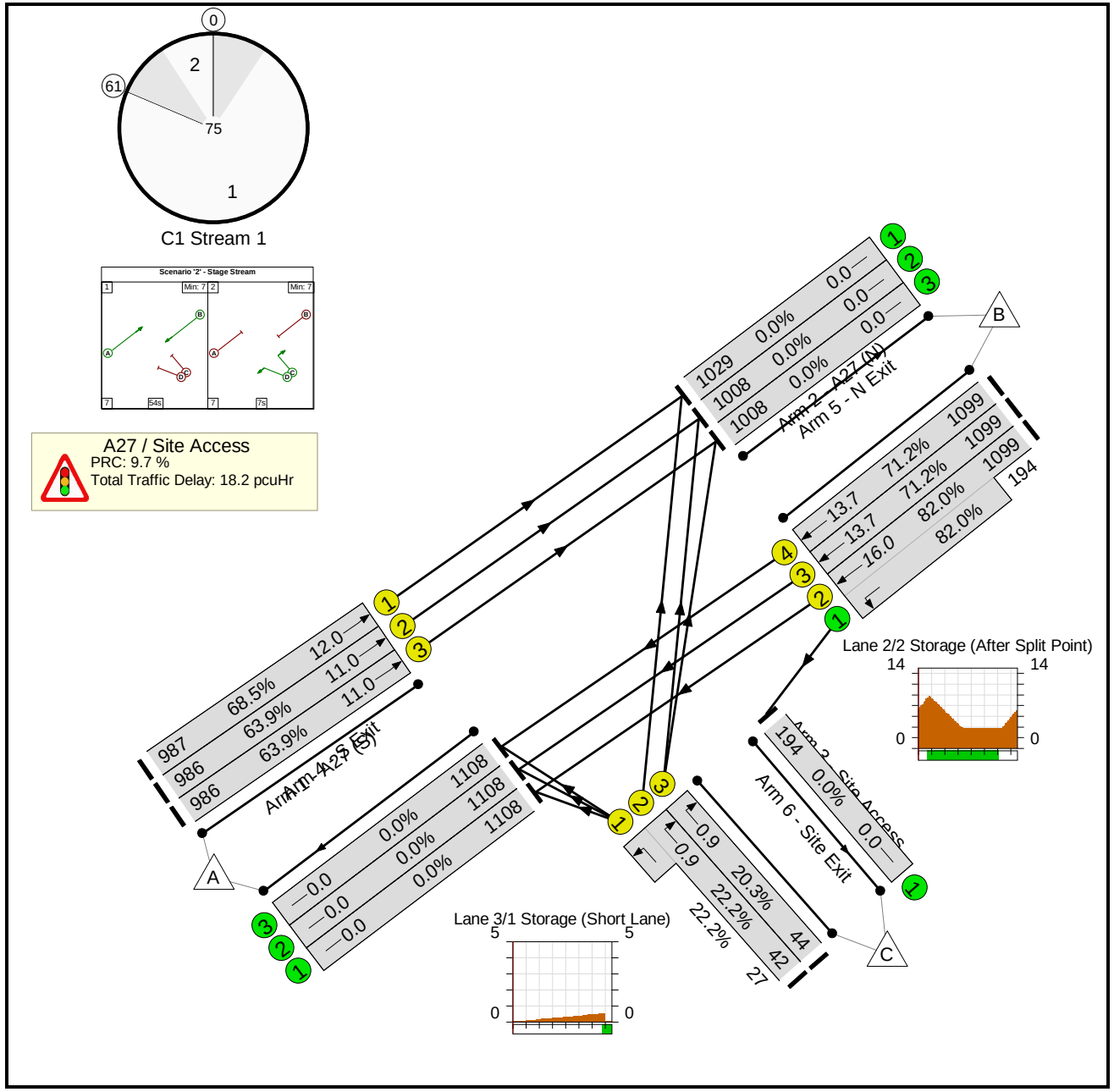
Stage	1	2
Duration	54	7
Change Point	0	61

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 / Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.0%**
A27 / Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.0%**
1/1	A27 (S) Ahead	U	1	N/A	A		1	54	-	987	1965	1441	68.5%
1/2	A27 (S) Ahead	U	1	N/A	A		1	54	-	986	2105	1544	63.9%
1/3	A27 (S) Ahead	U	1	N/A	A		1	54	-	986	2105	1544	63.9%
2/2+2/1	A27 (N) Ahead Left	U	1	N/A	B -		1	54	-	1293	1965:1895	1340+237	82.0 : 82.0%
2/3	A27 (N) Ahead	U	1	N/A	B		1	54	-	1099	2105	1544	71.2%
2/4	A27 (N) Ahead	U	1	N/A	B		1	54	-	1099	2105	1544	71.2%
3/2+3/1	Site Access Left Right	U	1	N/A	C D		1	8:7	-	69	1828:1901	190+122	22.2 : 22.2%
3/3	Site Access Right	U	1	N/A	C		1	8	-	44	1806	217	20.3%
4/1	S Exit	U	N/A	N/A	-		-	-	-	1108	Inf	Inf	0.0%
4/2	S Exit	U	N/A	N/A	-		-	-	-	1108	Inf	Inf	0.0%
4/3	S Exit	U	N/A	N/A	-		-	-	-	1108	Inf	Inf	0.0%
5/1	N Exit	U	N/A	N/A	-		-	-	-	1029	Inf	Inf	0.0%
5/2	N Exit	U	N/A	N/A	-		-	-	-	1008	Inf	Inf	0.0%
5/3	N Exit	U	N/A	N/A	-		-	-	-	1008	Inf	Inf	0.0%
6/1	Site Exit	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / Site Access	**-**	**-**	**0**	**0**	**0**	**10.4**	**7.8**	**0.0**	**18.2**	**-**	**-**	**-**	**-**
A27 / Site Access	**-**	**-**	**0**	**0**	**0**	**10.4**	**7.8**	**0.0**	**18.2**	**-**	**-**	**-**	**-**
1/1	987	987	-	-	-	1.5	1.1	-	2.6	9.3	11.0	1.1	12.0
1/2	986	986	-	-	-	1.4	0.9	-	2.3	8.2	10.1	0.9	11.0
1/3	986	986	-	-	-	1.4	0.9	-	2.3	8.2	10.1	0.9	11.0
2/2+2/1	1293	1293	-	-	-	1.8	2.2	-	4.1 (3.8+0.3)	11.4 (12.3:6.2)	13.7	2.2	16.0
2/3	1099	1099	-	-	-	1.7	1.2	-	2.9	9.6	12.5	1.2	13.7
2/4	1099	1099	-	-	-	1.7	1.2	-	2.9	9.6	12.5	1.2	13.7
3/2+3/1	69	69	-	-	-	0.6	0.1	-	0.7 (0.4+0.3)	37.4 (37.2:37.8)	0.8	0.1	0.9
3/3	44	44	-	-	-	0.4	0.1	-	0.5	40.2	0.8	0.1	0.9
4/1	1108	1108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1108	1108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	1108	1108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1029	1029	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1008	1008	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	1008	1008	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): 9.7 Total Delay for Signalled Lanes (pcuHr): 18.23 Cycle Time (s): 75
PRC Over All Lanes (%): 9.7 Total Delay Over All Lanes(pcuHr): 18.23

APPENDIX C **M27 Link Road Feasibility Design**

Notes:

General
1. Do not scale from drawing.
2. All dimensions are in metres, unless stated otherwise.
3. This drawing is to be read & printed in colour.
4. This drawing is for illustrative purposes only.

Disclaimer
1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiences.

REV	DETAILS	DRAWN BY	CHECKED BY	DATE

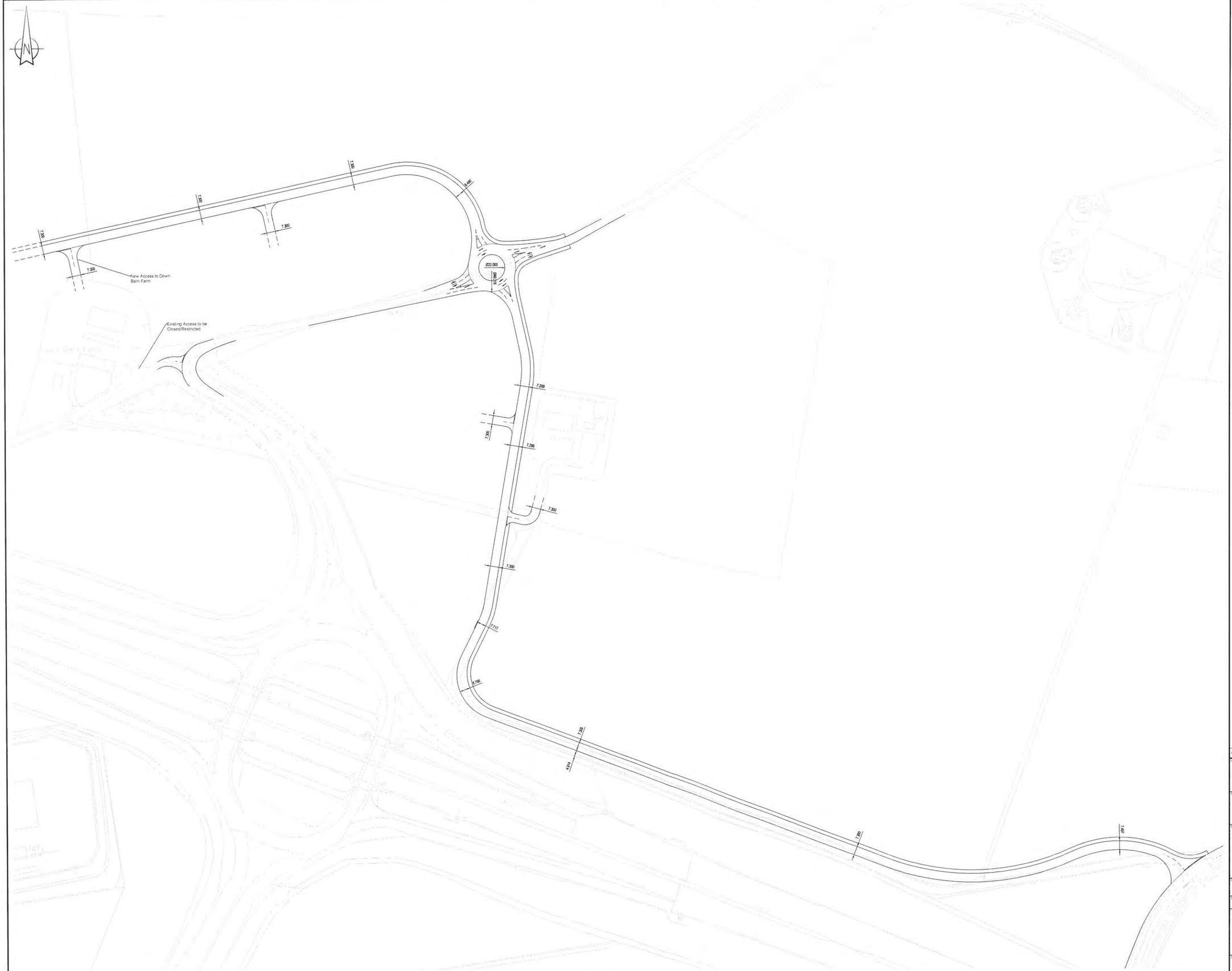
CLIENT
Graham Moyse

PROJECT
Boarhunt Road - M27 Junction 11

DRAWING TITLE
Junction 11 Access Improvements & Link - Highways Concept Plan

SCALE:		SHEET SIZE:
1:1000		A0
DRAWN: GS	CHECKED: MA	DATE: 18.01.2017

DRAWING NUMBER: HP15020-003 REVISION:



Notes:

General
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REV	DETAILS	DRAWN BY	CHECKED BY	DATE

CLIENT
Graham Moyse

PROJECT
Boarhunt Road - M27 Junction 11

DRAWING TITLE
Junction 11 Access Improvements & Link - Highways Concept Plan

SCALE	SHEET SIZE
1:1000	A0

DRAWN	CHECKED	DATE
GS	MA	18.01.2017

DRAWING NUMBER: HP15020-003 REVISION:

APPENDIX D **Land Owner Correspondence**

[redacted]

From: [redacted]
Sent: 24 November 2017 13:56
To: [redacted]
Cc:
Subject: Re: New access road for Downend Rd site.
Attachments: Header

[redacted]

As requested and as confirmed to FBC back in February (see below) I am pleased to confirm that both of the landowners remain committed and supportive to the principle of a new road running across their land from Portsdown Hill Road to Boarhunt Road to enable residential development on the land to the west and east of Downend Rd that Miller Homes control. As you know we have prepared a highways drawing of this road and previously submitted this to FBC.

We would of course need to agree terms should you wish to progress with this proposal.

I trust that this provides you with sufficient information at this stage.

Regards.

[redacted]

WYG
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Tel: +44 2382 022800
Mob: +44 7973 332 380

www.wyg.com

[redacted]

Sent: 16 February 2017 18:34

[redacted]

Subject: RE: J11 - Housing and Employment Proposals [Filed 17 Feb 2017 18:22]

[redacted]

Thanks for your email. I tried to call in response.

I am pleased to confirm that both landowners have now agreed to work collaboratively so that the new road can be delivered. I will let you know when the formal legal agreement is ratified.

I have also met with Miller Homes who are also interested in working together with us to maximise the potential of their site. I know they have instructed their highways consultant to undertake further work. I provided them with a copy of your email of the 23rd January.

My client's highways consultant has also undertaken further work and has a meeting with HCC Highways next week to discuss the proposal.

We are also working on the phasing and viability work and hope to have this with you shortly. However, until we know the requirements of HCC and Highways England it is obviously very difficult to properly assess the viability and indeed phasing. Nevertheless we are looking to produce this based on reasonable assumptions.

I will try and call again tomorrow.

Regards.

[redacted]

WYG
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Tel: +44 2382 022800
Mob: +44 7973 332 380

www.wyg.com

[redacted]

Sent: 16 February 2017 17:15

[redacted]

Subject: J11 - Housing and Employment Proposals

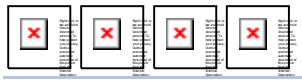
[redacted]

Are you able to provide any updates on the progress of the further work (as set out below) that we require to support both the employment and housing proposals at Junction 11/ Down End Road?

Thanks

[redacted]

[redacted]
Fareham Borough Council
01329 824328



[redacted]

Sent: 23 January 2017 17:04

[redacted]

Subject: J11 - Housing and Employment Proposals

[redacted]

Thank you for coming in last week – it was a very helpful discussion. This note sets out the next steps in terms of the information that the Council needs, in order to have confidence over the deliverability of your proposals.

You indicated in the meeting that your proposals are not reliant upon one another, and as such, both the residential and employment components have the ability of being delivered independently, or in combination. From the Council's point of view, we need to have greater certainty over the deliverability of each of three scenarios (listed below) that were presented;

1. Residential only
2. Employment only
3. Residential and employment in combination

Of particular importance to the Council at this juncture, is the feasibility of the highways scheme set out in your proposals. We need to have certainty that the scheme suggested is technically feasible and acceptable to both the Highway Authority and Highways England. We recognise that some transport modelling of the scheme proposal may need to be undertaken in order to achieve this.

As well as the technical acceptability of the highways scheme, we need to have evidence that the proposals are financially viable (each scenario), taking into account all infrastructure requirements; affordable housing, community infrastructure, open space and the potential need to incorporate a new primary school. For information, the latest publication from the County Council on Developer Contributions for education facilities indicates a 2 form entry primary school to require 2ha of land and to have a total cost of £8.1m.

In addition to the above, the provision of indicative delivery timeframes for each scenario (identifying any development phasing if possible) would also be beneficial.

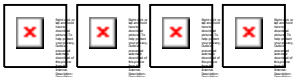
In terms of the timeframe for supplying this information, we would welcome information within the next 4 weeks.

We look forward to hearing from you, but in the meanwhile if you have any questions then please do not hesitate to contact me.

Kind regards,

[redacted]
Fareham Borough Council

01329 824328



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APPENDIX E **Minutes of Meeting With HE/HCC**

NOTES OF MEETING

i-Transport LLP
Grove House
Lutyens Close
Chineham Court
Basingstoke
Hampshire
RG24 8AG
Tel: 01256 338640
Fax: 01256 338644
www.i-transport.co.uk

Project No:	**ITB12212**
Project Title:	**Downend Road, Portchester**
Date/Time:	**6 June 2017 – 3pm**
Venue:	**HCC Offices**

Attendees

Stuart Morton	-	HCC	(SM)
Patrick Blake	-	Highways England	(PB)
Tim Wall	-	i-Transport	(TW)

Item		Action
1.0	**Introductions and Background**	
1.1	TW provided background to the wider promotion land at Downend Road Portchester which is currently being promoted to the Fareham Local Plan.	
1.2	TW circulated a 'Wider Access Strategy' Technical Note (ITB12212-014) in advance of the meeting and this was used as a basis for discussion.	
1.3	The purpose of the meeting was identified as: • To present the initial access strategy options for the site; • To understand early views from HCC and HE on the options; and • To agree the scope and scale of further work potentially required in order to consider the access options in more detail.	
2.0	**Scheme Overview**	
2.1	TW outlined that the site was being progressed in two phases: • Phase 1 (circa 350 dwellings) is being pursued as an early application; and • Phase 2 (circa 650 dwellings plus potential primary school and local centre) is being promoted to the local plan.	
2.2	TW stated that initial work identified that the local highway network could support Phase 1 of the development (with some local junction improvements) but that to deliver the wider site (Phase 2) a different access strategy was required to unlock road capacity.	
2.3	Land north of Junction 11 was also being promoted to the FBC Local Plan for employment uses and there is ongoing liaison between the two sites.	

Item		Action
3.0	**Access Options**	
3.1	TW presented the access options being considered to serve the wider site: • **Option 1** – New access junction to the A27; • **Option 2** – Northern Link Road to M27 Junction 11; and • **Option 3** – New Access Arm to M27 Junction 11.	
3.2	TW confirmed that in association with delivering physical access to the site, some improvements to the wider network would be likely to be needed to support the development, including particularly to M27 Junction 11, subject to further assessment. The earlier options for improvement of this M27 Junction 11 (full signalisation) were discussed.	
3.3	TW summarised the earlier assessment work that had been carried out to consider Option 1 (New A27 Access), particularly the junction design that had been prepared to show that a junction can be delivered in line with DMRB Standards, and the LinSig modelling assessment which demonstrates the junction would be expected to operate within capacity.	
3.4	TW also confirmed that an initial design had been prepared by WYG for the Option 2 scheme (Northern Link Road) which demonstrates that this is also a deliverable option.	
3.5	PB raised a number of concerns with Option 3 (New arm to M27 Junction 11) and did not consider the option to be worthy of further consideration.	
3.6	SM and PB noted that Options 1 (Access to A27) and Option 2 (Northern Link Road) offered potential access options to serve the wider land interests, subject to further assessment work to consider: • The implications for local traffic movements in Northern Fareham of either a new A27 junction or the link road, including particularly an assessment of the potential for traffic re-assignment; and • The deliverability of both options in design terms	
3.7	SM and PB confirmed that they would not be able to provide a definitive view on access options until this further work has been carried out.	
4.0	**Further Analysis**	
4.1	The scope of further traffic assessment work required was discussed and it was suggested that it is likely that a staged assessment would be required: • **Stage 1** – Consideration of potential traffic re-assignment; • **Stage 2** – Detailed junction impact assessment; and • **Stage 3** – Consideration of wider network impacts.	

Item		Action
4.2	**Stage 1** would need to understand the wider area strategic scale impacts of the Phase 1 and 2 developments in relation to traffic movements on the A27 corridor, Portsdown Hill Road and northern Portchester. There is the potential for traffic re-routing under both options.	
4.3	The available tools to carry out the assessment were discussed and it was agreed that HCC's Sub-Regional Transport Model (SRTM) is the most appropriate tool for this work. SM and PB confirmed this would be a suitable assessment tool, subject to: • Agreeing the specification of any assessment; and • Ratification of the SRTM outputs in relation to the study area (i.e. modelled flows to be compared to held counts for the area).	
4.4	**Stage 2** would consider the operation of local junctions using the derived turning flows from the SRTM assessment using established detailed junction models (i.e. Junctions 9 and LinSig)	
4.5	**Stage 3** would consider the interaction between different junctions on the local network. If Stages 1 and 2 demonstrate that there is likely interaction between junction operation, a network model may be required, potentially using microsimulation modelling (such as Paramics).	
4.6	SM confirmed that the SRTM was available for use, but that there is a lead time to any assessment that will depend upon other modelling demands for the SRTM. SYSTRA (Chris Whitehead / Ian Burden) manage use of the model for HCC, and HCC's programme manager (Phil Marshal / Sam Clark) would need to agree any access timescales. All costs of any modelling would need to be borne by the developer.	
5.0	**M27 Strategy**	
5.1	PB summarised the current strategy for the M27 corridor: • Delivery of Smart Motorway – Options are being assessed to consider the scope of any scheme (i.e. hard shoulder running) and are unlikely to be known until early 2018; and • Smart Motorways is in the current Road Improvement Strategy and there is the expectation that it will commence before 2020.	
6.0	**AOB**	
6.1	SM and PB confirmed that they were currently considering the planning application at Welborne. Neither has provided formal responses at this time, but it is likely that further information will be sought to confirm the transport assessment and strategy. The deliverability (and timescales for delivery) of the Junction 10 improvement is central to the strategy.	

Circulation

Those present plus Daniel Crawford (Miller Homes)

Tim Wall

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W www.i-transport.co.uk

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F 0161 830 2173

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London
EC3V 9HD
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F 020 7190 2821

Appendix 4: Geotechnical briefing note (Ref: GE16966-TN-GR01-171129)

Geo-Environmental

Technical Note

Site:	Land to the west of Downend Road, Portchester	**Ref:**	GE16966-TN-GR01-171129
Client:	Miller Homes	**Date:**	November 29, 2017

This Technical Note is written to provide a summary of an assessment of the land to the west of Downend Road, Portchester and with particular focus on the Agricultural Land Classification.

In preparing this Technical Note, the author has visited the site to undertake a site walk-over survey and also reviewed a Desk Study Report (Ref. GE15966-DSR-OCT17v1.1) and Agricultural Land Assessment (ref. GE15966-ALA-OCT17v1.1) prepared for land to the east of Downend Road. These reports included background information for the land to the west of Downend Road, hereinafter referred to as the 'subject site'.

Site Description

The subject site comprises an irregularly shaped parcel of land which slopes gently towards the south, albeit with some localised undulating topography. The site boundaries were defined by the M27 in a cutting to the north; Downend Road to the east; a railway line in a wooded cutting to the south; and a dual carriageway in a cutting to the west. The site walk-over survey was undertaken on 28th November 2017, at which time the site had recently been drilled with a cereal crop over the main field. Nonetheless, the general topography and surface soils could readily be observed. Surface soils were observed in general to comprise a brown sandy silty loam type soil with gravel and cobble sized flints. Whilst the stone content was observed to vary, it was generally appreciable as indicated in photographs 1 and 2 below.

Photograph 1 Stony surface soil in the south-eastern corner of the main field

Photograph 2 Stony surface soil in the northern portion of the site

Was the majority of the subject site comprise arable fields, the western fringe of the site, i.e. to the west of a track known as Paradise Lane, comprised a ribbon-like field which appeared either to be rough grass or laid fallow (long term) with rough stabling at the southern end of this field. In addition an enclosed field was located in the south-eastern corner of the subject site and appeared to be used for stabling and horse grazing. A hedgerow, fence and trees separated this portion of the site from the main field.

Desk Study Report (DSR)

The bedrock geology comprises Portsdown Chalk which is characterised as white chalk with marl seams and flint bands. No superficial strata were shown on British Geological Survey (BGS) mapping for the site other than a possible tract of Head Deposits (likely to comprise silty gravelly clay) located in the far south-western corner of the site. The site was

underlain by a Principal Aquifer with soil cover classified as intermediate leaching potential close to the northern boundary and high leaching potential for the remainder of the site. A Source Protection Zone II/III extends over the western portion of the site and this relates to a groundwater abstraction off-site to the west. Whilst the site is classified as having limited potential for groundwater flood, it should be noted that road cuttings were located immediately to the north (M27) and west, and that the railway line running along the southern boundary was also in a cutting.

The desk study indicated the subject site to have comprised fields since the earliest map reviewed (1870), albeit with a chalk pit located in the south-eastern corner of the site, bounded by Downend Road and the railway line. The 1870 map indicated lime kilns in the chalk pit but these were shown on subsequent maps. The map of 1962-63 indicated two wells within the chalk pit but again, these were not indicated on subsequent maps. Mapping from 2000 onwards shown the historic outline/boundary of the chalk pit but no evidence of the pit remaining.

The desk study information indicated that the old chalk pit had been licenced (licence lapsed/cancelled by 1983) to accept various waste types including construction and demolition rubble; sand, chalk and gravel; earth; metal scraps; ceramics; electrical fittings; boiler scale and thermosetting plastics. Prohibited wastes included biodegradable/putrescible waste; asbestos; slurry/sludge; and polluting wastes. As observed during the site walk-over, the infilled pit was subsequently restored to a stabling/grazing type use. It is understood from the outline masterplan that this portion of the site would be likely to comprise sports pitches or open space rather than residential development.

Agricultural Land Assessment (ALA)

The site is underlain by Portsdown Chalk as described above and with no superficial or drift deposits, with the possible exception of Head Deposits in the south-western corner of the site. Thus the ground profile is anticipated to comprise Topsoil over a weather Chalk bedrock. The surface Topsoil was observed to comprise a sandy silty gravelly and cobbly loam type soil during the walk-over survey.

The report for the adjacent land to the east includes the following comment which is considered also applicable to the subject site:

"In terms of the Agricultural Land Assessment, the presence of chalk rock and flint, coupled with soil texture and structure are limiting factors on the grading of the soil."

The Soilscape is indicated as likely to be Soilscape 5 'freely draining', lime rich and loamy soil.

The site is not recorded as being located in a flood risk area.

The background information presented as part of the ALA indicated that the findings and general records for the land to the east of Downend Road were also applicable for the land to the subject site. However, whilst the land to the east of Downend Road was shown to have agricultural land classifications designated on it, no such classifications were identified within the ALA for the subject site. This was also checked against the same information sources, e.g. Magic Maps, and no classifications appeared to have been designated for the subject site. Nonetheless, the site was listed as 'arable' under the Dudley Stamp Land Use Inventory.

The findings from the NSRI Soils Site Report are summarised in Table 1 below. These relate to the subject site which was included in the original search radius.

Characteristic	Description
Pesticide leaching	High on the northern portion of the site – shallow soil cover over chalk and deep groundwater (>2m bgl) Intermediate on the southern portion of the site – deep loamy soil over chalk, deep groundwater.
Pesticide run-off	Soils with very low run-off potential and moderate absorption potential.
Hydrogeological rock type	Chalk on the northern portion of the site and chalky drift on the southern portion of the site.
Soil parent material	Chalk on the northern portion of the site and chalky drift and chalk on the southern portion of the site.
Expected crops and land use	Permanent grassland, rough grazing and cereals on the northern portion of the site, winter cereals, cereal, grassland rotation with dairying, or some horticultural crops on the southern portion of the site. These are common land use types not necessarily specifically the subject site's land use.
Natural soil fertility	Lime rich.
Simple soil texture	Loamy.
Typical habitats	Herb rich downland and limestone pastures on the northern portion of the site. Herb rich chalk and limestone pastures on the southern portion of the site.
Soil Association	Northern portion of the site – Upton 1: shallow well-drained calcareous silty soils over chalk. Southern portion of the site – Coombe 1: well drained calcareous fine silty soils, deep in valley bottoms. Characteristic descriptions of the Topsoil for both Upton 1 and Coombe 1 include gravelly/stony materials.

Table 1 Summary of NSRI Soils Site Report findings

Analysis of Conditions

The analysis follows the same approach as set out in the ALA and follows the MAFF Agricultural Land Classification system.

- Climate – as set out in the ALA, the climate is considered to be Grade 1.
- Site factors – the site was estimated to slope generally at a gradient slacker than 7°. The ground surface was not uniform but included some valley type features and downland undulations such that microrelief factors could potentially apply around changes in the slope profile. The site is not in a flood zone.
- Soil factors – a 'freely draining' Soilscape is anticipated. Whilst no sampling or testing has been undertaken to date on the soils present on the subject site, they appeared to be similar in composition to those observed and tested from the land to the east of Downend Road, i.e. a sandy silt loam type soil, which may thus be prone to droughtiness.

The soils on the subject site appear not to have an soil grade designation, but from observation and correlation of background factual information such as presented in the ALA, it is considered likely that the soils on the subject site would have a similar initial classification to those on the land to the east of Downend Road, i.e. Grade 3a to 3b, albeit this not accounting for potential limiting factors. As noted previously, visual inspection of the subsurface soils revealed an appreciable stone content (gravel and cobble sized flint fragments). Therefore, stoniness is considered to be a limiting factor to the soil classification, such that the soils would be considered as Grade 3b or possibly Grade 4 (locally) with no clear evidence to be able to zone the soil classification within the subject site.

The former chalk pit has been infilled, as identified from the DSR review. Whilst the ground surface was observed to be grassed, the soil quality is likely to be poor and thus likely to be considered as Grade 4 land quality.

Conclusion

The proposed development would result in the loss of farmed land, i.e. the main field area. Whilst there was no ALC system designation for the subject site, given the similarities with the land to the east of Downend Road, it is not considered unreasonable that an initial designation of Sub-Grade 3a or 3b might be considered. However, site specific factors including the stoniness of the exposed soils, subsoil composition, microrelief and past land use are considered likely to result in a downgrading of specific areas of these fields thereby potentially reducing the impact of the loss of these fields. The stoniness of the site as a factor on its own may limit the quality of the land to Subgrade 3b or 4 and this stone content would most likely make the soil prone to droughtiness which would be a further limiting factor. In addition to this, it is presumed that the main field in isolation would not comprise a sustainable arable farm.

For and on Behalf of Geo-Environmental

[redacted]