



7 December, 2017

Consultations
Fareham Borough Council
Civic Offices
Fareham PO16 7AZ

Comment on the Draft Fareham Local Plan 2036

Dear Sirs,

Please find enclosed my comments on site allocation for housing and employment in the Wallington area.

Yours sincerely,



Comment on the Draft Fareham Local Plan 2036

How to have your say

Complete this form and submit it to the Council by Friday 8 December 2017. Please return to Consultations, Fareham Borough Council, Civic Offices, Fareham PO16 7AZ.

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.

What would you like to comment on?

- | | |
|--|---|
| <input checked="" type="checkbox"/> A site allocated for housing | <input type="checkbox"/> Natural Environment |
| <input type="checkbox"/> A site allocated for employment | <input type="checkbox"/> Design |
| <input type="checkbox"/> Strategic Policies | <input type="checkbox"/> Infrastructure (including Transport) |
| <input type="checkbox"/> Housing | <input type="checkbox"/> Development Allocations (chapter introduction) |
| <input type="checkbox"/> Employment | <input type="checkbox"/> Implementation and monitoring |
| <input type="checkbox"/> Retail | <input type="checkbox"/> Other |
| <input type="checkbox"/> Community Facilities and Open Space | |

Please provide the name of the site allocation or policy you want to comment on:

Land at Pinks Hill HA 5.33 HAG p 151 80 dwellings

What do you want to do?

Support

Object

Comment

Please provide your comment below:

Please see attached (overleaf)

NAME of the site allocation: Land at Pinks Hill HA 5.33 – 80 dwellings (HA8 p 151)

Object

The site is unsuitable for development for the following reasons:

• **Highway access**

- Pinks Hill is very narrow and steep with no pavements
 - In snow and ice it is impassable
 - A replacement road would still be steep because of the topography
 - The Type FW3/25 pillbox is the only example of an intact anti-invasion pillbox left on Portsdown (see www.portsdown-tunnels.org.uk)
 - Traffic exiting onto the A27 link road would prove a traffic hazard as the road is 70MPH and is close to a junction with additional traffic travelling north from the Delme flyover
- Military Road / Standard Way would not be able to cope with additional vehicle or pedestrian movements because of:
 - Absence of pavements and street lighting
 - The blind bends which are currently very dangerous – we have had numerous near misses (both pedestrians and vehicles cutting the bend)
 - The HGVs entering and exiting the Suez site currently prove a traffic hazard – both by swinging wide when entering or exiting the site or parking up on the rough land adjacent to the site (see damage to trees)
 - The heavy traffic (in particular Boarhunt Recovery) exiting and entering Fort Wallington do cause problems, having to swing wide onto the wrong side of the road
 - Many lorries currently park, (both by day and by night) at the bottom of Standard Way (after junction with North Wallington) – making passing difficult
 - Traffic using this route would have to turn into Broadcut and proceed to Wallington Way roundabout – at peak hours, traffic already backs up from the Standard Way /Broadcut junction
- Wallington Village is a conservation area with narrow roads and significant on-road parking
 - Part of North Wallington has no pavements and poor lighting
 - There is a very dangerous bend at the Cobb and Penn public house
 - Vehicles using this route would have problems at the already congested Delme roundabout

- **Absence of public transport in the area** – residents of the new development would have to use private cars and children would have to walk on unlit roads with, in places, no pavements.

• **Flooding**

- During heavy rain the bottom of Pinks Hill is a torrent, leading to deep water on the side of the A27 slip road
- Any development is likely to exacerbate flooding issues as it will mean a reduction in land to soak up the rain

cont.

- **Ecology / Open Space**

The land is an important open space for local people, particularly in the light of the extra development planned for the area north of the M27 (Welborne) – deer, badgers and foxes are common.

- **Pollution Issues – traffic noise and air pollution**

- The site overlooks six lanes of currently heavily congested slip roads which in the future will carry even more traffic with the Welborne development and inevitable future growth in Gosport (e.g. Solent Enterprise Zone and projected closure of HMS Sultan and the land to be used for housing)

- It is understood that the government has drawn attention to vehicle pollution in the area.

Make another comment

What would you like to comment on?

- | | |
|--|---|
| <input checked="" type="checkbox"/> A site allocated for housing | <input type="checkbox"/> Natural Environment |
| <input type="checkbox"/> A site allocated for employment | <input type="checkbox"/> Design |
| <input type="checkbox"/> Strategic Policies | <input type="checkbox"/> Infrastructure (including Transport) |
| <input type="checkbox"/> Housing | <input type="checkbox"/> Development Allocations (chapter introduction) |
| <input type="checkbox"/> Employment | <input type="checkbox"/> Implementation and monitoring |
| <input type="checkbox"/> Retail | <input type="checkbox"/> Other |
| <input type="checkbox"/> Community Facilities and Open Space | |

Please provide the name of the site allocation or policy you want to comment on:

Military Road HA ~~2.17~~ 2.17 (HA16 p167) 28 dwellings (Gauntlett's Field)

What do you want to do?

- | | | |
|--------------------------|-------------------------------------|--------------------------|
| Support | Object | Comment |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Please provide your comment below:

Please see attached (over leaf)

NAME of the site allocation: Military Road HA 2.17 – 26 dwellings (Gauntlett's field) (HA 16 p167)

Object

The site is unsuitable for development for the following reasons:

- **Ecology / open space**

- The site is currently designated as Green Field and is an important open space which will be even more vital to local people with the Welborne development
- A number of previous inquiries have held that it should not be developed
- In the past rare wild orchids have been found growing on the field

- **Drainage / Flooding**

- Numerous springs are to be found on the site as well as Blue Slipper Clay, which make the site unsuitable for development
- Those of us living south of the site (East Hill House), immediately below the field, have on occasions suffered from flash floods with rainwater cascading off the field – requiring us to bail out to prevent our property from flooding. This will get even worse should there be more area of imperious surfaces, preventing water from infiltrating the ground
- Any change to the local water table may have significant detrimental consequences
- Major new sewerage arrangements will be required – those properties in the vicinity are on what was a private sewer (now the responsibility of Southern Water) which joins the main sewer close to the River Wallington on Wallington Shore Road.

- **Highways / access**

All roads are incapable of taking additional traffic:

- Military Road / Drift Road are both very narrow with no pavements or lighting (Military Road) and cannot be widened – with listed buildings on Drift Road
- Wallington Village is a Conservation Area with narrow roads and significant on-road parking (North Wallington and Wallington Shore Road) and is unable to cope with the current traffic, let alone new traffic
- Access to the Delme roundabout from Wallington Village is currently very difficult and could not cope with additional traffic
- Access via Military Road / Standard Way would be very dangerous for both vehicles and pedestrians
 - Absence of pavements and street lighting
 - The blind bends which are currently very dangerous – we have had numerous near misses (both pedestrians and vehicles cutting the bend)
 - The HGVs entering and exiting the Suez site currently prove a traffic hazard – both by swinging wide when entering or exiting the site or parking up on the rough land adjacent to the site (see damage to trees)

cont.

- The heavy traffic (in particular Boarhunt Recovery) exiting and entering Fort Wallington do cause problems, having to swing wide onto the wrong side of the road
 - Many lorries currently park, (both by day and by night) at the bottom of Standard Way (after junction with North Wallington) – making passing difficult
 - Traffic using this route would have to turn into Broadcut and proceed to Wallington Way roundabout – at peak hours traffic already backs up from the Standard Way /Broadcut junction
 - Pinks Hill is very narrow, lacking pavements or lighting and is incapable of taking extra traffic
 - In snow and ice it is impassable
 - A replacement road would still be steep because of the topography
 - The Type FW3/25 pillbox is the only example of an intact anti-invasion pillbox left on Portsdown (see www.portsdown-tunnels.org.uk)
 - Traffic exiting onto the A27 link road would prove a traffic hazard as the road is 70MPH and is close to a junction with additional traffic travelling north from the Delme flyover
 - During ice and snow those of us living on Military Road have been cut off as Military Road, Drift Road, Standard Way and Pinks Hill have all been impassable for a number of days.
- **Absence of public transport in the area** – residents of the new development would have to use private cars and children would have to walk on unlit roads with, in places, no pavements.

Make another comment

What would you like to comment on?

- | | |
|--|---|
| <input checked="" type="checkbox"/> A site allocated for housing | <input type="checkbox"/> Natural Environment |
| <input type="checkbox"/> A site allocated for employment | <input type="checkbox"/> Design |
| <input type="checkbox"/> Strategic Policies | <input type="checkbox"/> Infrastructure (including Transport) |
| <input type="checkbox"/> Housing | <input type="checkbox"/> Development Allocations (chapter introduction) |
| <input type="checkbox"/> Employment | <input type="checkbox"/> Implementation and monitoring |
| <input type="checkbox"/> Retail | <input type="checkbox"/> Other |
| <input type="checkbox"/> Community Facilities and Open Space | |

Please provide the name of the site allocation or policy you want to comment on:

North Wallington and Standard Way HA0.87 +/- 21 ~~use~~ dwellings HA20 p175

What do you want to do?

- | | | |
|--------------------------|-------------------------------------|--------------------------|
| Support | Object | Comment |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Please provide your comment below:

See attached (overleaf)

NAME of the site allocation: North Wallington and Standard Way HA 0.87 EA5 – 21 dwellings (Horses' Field) (HA20 p175)

Object

The site is unsuitable for development for the following reasons:

- **Ecology /open space**

- The site is an important open space, close to the water meadows which will be even more vital to local residents with the Welborne development
- It has significant ecological value
- It overlooks Riverdale Cottages – cottages of significant character
- It is understood that main aquifer pipes linked to Portsmouth Water Company pumping station run diagonally across the site

- **Drainage / Flooding**

Building on the site will reduce the amount of land that can absorb rainwater, increasing the risk of flooding both to the Riverdale Cottages, the river Wallington and down-stream to Wallington Village.

- **Highways /Access**

- Access via Wallington Village
 - Wallington is a conservation area with narrow roads and significant on-road parking
 - Part of North Wallington has no pavements and poor lighting
 - There is a very dangerous bend at the Cobb and Penn public house
 - Vehicles using this route would have difficulties at the already congested Delme roundabout
- Access via Standard Way / Broadcut would be very dangerous for both vehicles and pedestrians
 - Many lorries currently park, (both by day and by night) at the bottom of Standard Way (after junction with North Wallington) – making passing difficult
 - Traffic using this route would have turn into Broadcut and proceed to Wallington Way roundabout – at peak hours, traffic already backs up from the Standard Way /Broadcut junction
- Access via Standard Way/ Pinks Hill
 - Absence of pavements and street lighting
 - The blind bends which are currently very dangerous – we have had numerous near misses (both pedestrians and vehicles cutting the bend)
 - The HGVs entering and exiting the Suez site currently prove a traffic hazard – both by swinging wide when entering or exiting the site or parking up on the rough land adjacent to the site (see damage to trees)
 - The heavy traffic (in particular Boarhunt Recovery) exiting and entering Fort Wallington do cause problems, having to swing wide onto the wrong side of the road
 - Pinks Hill Pinks Hill is very narrow, lacking pavements or lighting and is incapable of taking extra traffic

more

- **Absence of public transport in the area** – residents of the new development would have to use private cars and children would have to walk on unlit roads with, in places, no pavements.

- **Pollution issues** – vehicle noise and air pollution

The site is even closer to the motorway than the proposed Welborne development and being an elevated site is unlikely to be able to be screened.

Make another comment

What would you like to comment on?

- | | |
|---|---|
| <input type="checkbox"/> A site allocated for housing | <input type="checkbox"/> Natural Environment |
| <input checked="" type="checkbox"/> A site allocated for employment | <input type="checkbox"/> Design |
| <input type="checkbox"/> Strategic Policies | <input type="checkbox"/> Infrastructure (including Transport) |
| <input type="checkbox"/> Housing | <input type="checkbox"/> Development Allocations (chapter introduction) |
| <input type="checkbox"/> Employment | <input type="checkbox"/> Implementation and monitoring |
| <input type="checkbox"/> Retail | <input type="checkbox"/> Other |
| <input type="checkbox"/> Community Facilities and Open Space | |

Please provide the name of the site allocation or policy you want to comment on:

Standard Way EA4 (EA5 p198)

What do you want to do?

- | | | |
|--------------------------|-------------------------------------|--------------------------|
| Support | Object | Comment |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Please provide your comment below:

Please see attached (overleaf)

NAME of the site allocation: Standard Way EA4 (Business and employment) (EA5 p198)

Object

The site is unsuitable for development for the following reasons:

- **Highway access**
 - Pinks Hill is very narrow and steep with no pavements
 - In snow and ice it is inaccessible
 - A replacement road would still be steep because of the topography
 - The Type FW3/25 pillbox is the only example of an intact anti-invasion pillbox left on Portsdown (see www.portsdown-tunnels.org.uk)
 - Traffic exiting onto the A27 link road would prove a traffic hazard as the road is 70MPH and is close to additional traffic travelling north across the Delme flyover

 - Standard Way would not be able to cope with additional vehicle or pedestrian movements because of:
 - Absence of pavements and street lighting
 - The blind bends which are currently very dangerous – we have had numerous near misses (both pedestrians and vehicles cutting the bend)
 - The HGVs entering and exiting the Suez site currently prove a traffic hazard – both by swinging wide when entering or exiting the site or parking up on the rough land adjacent to the site (see damage to trees)
 - The heavy traffic (in particular Boarhunt Recovery) exiting and entering Fort Wallington do cause problems, having to swing wide onto the wrong side of the road
 - Many lorries currently park, (both by day and by night) at the bottom of Standard Way (after junction with North Wallington) – making passing difficult
 - Traffic using this route would have to turn into Broadcut and proceed to Wallington Way roundabout – at peak hours, traffic already backs up from the Standard Way /Broadcut junction

- **Absence of public transport** – those working at, or visiting, the new development would have to use private cars increasing vehicle movements in an area with inadequate roads.

- **Pollution Issues**

The site is close to the A27 and M27 junction 11 which are recognised as having too high pollution levels. The activities at the Suez site might give rise to pollution issues.

- **Open space / visual impact**

Development on the site may result in detrimental views from Portsdown Hill Road.

A bit about you

Please enter your contact details below. We have to ask for these by law. Your comments will form part of the public record and therefore cannot be treated as confidential. Your information will not be used for any other purposes.

Name

Address Line 1

Address Line 2

Address Line 3

Town

Postcode

Email

Thank you for having your say on the Draft Local Plan.



FAREHAM LOCAL PLAN 2036