

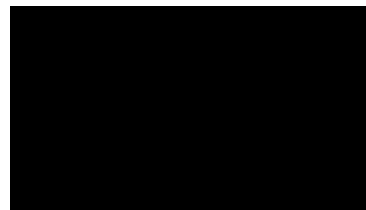


Wallington Village Community Association

Registered Charity No. 1038479

(Fareham Area)

HA16 +
HA8 +
HA20.



7th December 2017

Dear Sirs,

Local Plan 2036

Wallington Village Community Association is the civic amenity society representing the village of Wallington. Originally constituted in 1979 it has attracted a fairly constant membership of around 400 households (currently 380).

The association wishes to object most strongly to the green field site allocations of the Local Plan listed on the following pages.

The access, safety and pollution issues have been grossly underestimated. For all of the proposed housing sites road access is problematical and there are serious pedestrian and traffic safety issues.

For the Military Road site major problems could arise because of unstable geology and the presence of springs. This would increase (known) flooding risk to nearby properties and the wider village.

For both Pinks Hill and Military Road legal difficulties are likely to arise in their adoption and improvement to acceptable standards. They are both de-restricted and without pavements.

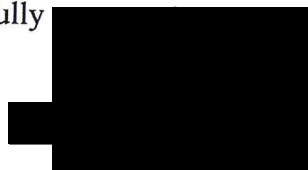
There are serious road and pedestrian safety issues relating to the Standard Way employment proposal and to the Standard Way/North Wallington site.

Health issues arising from air and noise pollution are likely in connection with all of the sites except the Military Road one.

Access to local facilities from any of these sites (except marginally from the Military Road site) would be difficult due to their relatively isolated positions and lack of public transport.

Any flood risk calculations affecting Wallington factored in as part of the Welborne studies might be completely altered by increased run-off. Known sewage infrastructure inadequacy would become more acute with the increased demand of 127 more houses.

Yours faithfully



(For and on behalf of the Executive Committee of Wallington Village Community Association)

Make another comment

What would you like to comment on?

- | | |
|---|--|
| <input checked="" type="checkbox"/> A site allocated for housing | <input checked="" type="checkbox"/> Natural Environment |
| <input checked="" type="checkbox"/> A site allocated for employment | <input type="checkbox"/> Design |
| <input type="checkbox"/> Strategic Policies | <input checked="" type="checkbox"/> Infrastructure (including Transport) |
| <input type="checkbox"/> Housing | <input type="checkbox"/> Development Allocations (chapter introduction) |
| <input checked="" 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:

HAS LAND EAST OF PINKS HILL

What do you want to do?

Support

☐

Object

☒

Comment

☐

Please provide your comment below:

We disagree the designation of 'low landscape sensitivity' for this site and downplaying the difficulty of providing safe or reasonable access to the site. This open pasture land forms one half of a very practical separation zone as isolation for noise and pollution from the nearby multi-lane highway i.e. the motorway approach road. The mediocre landscape quality marking is not one that many residents might agree with.

The 'road' is not an adopted highway and it is hard to see how pedestrian access could safely be achieved without an overbridge, given the intensity of heavy goods traffic. Also there is no obvious way to cater for any large-scale domestic traffic without extensive modification. It has no pavement, it is de-restricted and there is no public transport route close by. Like Military Road, Pinks Hill could not be conventionally adopted following its release from MOD ownership many years ago; we would be inclined to seek legal opinions on any change of status or of normal rights to access onto it. If access to the site were planned to be close to the top of Military Road there would be serious road safety concerns about the junction and its proximity to Fort Wallington.

Access to the rest of the village is highly problematical whether on foot or by car given its isolated position, so it is difficult to understand the notion of providing 'a logical extension to the urban area with the A27 providing a defensible boundary to the urban area following development'. It is not an urban area except for the looming presence of an industrial estate and waste transfer station. Similarly it is not specified how 'Noise and other associated amenity issues due to the proximity of the A27/M27 can be mitigated satisfactorily'. To airborne pollution from that source is added exhaust fumes which emanate from heavy lorries climbing Pinks Hill and it is difficult to see how the levels could ever be brought within limits.

Flooding is an ever-present threat in Wallington, whether run-off, tidal or fluvial. There are also recent, growing concerns about inadequacy of the local sewage infrastructure. The addition of a large number of dwellings here will only add to the pressures. Finally it should be added that planning for the provision of a small employment area here would only render a clearly unsuitable site for development even more problematical.

Make another comment

What would you like to comment on?

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

HA16 MILITARY ROAD

What do you want to do?

Support

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Object

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Comment

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Please provide your comment below:

We disagree the designation of 'low landscape sensitivity' for this site or 'good accessibility'. The designation of this prominent and much cherished village site as Coast and Countryside was hard won during the deliberations of the Eastern Wards Plan published in 1988. There has been a history about this site involving two public enquiries, both of which resulted in refusals of development. Its status as a Green Field site was the principal reason for objecting in the 2008 Local Development Framework (LDF) deliberations but there were other significant and unique reasons concerning road access, highway rights and geological instability.

Military Road is narrow, it has no pavement and it is unadopted – indeed both this and Pinks Hill have roadside notices indicating their peculiar status as Private Roads. Neither could be conventionally adopted following their release from MOD ownership many years ago and we would be inclined to seek legal opinions on any change of status or of normal rights to access onto them.

There is a problematical land drainage situation on the site caused by numerous springs and the presence of an area of so-called Blue Slipper Clay. This geological discontinuity means that flooding potential is high and downhill properties have already experienced it. Interference with anything in the water table is undesirable given the local predisposition to flooding - run-off as well as fluvial.

There is a known weakness in sewage capacity as evidenced by the Cliftons Mews case some years ago (the successfully opposed 'Clargester' discharge into the river proposal) and more recently by the problem apparently caused by the new houses in Delme Drive.

There is an ecological and probable archaeological value at the site and while the need for protective measures is noted in the SHLAA no detail is given as to what form they might take.

The SHLAA acknowledges the fact that Drift Road, itself a substandard road without pavements, is totally unsuitable for providing access to or from the site. Taken together there are significant pedestrian and traffic difficulties but, as in the case of Pinks Hill, unaccountably not weighted adversely in the overall judgement as to site suitability.

Make another comment

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

HA 20 LAND AT JUNCTION OF N. WALLINGTON & STANDARD WAY

What do you want to do?

Support

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Object

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Comment

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Please provide your comment below:

We disagree the designation of 'low landscape sensitivity' for this site or 'good accessibility'. The field, historically pasture land, is a prominent green space against an open farmland background. Standard Way adjoining it is un-restricted and carries many heavy lorries and fast-moving Industrial Park traffic heading to and from the M27 via Fort Wallington and Pinks Hill.

The road infrastructure, especially at the junction of North Wallington and Standard Way, is already overloaded and inadequate. Additional domestic traffic would increase the hazards. The site is sloping and on the side of a steep hill, consequently traffic heading towards the Industrial Park from the Fort direction is likely to be moving rapidly. Camera safety checks are all too rare here.

Pedestrian safety would be very difficult to achieve since North Wallington has no pavement from the junction until the Riverside Avenue junction and there is no public transport route close by. The idea that it is connected or could provide a 'logical rounding off of the existing urban area' is fanciful. This is a relatively isolated, semi-rural location with no close amenities and it adjoins a country lane which cannot be widened for much of its length because of the river one side and an embankment on the other. This would simply encourage car usage and exacerbate the known traffic problems within the village (there is no confidence that the 20mph trial speed limit has had any effect).

Neither the SHLAA nor the Plan itself makes any mention of likely unacceptable noise and airborne pollution levels given the close (line of sight) proximity of the Motorway. Heavy traffic travelling up towards the Fort and Waste Transfer station would add significantly to this and would hardly lend tranquillity to any residential setting.

To all these misgivings we might now add the possible inadvisability of any construction above the excavations of the aquifer structures associated with Maindell Pumping Station or its pipework and would expect advice to be sought from Portsmouth Water Company. There is also a serious issue concerning known inadequate sewer capacity through the village – witness the Clifton Mews case. Finally we believe that any development on this elevated site would dominate existing dwellings (e.g. Riverdale Cottages) and would be a major visual intrusion on the western flank of the village.

Make another comment

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

EAS LAND AT STANDARD WAY

What do you want to do?

Support

☐

Object

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Comment

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Please provide your comment below:

This is a fairly prominent green field site. Standard Way adjoining it is un-restricted and carries many heavy lorries and fast-moving Industrial Park traffic heading to and from the M27 via Fort Wallington and Pinks Hill.

We believe that the access and safety difficulties associated with this location are grossly underestimated and in most cases cannot be mitigated.

The road infrastructure, especially at the junction of North Wallington and Standard Way below it is already overloaded and inadequate. The access point to this site is on a sharp bend near the top of a steep hill. Traffic heading towards the Industrial Park from the Fort direction is likely to be moving rapidly. Camera safety checks are all too rare here.

Pedestrian and cyclist safety would be very difficult to achieve since there is no pavement down to the junction and North Wallington itself has no pavement until it joins Riverside Avenue. There are few facilities and no public transport route close by.

Noise and airborne pollution levels are likely to be unacceptable given the close proximity of the Motorway. Heavy traffic travelling up towards the Fort and Waste Transfer station would add significantly to this and it is difficult to see how it could possibly be mitigated. Any development on this elevated site would be a major visual intrusion on the northern flank of the village.

The adverse indications for any development on this site are the same as for the residential site proposals below it although we recognise the fact that unpleasant working conditions probably already apply to the nearby Waste Transfer Station which has, itself, recently expanded its operation.

Finally it seems to be an unnecessary sacrifice of yet another threatened open space in the village given that vacant industrial/office units are hardly uncommon in this vicinity.