

# **The Welborne Plan**

## **Settlement Buffers, Phasing Plan, Southwards Facing Development and Structural Landscaping**

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Further Submission on Actions Arising from the Hearing Sessions

December 2014

**CD-46**

## Introduction

Further to the submission and subsequent two-week consultation on the Actions Arising from the Welborne Plan Hearing Sessions documents (CD-32 to CD-45), the Inspector has indicated that he would like further clarification on four issues (ID-17). This note sets out the Council's response to those issues.

Specifically, this note addresses the following;

1. Settlement buffers and decision making;
2. Clarification on the housing trajectory;
3. Further clarity on how a southwards facing development could be achieved;
4. Clarification on the Council's proposed amendment to policy WEL33 – Structural Landscaping.

## 1 Settlement Buffers

Following consideration of the further question raised by the Inspector in ID-17, Council considers that the following amendments to policy WEL5 would enable both decision-makers and applicants to clearly determine the circumstances in which a settlement buffer of more than 50 metres may be required:

### **WEL5 - Maintaining Settlement Separation**

**Development proposals shall respect and maintain the physical and visual separation of Welborne and its adjoining settlements (Fareham, Funtley, Knowle and Wickham) to protect the individual character and identity of each of these settlements.**

**~~For each of The settlement buffers allocated, as set out below, these are shown on Appendix B.3 and on the Fareham Policies Map. Development on land included within the settlement buffer allocations will generally be resisted and will only be permitted where:~~**

- i. It does not harm the integrity of the buffer or diminish the physical or visual separation between Welborne and the adjoining settlement, and is either;**
- ii. Consistent with and contributes to the green infrastructure role of that area as set out in Chapter 8 of the Welborne Plan or;**
- iii. Necessary to deliver improvements to the strategic road network.**

**Planning applications will be accompanied by site sections through the respective settlement buffers to demonstrate that the visual and physical separation will be achieved. The width of the settlement buffers in each case shall be no less than stipulated below, and should be increased where necessary, including in the following circumstances:**

- i. Where development located immediately adjacent to a settlement buffer is greater than 2-storeys or 8.5 metres in height; or**
- ii. Where noise-generating uses are proposed to be located immediately adjacent to a settlement buffer.**

### **Fareham Common**

**Land comprising Fareham Common, between the M27 Motorway and the rear of**

existing properties on Kiln Road and Potters Avenue, is allocated as a settlement buffer between Welborne and Fareham.

### **Funtley**

Land adjacent to Funtley extending 50 metres in width is allocated as a minimum settlement buffer. Development within the Welborne Plan boundary adjacent to this settlement buffer will only be permitted where:

- i. It maintains the integrity of the allocated settlement buffer and;
- ii. Any impact of development on local drainage patterns has been assessed as part of the site Flood Risk Assessment and appropriate mitigation is incorporated, as identified within the agreed Sustainable Drainage System (SuDS) Strategy.

### **Knowle**

Land within the Welborne Plan boundary, adjacent to Knowle and Ravenswood House Hospital and 50 metres in width, is allocated as a minimum settlement buffer. Development within the Welborne Plan boundary adjacent to this settlement buffer will only be permitted where it maintains the integrity of the allocated settlement buffer and the ancient woodland remnants at the boundary of Knowle Triangle.

Fareham Borough Council and Winchester City Council will work together to ensure that the 'Knowle Triangle' between Welborne and Knowle is able to perform its dual role of green infrastructure and settlement buffer in a way that is complementary and consistent with the Winchester Local Plan.

### **Wickham**

Land within the Welborne Plan boundary comprising Blakes Copse, the rear of properties on Hoads Hill and the northernmost edge of the Welborne site (to a width of 50 metres) is allocated as a minimum settlement buffer.

Development proposals to the north of Heytesbury Farm buildings, but outside of the allocated settlement buffer, will be permitted where:

- i. The development density, building heights and landscaping proposed are consistent with the 'Woodland' character area, as set out in Chapter 4; and
- ii. The integrity of the allocated settlement buffer is maintained.

The impact of the amendments to policy WEL5, as underlined above, is to enable an increase in the width of a settlement buffer to be secured where the scale, location or type of the proposed development would impact on the effectiveness of the buffer in terms of both visual and perceived separation.

Firstly, an increased sense of enclosure of a buffer is likely to occur where the development edge is taller than 2-storey height. A greater width of settlement buffer would ameliorate this. Similarly, part of the development closest to Funtley is likely to comprise employment uses and the positioning of general industrial uses adjacent to the settlement buffer is likely to erode the perception of the openness.

Furthermore, the addition of the two criteria above would not necessarily require an increase in land-take for the settlement buffers, as the policy would still allow for a design solution that avoids the requirement for increase buffer widths.

## 2 Phasing Plan

The housing trajectory presented on the top row of Indicative Sequencing & Housing/Employment Trajectory sheet in Appendix 1 of CD-36 shows the cumulative delivery of housing and indicates a total of 500 completions by the end of 2018/19. The figures shown in each column of Appendix 1 of CD-36 are not annual completions, but an ongoing cumulative total. Table A presents the annual completion totals alongside the cumulative completions.

*Table A: Housing Trajectory 2015 – 2019*

|  | 2015/16 | 2016/17 | 2017/18 | 2018/19 |
|--|---------|---------|---------|---------|
| <b>Annual</b> Housing Completions                            | 0       | 120     | 180     | 200     |
| <b>Cumulative</b> Housing Completions<br>(Appendix 1, CD-36) | 0       | 120     | 300     | 500     |

As such, the housing trajectory presented in CD-36 for the period 2015 – 2019 is in accordance with the figure (500 homes) presented for Main Phase 1 of the Phasing Plan (Paragraph 10.7 in Appendix A, CD-44).

Additionally, both instances are in accordance with the figures presented for Main Phase 1 in Table 10.1 of the Welborne Plan (Page 129, SD01).

## 3 Southwards facing development

Following the Examination hearings, the Council issued a document (CD-40) which set out proposed modifications to policies WEL2 and WEL23, as it is considered they will improve the Plan by ensuring that it better reflects the expected movement patterns to and from the new community.

The Vision for Welborne is for a “*distinct new community set apart but connected to Fareham*” (Welborne Plan, para. 2.4). The Council intends for the new community to look to Fareham Town for its higher-order goods and services, leisure destinations and civic functions. In a wider sense, Welborne will form part of the South Hampshire sub-region and in particular the south-east Hampshire Housing Market Area. These factors will form part of Welborne’s identity.

In general, the Council considers that the primary driver for the anticipated movement patterns to and from Welborne is the relationship with and proximity to Fareham Town and the major communications links, and in particular the M27. However, to reinforce Welborne’s identity as a recognisable part of Fareham and South Hampshire, the Welborne Plan contains a range of measures which will contribute towards delivering a “south-facing” development. These include –

- Ensuring strong pedestrian and cycle links to Fareham Town Centre and railway station;
- Delivering BRT links to Fareham Town Centre, railway station and other destinations in South Hampshire, drawing on the success of the *Eclipse* Fareham to Gosport BRT service, which has led to an increase in the number of passengers connecting to the train in this corridor (from 3% to 8%);
- Developing Fareham Railway Station as a transport hub with ease of access and interchange between connecting modes and improved storage facilities for

cyclists;

- Through the masterplan layout, ensuring that the main centre of gravity of the Welborne development is located in the southern part of the site;
- Ensuring that Fareham is the nearest Town Centre for retail and other associated trip generating uses;
- Ensuring there are strong, legible links for all modes of transport between Welborne and Fareham Town and other key destinations in South Hampshire.

To emphasise this aim in the High Level Development Principles of the Welborne Plan, the Council proposes that the following paragraph is added to policy WEL2, inserted as the first bullet point –

- **The new development through its location, layout, housing and employment offers, transport links and social, economic and environmental aspects will form a functional part of Fareham and the wider South Hampshire area;**

This amendment, together with the Council's proposed modification to policy WEL2 set out in CD-40, provides sufficient high level guidance to secure the Council's aims

In addition, the Council proposes the additional modifications to policy WEL23 (Transport Principles for Welborne) which will ensure that the Transport Framework addresses this issue. Together with the modification proposed in CD-40, criterion iii of policy WEL23 will read as follows (new text underlined):

- iii. **Achieves a development which is an integral part of South Hampshire and is southwards-facing in transport terms through the masterplan layout, strong links to Fareham Town Centre and delivery of access via the A32 and an improved junction 10 of the M27;**

#### 4 Structural Landscaping

Following consideration of the Inspector's question raised in ID-17, the Council proposes the following amendment to Policy WEL33. This is similar to that proposed in section 2 of CD-41, with additional wording to accommodate the point raised by the Inspector in his subsequent question. New text is underlined -

##### **WEL33 - Structural Landscaping**

**Initial planning applications for the development of Welborne will be permitted where they are accompanied by a structural landscaping scheme which identifies how the existing landscape features on and around the site can be strengthened and used to create a unique 21st century model for a new garden community.**

**Structural landscaping schemes will show how Welborne will sit comfortably within the landscape, and in particular respond positively to areas of high landscape quality to the north and east of the site and take into account any material impact on long distance views of the site from Portsdown Hill to the east and across the site from the south.**

**All structural landscaping schemes submitted to the Council for approval**

**should include a detailed phasing and management plan, with the emphasis on bringing forward the structural planting elements in the early phases of the development.**