

# FAREHAM

BOROUGH COUNCIL

Fareham Local Plan - Shaping Fareham's Future

## **Local Plan Part 3: The Draft Welborne Plan**

April 2013

- Issues and Options
- **Draft Plan**
- Pre-submission
- Adopted

## Important Notice

To help you respond to this document a form is available from the **Fareham web site**, or paper copies are available at the Civic Offices and all local libraries in the Borough. If you would like to be sent a paper or electronic copy of the form please contact the Planning Strategy Team at **[planningpolicy@fareham.gov.uk](mailto:planningpolicy@fareham.gov.uk)** or on 01329 236100.

## Further Information on this Plan and Contacts

Information on the Welborne Plan process and updates on the wider progress on Fareham's Local Development Documents and current consultations, is available on the **Council's website**.

If you have any questions regarding Fareham's Local Plan, including this document, please contact a member of the Planning Strategy Team at Fareham Borough Council.

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For more detailed information and guidance on the planning system, visit the Department for Communities and Local Government website at **<http://www.communities.gov.uk>**.

**This document and all other Local Plan documents are available in large print and other languages. Please call 01329 236100 for further information.**

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## Abbreviations

AEI	Area of Ecological Importance
AMR	Annual Monitoring Report
AQMA	Air Quality Management Area
BAP	Biodiversity Action Plan
BOA	Biodiversity Opportunity Area
BRE	Building Research Establishment
BREEAM	Building Research Establishment Environmental Assessment Method
BRT	Bus Rapid Transit
CDE	Construction, Demolition and Excavation
CHP	Combined Heat and Power
CS	Core Strategy
DCLG	Department for Community and Local Government
EA	The Environment Agency
ESCo	Energy Services Company
ETS	Emerging Transport Strategy
FBC	Fareham Borough Council
GI	Green Infrastructure
GP	General Practitioner
HCC	Hampshire County Council
HRA	Habitats Regulation Assessment
HWRC	Household Waste Recycling Centre
LDF	Local Development Framework
LLFA	Lead Local Flood Authority
LTP3	Local Transport Plan 3
LTSIP	Long Term Strategic Implementation Programme
MUGA	Multi Use Games Area
MUSCo	Multi-Utility Services Company
NCNF	New Community North of Fareham
NHS	National Health Service
NPPF	National Planning Policy Framework
PCT	Primary Care Trust
PDL	Previously Developed Land
PTP	Personalised Travel Plan
PUSH	Partnership for Urban South Hampshire
R&D	Research and Development
RSPB	The Royal Society for the Protection of Birds
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SAM	Scheduled Ancient Monument
SANGS	Suitable Alternative Natural Green Space
SD	Sustainable Development



SDA	Strategic Development Area
SDC	Strategic Design Code
SDMP	Solent Disturbance and Mitigation Project
SEA	Strategic Environmental Assessment
SEERA	South East England Regional Assembly
SEP	South East Plan
SINC	Sites of Importance for Nature Conservation
SPA	Special Protection Area
SPD	Supplementary Planning Document
SPZ	Source Protection Zone
SRTM	Sub-Regional Transport Model
STPC	Sustainable Travel Plan Co-ordinator
STW	Sewage Treatment Works
SuDS	Sustainable Drainage Systems
SWMP	Site Waste Management Plan
TAP	Town Access Plan
TfSH	Transport for South Hampshire
WCC	Winchester City Council
WDA	Waste Disposal Authority
WDLPP1	Winchester District Local Plan Part 1
WRAP	Waste Resources Action Programme
WWTW	Waste Water Treatment Works

# Chapter 1

## Introduction and Planning Context

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### How to respond to this Consultation Draft Plan

- 1.1 Your views on this Draft Welborne Plan are important. They are part of the process for creating the final Welborne Plan. The involvement of the community is essential to help shape the future distribution of land uses and development in the plan area. It will enable informed decisions that can best suit the needs of the community as a whole.
- 1.2 This draft of the Welborne Plan as well as the draft Sustainability Appraisal and the evidence base that has informed the objectives and policies within this plan can all be [viewed online](#).
- 1.3 A Response Form is available in both electronic and paper format. In making comments or answering questions, it is helpful if you explain the reasons for your choice or comments. It is important that you make views known by responding to this consultation. If you wish to send any comments to the Council, then please complete the Response Form available online or return a copy to the Planning Strategy Team at:

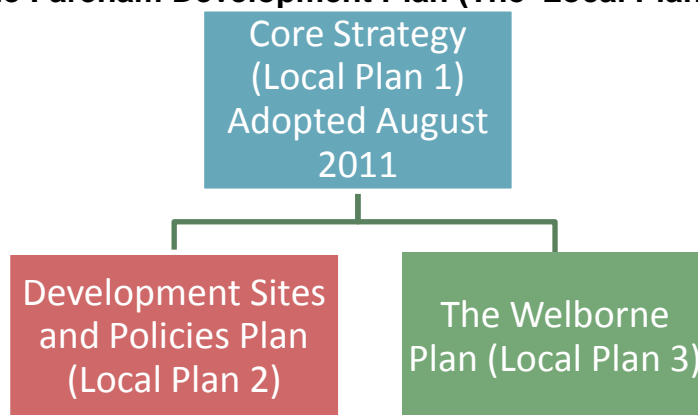
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- 1.4 The consultation commences on Monday 29 April 2013 and will conclude on Monday 10 June. All comments must be received no later than **5pm** on **Monday 10 June 2013**.
- 1.5 Throughout the consultation period exhibitions will be held in areas near to the Welborne site. These will provide the local community and other interested parties the opportunity to view the proposals and to discuss any issues. Paper response forms will be available at the exhibitions. The programme of exhibitions is as follows:
  - Tuesday 7 May, Ferneham Hall, Fareham (2-7pm)
  - Wednesday 8 May, Funtley Social Club (2-7pm)
  - Tuesday 14 May, Knowle Community Centre (4-7pm)
  - Tuesday 21 May, Ferneham Hall, Fareham (2-7pm)
  - Thursday 23 May, Wickham Community Centre (4-7pm)

## Fareham's Development Plan

- 1.6 Fareham's Development Plan (known as the 'Local Plan') is the Statutory Development Plan for the Borough of Fareham and is an important document for the future planning of the area and provides the basis for determining planning applications. The Local Plan has three parts, of which this Welborne Plan is the third part (see Figure 1 below).
- 1.7 The other parts of Fareham's Local Plan are:
- **Local Plan Part 1 (Core Strategy)<sup>1</sup>** - This is already in place, having been adopted by the Council in August 2011 and sets out the vision, objectives and overall development strategy for the Borough up to 2026 and;
  - **Local Plan Part 2 (Development Sites and Policies)<sup>2</sup>** - This is currently being prepared in 'Pre-Submission Draft' and will be published for representations later in 2013. This part of the Local Plan sets out the Council's approach to managing and delivering the development in the rest of Borough, outside of Welborne, for the period to 2026.

**Figure 1.1: The Fareham Development Plan (The 'Local Plan')**



- 1.8 The Welborne Plan is a site-specific plan which sets out how the new community of Welborne, to the north of the M27 Motorway at Fareham, should take shape over the period to 2041. Once adopted, the Welborne Plan will form a part of the Council's Statutory Development Plan. This Plan should be read and interpreted as a whole and alongside the other parts of the Local Plan.

### The Purpose of the Plan

- 1.9 The purpose of the Welborne Plan is to establish a policy and delivery framework which provides clear and consistent guidance to ensure that the Council's vision and objectives for Welborne are achieved, and that the Plan is consistent with the established approach in the adopted Core Strategy (Policy CS13). It does this by providing policy guidance and targets on the wide range of issues that relate to developing a new place.

<sup>1</sup> [http://www.fareham.gov.uk/planning/local\\_plan/adoptedcorestrat.aspx](http://www.fareham.gov.uk/planning/local_plan/adoptedcorestrat.aspx)

<sup>2</sup> [http://www.fareham.gov.uk/planning/local\\_plan/draftdevsitepolplan.aspx](http://www.fareham.gov.uk/planning/local_plan/draftdevsitepolplan.aspx)

- 1.10 The Core Strategy established the new community as a Strategic Development Area (SDA) within a broad location called the 'area of search', but did not allocate the site for development or establish firm policy boundaries. These aspects form an integral part of this Plan.

### **Local Planning Policy Context**

- 1.11 The policies within this Welborne Plan have been prepared within the framework of the adopted Core Strategy Policy CS13 (North of Fareham Strategic Development Area), which sets out the overarching policy approach and a set of high level development principles for the new community.
- 1.12 Within Policy CS13 a development range of between 6,500 - 7,500 dwellings was set as the target for the new community and this has been the starting point for the development of the Welborne Plan. This overall level of development was considered to be deliverable based on evidence presented within a range of studies that supported the Core Strategy. However, it was recognised at the time that the final number of dwellings would depend on:
- The extent to which constraints present on the site could be mitigated;
  - The extent to which any significant impacts on designated European and nationally designated conservation sites could be fully mitigated;
  - The extent to which all the land identified within the area of search is made available and;
  - The average density of the development.
- 1.13 Policy CS13 sets out the need for the new community to provide environmental, social and physical infrastructure, retail and employment floorspace to support the development and to contribute towards meeting the development objectives of the South Hampshire Sub-Region. The aim was established that the new community should be as self-contained as possible, whilst complementing and supporting the established town centre of Fareham and the adjoining settlements.
- 1.14 A clear position was set out in Policy CS13 that other locations in the Borough would not be developed in lieu of the development of the new community, regardless of the eventual capacity or the phasing of the development.
- 1.15 The policies within the Core Strategy have informed the preparation of this Welborne Plan and the Council has ensured that the Plan, as presented here, is consistent with the Core Strategy. In preparing this plan, it has been necessary to undertake a formal review of the vision for Welborne and the high level development principles within Policy CS13. The outcome of this review is presented in Chapter 2 below. A detailed reasoned justification for the changes proposed to Policy CS13 is set out in Appendix A.
- 1.16 The Council has also ensured that the approach and policies within this Plan are consistent with the emerging Local Plan Part 2 (Development Sites and Policies). It has identified, with reasons, where any of the development management policies within that document are not intended to apply to

Welborne.

## **Wider Planning Context**

### 1.17 South East Plan (2009) and the Localism Act 2011

The South East Plan (the Regional Strategy) was formally cancelled on 25 March 2013, following the enactment of the Localism Act 2011 and the conclusion by the Government of a Sustainability Appraisal process. The South East Plan no longer forms a part of the Statutory Development Plan for Fareham nor is it a material consideration for the determination of planning applications.

### 1.18 South Hampshire Strategy (2012)<sup>3</sup>

Fareham is a member of the Partnership for Urban South Hampshire (PUSH). The original driving force behind the North of Fareham Strategic Development Area (SDA) was the evidence submitted in 2005 by PUSH to the South East Regional Assembly (SEERA), which was at the time responsible for producing the South East Plan. The proposal for the North of Fareham SDA was taken forward by SEERA as part of the South Hampshire Sub-Regional Strategy within the South East Plan. Although that plan has been cancelled by the Government, the new community of Welborne remains an important component of the South Hampshire Strategy which was updated and endorsed by the PUSH authorities in October 2012. This update did not give rise to any proposed change to the housing or employment floorspace targets for the new community during the South Hampshire Strategy plan period to 2026.

1.19 The updated South Hampshire Strategy is not part of the Statutory Development Plan. It guides PUSH authorities in the preparation of their development plans and provides a framework within which cross-boundary issues of strategic significance can be explored. Consequently, the Welborne Plan has been informed by the South Hampshire Strategy (2012).

### 1.20 National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out national priorities and policies for planning and supersedes the suite of national Planning Policy Statements. The policies within the NPPF cover a number of key themes which include a presumption in favour of sustainable development and planning for strong, vibrant and healthy communities. There is an onus on sustainable local growth, particularly economic growth.

1.21 The NPPF requires this Welborne Plan to be consistent with national policy. Consequently, the plan has been prepared in accordance with the currently adopted National Planning Policy Framework (March 2012).

### 1.22 The Duty to Cooperate

The Localism Act 2011 sets out a duty for local authorities and other bodies prescribed by the Secretary of State to cooperate with each other in the preparation of local planning documents where there are cross-boundary issues

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<sup>3</sup> [http://www.push.gov.uk/work/housing-and-planning/south\\_hampshire\\_strategy.htm](http://www.push.gov.uk/work/housing-and-planning/south_hampshire_strategy.htm)

to be resolved. This duty relates to sustainable development and land use matters that have a significant impact on one or more neighbouring authorities or on Hampshire County Council. The duty is reinforced by policies within the NPPF and requires local authorities to actively engage with each other on an ongoing basis and to seek to reach agreement where possible. Although the duty requires on-going constructive engagement to be undertaken, it does not require an agreement to be reached or compel an authority to compromise on any particular issue where there is a good reason for the approach taken.

- 1.23 The Welborne Plan has been prepared through a process that is consistent with the Duty to Cooperate and the national policy on planning strategically across local boundaries. Throughout the Welborne Plan production process engagement has been undertaken with relevant neighbouring authorities, the County Council and other bodies subject to the duty, such as the Environment Agency and Natural England. The process through which the Council has met the duty is set out in a background paper that supports this Welborne Plan<sup>4</sup>.

### **The Concept Masterplanning Process**

- 1.24 The Welborne Plan has been strongly influenced by the Welborne Concept Masterplan<sup>5</sup>, which is a background evidence document supporting the Plan. The concept masterplan has been tested at key stages with site landowners, community representatives and other relevant bodies and organisations at masterplanning workshops. It was also tested with the local community at public exhibitions and through an online public survey in July 2012.
- 1.25 The aim of preparing the Concept Masterplan was to build an understanding of the character, capacity and constraints of the site to inform the distribution of land uses and the extent of the site area necessary to provide the required scale of the development. In this way, the concept masterplan shows how the policy and principles in Policy CS13 of the Core Strategy can be achieved. The concept masterplan also provides a clear basis for a more 'comprehensive masterplan' that will be developed by the site promoters to accompany future planning applications.
- 1.26 The concept masterplan includes a series of 'parameter plans' which show how various layers of evidence which have informed the concept masterplanning will apply across the Welborne development. These parameter plans have been included within the Welborne Plan and collectively establish:
- The broad location of a range of important land uses (such as the District Centre, the Local and Village centres, the secondary school and employment areas);
  - A proposed movement framework for all travel modes;
  - The principal character areas of the site.

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<sup>4</sup> This paper is not yet complete and will be available to support the Pre-Submission Welborne Plan.

<sup>5</sup> [NCNF Concept Masterplan Options Report \(LDA Design, August 2012\)](#) and the [NCNF Concept Masterplan Preferred Option Report \(LDA Design, April 2013\)](#)

- 1.27 The parameter plans presented in this plan are indicative and do not fix the exact spatial elements of the development, for example, the precise location of the Local and Village centres. This is important to provide flexibility in approach over the long build-out period required for Welborne. Nevertheless, this approach provides a robust basis for the policy approach within this plan. It also provides a suitable level of detail to inform the comprehensive masterplanning that will need to accompany any planning applications made within the plan boundary.
- 1.28 The approach taken by the concept masterplan and the Welborne Plan sets out the aspiration for the development of the whole of the new community to its 'finished state'. This reflects the requirement of Policy CS13 of the Core Strategy that the area should be planned in a comprehensive way that is linked to the delivery of key infrastructure. This approach is important as the development of Welborne will continue past the end date of the adopted Core Strategy (2026). The clear intention is that the area should be planned as a whole rather than a series of incremental development parcels.

### **Other Evidence Studies**

- 1.29 National policy requires that a plan is justified and supported by evidence to show that the most appropriate strategy is chosen when considered against other reasonable alternatives. The Welborne Plan is supported by an extensive and up-to-date evidence base that has been developed over a number of years. This has been used to test the opportunities and constraints presented by the site and the options for taking forward the development in a way that reflects the vision and aspirations of the local community.
- 1.30 The result of this evidence work includes: a detailed understanding of the area's capacity for development; the likely characteristics of the new community; the infrastructure requirements; and the level of development required to meet the aims set by the Core Strategy. Collectively, this evidence base has helped to define and test the options that formed the basis of the approach in the Welborne Plan and has informed the development of the policies set out below. A full list of the evidence and background documents which support the Welborne Plan is provided within Appendix C.

### **Policies Map**

- 1.31 The Welborne Plan includes a Policies Map (Figure 3.3) which, once the Plan is adopted, will become an inset to the Local Plan Policies Map for the whole Borough, updating that map to reflect the policies within the Welborne Plan. Unlike the 'parameter plans' referred to above, the Policies Map 'fixes' key elements of the Welborne development. These elements include; the extent of the plan boundary and therefore where the policies in this plan apply; the location of the secondary school; the location of the settlement buffers and; Sites of Importance for Nature Conservation.

## **The Comprehensive Masterplan and Process for Determining Planning Applications**

- 1.32 As outlined above, the concept masterplan provides the framework for the more detailed 'comprehensive masterplan' to support the planning applications which will be submitted in the future. This will be needed to establish the finer grain of detail in the form and layout of Welborne that is not appropriate to provide within the Welborne Plan. This distinction is an important one, consistent with the Council's flexible approach to planning Welborne given the very long build-out period anticipated. The comprehensive masterplan will be produced by the site promoters and will be required to be consistent with the policies set out in the Welborne Plan and agreed with the Council before a planning application can be determined.
- 1.33 Planning applications within the Welborne Plan boundaries will need to comply with the policies set out within this plan. All supporting text contained within the plan which justifies the vision, objectives and policies should be considered 'reasoned justification' for the purposes of interpreting the policy approach when planning applications are submitted. In addition, planning applications will also need to comply with other adopted parts of the Fareham Local Plan and with any other 'saved' policies. Finally, planning applications should be consistent with any relevant guidance provided by adopted Supplementary Planning Documents that support the Fareham Local Plan, including the Strategic Design Code for Welborne<sup>6</sup>. These will be material considerations in the determination of planning applications.

## **Sustainability Appraisal and Habitats Regulations Assessment**

- 1.34 A statutory requirement of plan-making is to undertake a Sustainability Appraisal (SA), incorporating the Strategic Environmental Assessment, of the policies and proposals in an emerging plan. These combined assessments, which are referred to as the 'SA process', are designed to ensure that the social, environmental and economic effects of plans and policies accord with the aims of 'sustainable development'.
- 1.35 The SA process for the Welborne Plan has undergone a number of stages to date, including publication of an updated Sustainability Appraisal Scoping Report in July 2012<sup>7</sup> and an Options Assessment Report in April 2013<sup>8</sup>. This latest report presents the results of a high level assessment of the key masterplanning and policy options that were considered during the preparation of this draft of the Welborne Plan. The report is being made available for public comment alongside the plan. Further detailed testing will be undertaken at the next stage of the plan and a full Sustainability Appraisal will be published alongside the Pre-Submission Welborne Plan.

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<sup>6</sup> See Chapter 4: Urban Design and Character Areas for details about the Strategic Design Code.

<sup>7</sup> The [North of Fareham Sustainability Appraisal Scoping Report \(Urban Edge, May 2012\)](#) updated a previous version of the [SA Scoping Report for the new community](#) that was published in July 2009.

<sup>8</sup> [Sustainability Appraisal for NCF: Options Assessment \(Urban Edge, April 2013\)](#)



- 1.36 Habitats Regulations Assessments (HRA) need to be undertaken for all Development Plan Documents to assess the possible effects of the plans on the nature conservation objectives of 'European sites' which have been designated under the European Union's Habitats Directive and the Birds Directive. These European sites include Special Areas of Conservation and Special Protection Areas and Ramsar sites, which are given the same level of protection. An updated HRA Baseline Evidence Review was published in July 2012, and this first draft of the Welborne Plan has now been 'screened' for its impact on these sites. The screening report<sup>9</sup> is available for public comment alongside this draft plan.
- 1.37 Where a land use plan, either on its own or in combination with other plans or projects is likely to have a significant effect on the European sites, an 'Appropriate Assessment' must be made of the implications of the plan for the site's integrity. This assessment is underway and will seek to identify avoidance and mitigation measures where necessary. The full HRA report will be available at the Pre-Submission Draft stage of the Welborne Plan.

### **Consultation Process and Next Steps**

- 1.38 The Council is committed to consulting with and involving the local community, statutory bodies and all those who have an interest in the new community. Public consultation on the new community pre-dates the preparation of the Welborne Plan, forming part of the Core Strategy preparation process. Since the start of 2012 the focus of engagement has been on the development of this plan. Details of the engagement opportunities that have been provided since this time are available in the Interim Consultation Statement<sup>10</sup> which accompanies this draft plan. In summary, these include:
- A public survey on options relating to housing, open space, community facilities and sustainable energy generation in February 2012;
  - Visits to various local primary schools and engagement with the Fareham Youth Council during spring 2012;
  - A series of five public exhibitions and a public survey on the masterplanning and other development options in July 2012.
- 1.39 These and other opportunities provided interested parties, developers, residents and landowners the chance express their views on the issues and options that emerged during the early concept masterplanning work and the initial stages of preparation of the Welborne Plan. Following each of the consultation opportunities referred to above, the comments made were carefully reviewed and have been used to inform this draft plan. Throughout this process the Council has ensured that it has complied with its adopted Statement of Community Involvement<sup>11</sup>.
- 1.40 This first draft Welborne Plan is now being published for comments. Following the consultation period the draft plan will be refined and amended to take

<sup>9</sup> Habitat Regulations Assessment for NCF: Screening Statement (Urban Edge, April 2013)

<sup>10</sup> Welborne Interim Consultation Statement (FBC, March 2013)

<sup>11</sup> [http://www.fareham.gov.uk/planning/local\\_plan/statementcomminv.aspx](http://www.fareham.gov.uk/planning/local_plan/statementcomminv.aspx)

account of the comments made and any new evidence that emerges. The revised draft Welborne Plan will then be made available for a six week period of representations. Following this the plan, together with the supporting evidence, the sustainability appraisal and the representations, will be submitted to the Secretary of State for independent examination. Following examination and publication of the Government Inspector's report, the Welborne Plan will be adopted as Part 3 of Fareham's Local Plan.

- 1.41 The dates for all the future stages in this and all other Local Development Documents can be found in the Local Development Scheme<sup>12</sup>. A copy of this document can be found on the Borough Council's website and paper copies are available for inspection at the Civic Offices and local libraries.

**Use the [online response form](#) to make comments on this draft plan.**

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<sup>12</sup> [http://www.fareham.gov.uk/planning/local\\_plan/localdevsch.aspx](http://www.fareham.gov.uk/planning/local_plan/localdevsch.aspx)

# Chapter 2

## Vision, Objectives and Development Principles

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### Review of the Welborne Vision

- 2.1 The current vision for Welborne is set out in paragraphs 5.73 to 5.78 of the Core Strategy. The vision represented the views and aspirations of Fareham Borough Council at the time the Core Strategy was adopted and was informed by extensive community engagement<sup>13</sup>. This vision has influenced and guided the preparation of this Welborne Plan.
- 2.2 However, the Welborne Plan is being prepared over a year after the Core Strategy was adopted and nearly three years after the vision first emerged in early 2010. The national and local planning context has changed during that time. It has therefore been necessary to review and update that vision in the light of this and in light of new evidence that supports this Plan.
- 2.3 The review was undertaken as part of the Concept Masterplanning work<sup>14</sup> and took account of the recent evidence base for the new community. It also reflected on a wide range of local and national factors that have influenced the planning context and the Council's aspirations for Welborne. The review concluded that almost all of the existing vision continues to provide an appropriate basis for planning Welborne. The review recommended that the vision text should remain unchanged, with two exceptions where a change was required to ensure that the vision continued to be achievable, as follows.
- 2.4 Self-containment  
The existing vision states, in paragraph 5.73, that the development “...will have a high level of self-containment with a significant proportion of its inhabitants’ life needs being accessible within a main centre and smaller neighbourhood centres.” However, the Welborne Economic Development Strategy<sup>15</sup> makes it clear that although the new community can be designed to provide for residents' needs, there will be other needs that can only be met by travelling outside of the site. The review recommended that the sentence should be changed to “*It will encourage self-containment with a significant...*” which reflects the continued aspiration for promoting self-containment that has informed this plan.
- 2.5 Exemplar of energy efficient design  
Paragraph 5.77 states that the new settlement “...will be an exemplar of

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<sup>13</sup> See Paragraph 5.79 of the Core Strategy

<sup>14</sup> NCNF Concept Masterplan Preferred Option Report (LDA Design, April 2013)

<sup>15</sup> See the Employment and Workspace Paper (HJA, April 2013)

*energy efficient design.*” This aspiration related to the inclusion of the new community within the second wave of the former Eco-Towns programme in spring 2010. The review of the vision considered this in light of the shift in national policy away from Eco-Town standards and towards the less prescriptive 'Garden Cities' approach<sup>16</sup>.

2.6 In addition, the Council has examined the potential for this aspiration to be achieved at Welborne. The evidence<sup>17</sup> suggests that achieving this would be technically feasible but would represent a significant financial burden on the development. Such a burden, in light of the many other infrastructure and development costs (such as schools, open space and the Bus Rapid Transit link) would impact on development viability. Given the emphasis in national policy towards unlocking growth by enabling proposed development to be economically viable, it was considered that this statement in the existing vision should be deleted. However, energy efficiency is still expected to be a key feature of the development.

### 2.7 Outcome of the vision review

Taking these two changes into account, the vision for the new community within paragraphs 5.73 to 5.78 of the Core Strategy is superseded by the following:-

2.8 *"Welborne will create a diverse and well integrated new community. It will encourage self-containment with a significant proportion of its inhabitants' life needs being accessible within a main centre and smaller neighbourhood centres. It will contain a mix of dwelling types which meet the needs of the increasing numbers of single person households, families, and the needs of an aging population. There will be a range of accessible new jobs created which contribute towards meeting the employment needs of this diverse new community.*

2.9 *It will have an integrated movement system connecting it with its surrounding settlements and destinations. It will incorporate footpaths, cycle ways, and vehicular traffic in a way that encourages walking and cycling, provides excellent public transport, and feels comfortable and safe to use.*

2.10 *The development will have a distinctive character. Its layout and design will complement local topography, landscape features and historic structures to produce a place that is distinctive whilst responding to its wider context. It will encourage contemporary design in a manner that is flexible and is capable of accommodating change.*

2.11 *It will have an integrated and linked green network of multi-functional open spaces, civic spaces, public open spaces, private outside space, and green routes. The green network will incorporate the site's natural features, hedgerows, tree lines, and woodlands to provide habitat, recreational facilities, to frame new development and to link to the wider countryside.*

<sup>16</sup> See Paragraph 2.14 below.

<sup>17</sup> [NCNF Eco-Opportunities Study \(LDA Design and Parsons Brinckerhoff, 2012\)](#)

- 2.12 *It will take advantage of natural features, such as hedges/green corridors/woods; it will maximise orientation; incorporate Sustainable Drainage (SuDS); and provide opportunities for local food production. It will aim to meet its own renewable energy needs in a viable fashion, and deal effectively and sustainably with waste. Buildings will be thermally and water efficient. Access to services and a high quality public transport system all within easy walking distance of homes will reduce the need to travel by car.*
- 2.13 *Socially and economically Welborne will complement rather than compete with the surrounding settlements and it will allow existing residents to benefit from the new facilities."*

### **Additional Vision Statement and Objectives**

#### 2.14 Garden city principles

The Welborne Plan has been strongly influenced by the principles of the garden city movement, which emerged in the late 19<sup>th</sup> and early 20<sup>th</sup> century and was responsible for the development of Letchworth and Welwyn Garden City amongst others. However, given the current economic and social contexts, which are completely different from those prevailing a century ago, it would not have been possible, or desirable, to replicate the underlying paternalistic philosophy which guided the original movement. It was therefore essential that the concept masterplanning process thoroughly examined and understood the guiding principles which underpinned the spatial qualities which give the garden cities their important place in town planning. The intention in doing this is to help create a unique garden community north of Fareham. This has resulted in a concept masterplan in which:

- Welborne is directly linked with the natural environment, which is brought into the heart of the new community through a network of linked green spaces, so that each new neighbourhood provides its residents with the opportunity to experience the natural environment on a daily basis;
- The character of each of the different neighbourhoods which make up Welborne is derived from an analysis of their landscape setting;
- The provision of formal and informal sports facilities, allotments, community orchards, good cycling and walking routes will all contribute towards encouraging healthier lifestyles;
- Welborne will be able to meet most of its daily needs within walking distance from home, by providing a range of employment opportunities together with supporting community infrastructure, to help develop a socially diverse but coherent community; and
- The concept of a modern garden community will be developed further through the preparation of a Strategic Design Code, which will ensure that the principles of the garden city movement are embedded into the detailed design of Welborne.

- 2.15 The concept masterplanning process has provided more clarity about what kind of place Welborne actually will be. This has been expressed as the creation of a new garden community. This will be a 21st century interpretation of the long-established garden city principles that redefines them in a contemporary way and provides a response to the unique locality of the site.
- 2.16 To reflect this expression of what Welborne will be like, a new vision statement capturing the essence of Welborne and supporting objectives are set out below. These are wholly compatible with the reviewed vision for Welborne presented above, but provide more definition and a clearer understanding that is based on the most recent evidence base, including the concept masterplan itself.
- 2.17 *Vision Statement*  
*“A distinct new community set apart but connected to Fareham, whose spirit, character and form are inspired by its landscape setting.”*
- 2.18 The vision statement identifies Welborne as a place with its own individual identity. It is also a reminder that Welborne will have strong connections with the rest of the Borough. The two communities will be connected by transportation, workplace destinations, higher order shopping, and the entertainment, arts and culture that Fareham provides. The relationship is also two-way. In the other direction, the New Garden Community will also act as a draw to the wider community in Fareham, providing attractive places, parks, woodland and open spaces to visit and high quality long distance recreational routes.
- 2.19 *Objectives*  
The objectives are specific to Welborne and emerged from the concept masterplanning and vision review process. They are the fundamental things that need to be achieved if the vision for Welborne is to be delivered. The four objectives are stated below, along with an explanation of what they mean for Welborne and its neighbours:-

**1. Welborne will be a diverse, balanced, integrated and interacting community:**

- A diverse mix of uses and interactions between them that create and sustain a functional, successful and active community;
- A layout of uses, buildings, spaces and connections that are designed specifically to support an active, vibrant, inclusive and cohesive community;
- A mix of land uses, types, sizes, tenures and governance that meet the needs of a thriving community at each phase of development;
- A range of employment provision that provides opportunities for residents and, along with community services and facilities, encourages self-containment within Welborne;

- Flexibility of land and building use that allows adaptation to changing needs and opportunities over time.
- 2. Welborne will respond positively to its distinctive and diverse landscape setting and surrounding countryside:**
- A strong sense of place and community identity that reflects the qualities of the landscape in which it sits;
  - A place that draws heavily on its setting for design inspiration and urban form;
  - A community that uses its setting and identity to support its commercial success and long term economic viability;
  - Access to a wide range of natural assets will be one of the fundamental appeals of Welborne, achieved through a network of interconnected multi-functional green links and spaces that serve the whole community and provide links to wider green networks.
- 3. Welborne will be distinct from other settlements, but connected to them physically and functionally:**
- Welborne will be designed as a separate, standalone settlement with a distinctive identity and physical buffers that distinguish it from Fareham, Wickham, Funtley and Knowle;
  - There will be direct, safe and attractive connections between Welborne and those settlements by sustainable transport modes;
  - The A32 will remain the most important physical connection between Welborne and Fareham and will be the principal route for the BRT, buses and other vehicles, supplemented by a choice of pedestrian and cycle connections;
  - The scale and type of retail and leisure provision in Welborne will be compatible with and complementary to existing retail centres in Fareham and Wickham.
- 4. The principles of sustainability will be embedded in every aspect of Welborne:**
- The development will be built upon the principles of sustainability and resource efficiency, and will minimise water consumption and carbon emissions arising from operational energy use in new and existing buildings and infrastructure, including transportation;
  - A Sustainable Drainage System will be fully integrated into the network of open space;
  - The distribution of uses and network of places and connections will ensure that important day to day destinations, and sustainable transport links, are set within easy walk distances from home and work, to discourage unnecessary use of the car.

## Review of the Development Principles

- 2.20 Policy CS13 of the Core Strategy contains high level development principles that were intended to provide some clarity over certain important aspects of Welborne's development. These development principles have guided the preparation of the Welborne Plan. However, in light of the technical evidence work, review of the vision and the consultation that supported the preparation of the plan, these principles have needed to be reviewed. In addition to technical evidence, this review has taken into account the engagement to date with the local community, neighbouring authorities, the promoting landowners and others.
- 2.21 The resulting revised set of development principles is set out below and will replace the current set of development principles within Policy CS13. Appendix A, at the end of this plan, sets out the new principles alongside the current ones and provides a reasoned justification for each of the changes that have been made.

### **WEL1 - High Level Development Principles**

**The high level development principles contained within Policy CS13 of the Core Strategy are superseded as follows:**

- **The new development will create an inclusive and sustainable community that incorporates high standards of sustainable design, and resource efficiency and is resilient to climate change. Development will minimise energy usage, water consumption and carbon emissions;**
- **The development will provide up to 78,650 sq.m of employment floorspace, in a range of highly accessible employment opportunities which reduce the need for commuting and contribute towards self containment;**
- **The layout will create a connected network of Strategic Green Infrastructure, open spaces and recreational facilities that respects and enhances the landscape qualities of the area and meets the needs of the new community; and avoids or mitigates the potential ecological impacts of the development, and provides a net gain in biodiversity in the area. The Green Infrastructure Strategy is based on the need to conserve and enhance the existing landscape, historic and ecological features on the site and adjacent areas, whilst linking new and established green spaces within the built environment and connecting the urban area to its wider rural hinterland;**
- **The provision of Green Infrastructure to meet the recreational needs of additional residents, to contribute to the access networks to the natural environment and BAP targets to achieve a net gain for**



**biodiversity, to make a positive contribution towards implementing the Partnership for Urban South Hampshire Sub-Regional Green Infrastructure Strategy, and to ensure that any potential adverse effects on nationally and internationally protected sites identified through the HRA work are avoided. Where adequate mitigation or avoidance measures cannot be achieved on site through the provision of Green Infrastructure a financial contribution will be sought to provide off-site mitigation measures such as managing access to nationally or internationally important sites or the provision of off-site Green Infrastructure;**

- **Green buffers will be incorporated into the layout to prevent coalescence with Knowle, Wickham, Funtley and Fareham.**
- **Based on the revised Transport Strategy, the following key principles apply in relation to transport:**
  - **To support the sustainability of the new community, the aim will be to create high levels of self containment;**
  - **The development will address a significant proportion of trips through the development of robust reduce and manage policies;**
  - **Bus Rapid Transit (BRT) will form a key component of the access strategy;**
  - **Access will be via the A32 and junction 10 of the M27;**
  - **The rate of development will be linked to the funding and provision of the necessary transport infrastructure;**
  - **Carefully designed transport interventions will minimise the traffic impacts on the local and strategic road network and mitigate any environmental impacts;**
- **The development will incorporate a balanced package of measures to encourage smarter transport choices to meet the needs of the new development, and maximise the opportunities for sustainable travel; including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access the adjoining area; connection to the Bus Rapid Transit system; and effective measures to mitigate the transport impacts of the proposed development on the strategic and local road network;**
- **The development will provide supporting social and physical infrastructure; including a range of convenience and comparison shopping, local employment, health, community and leisure facilities centred around a new district centre, together with provision for pre-school, primary and secondary education. Up to three local centres will be provided to act as neighbourhood hubs for the provision of social infrastructure and local employment opportunities;**
- **Each phase of the development will provide for a range of housing types, sizes and tenures, including affordable housing, to meet the needs of the community. The overall aim is to deliver between 30-**

**40% affordable housing, subject to development viability and funding being available;**

- **Each main phase of the development will fully integrate Sustainable Drainage Systems into the network of open spaces, to mitigate potential flood risk, allowing the new community to adapt to climate change whilst providing biodiversity benefits and enhanced recreational opportunities. The development must also provide for both on-site and off-site sewerage infrastructure;**
- **Each phase of the development will be well designed and incorporate development at a range of densities and building heights to create a series of attractive places with different and distinctive characters and that contribute overall to the creation of varied but cohesive new community with strong sense of place.**

### **Additional Development Principles**

- 2.22 In addition to revising the high level development principles within the Core Strategy, the review process highlighted the need for the following five additional development principles. These are required to cover important high level and strategic aspects of Welborne, such as character areas and the overall distribution of land uses that were not covered in Policy CS13. These principles will generally be implemented through the Strategic Design Code (see Chapter 4 for further detail).

#### **WEL2 - Additional Development Principles**

- **The identity and character of Welborne will reflect the objectives of a 21<sup>st</sup> Century Garden City as set out in the Vision. The character and identity of the built and natural environment will draw on surrounding landscape influences and will be reflected in four distinct Character Areas. Within each there will be common elements that provide cohesion and consistency of character, but there will also be sub-areas with their own distinctive qualities.**
- **The development will have a strong urban form, with a clear hierarchy of places formed around a continuous network of public spaces, parks and green corridors. These places will reflect the identity of their Character Area and will be enclosed or marked by key buildings and local landmarks. The district and local centres will be arranged around useable public space and will be very well connected into the wider public realm network. The nature of the road space will reflect the urban form, hierarchy and character.**
- **Land uses will be located and distributed across Welborne to support a sustainable development and strong community interaction. The principal employment area will be located in the southern part of Welborne, close to Junction 10 and the A32. There**

**will be additional smaller scale employment space provision within the development located at the district and local centres and within existing retained facilities. There will be a clustering of education provision to the east of the A32, including the Boundary Oak School, a new secondary school and a primary school. Two further primary schools will be located to the west of the A32.**

- The largest and most important green space will mark the heart of Welborne and will be open and expansive in character with extensive views to Portsdown Hill and south to the coast. This central space may consist of a range of green infrastructure types and uses and will be easily accessed from all areas of the development through a connecting network of green lanes, smaller parks and natural spaces in between. The landscape proposals for the land east of the A32 will provide some screening and a mature backdrop to soften the potential impact of new built development on the sensitive landscape beyond.**
- Welborne will be designed to encourage activity and interaction by creating a diverse network of appealing, functional, safe and convenient places in which to socialise, and numerous interconnecting routes that provide different options for moving between places. Welborne will have a strong focus on outdoor recreation and outdoor sport as part of its identity.**

### **Sustainable Development**

- 2.23 At the heart of the National Planning Policy Framework is the presumption in favour of sustainable development and the policies contained within this plan are consistent with this approach. Proposals within the Welborne Plan policy boundary that are sustainable and which accord with the NPPF and the policies within the Fareham Local Plan (including this plan once adopted) will be approved.
- 2.24 The draft version of Part 2 of the Fareham Local Plan (Development Sites and Policies Development Plan Document) includes Policy SD1 (Sustainable Development) which sets out how the Council will comply with the presumption in favour of sustainable development. Once Local Plan Part 2 is adopted<sup>18</sup>, this policy will be relevant in the determination of planning applications within the Welborne Plan boundary area.

**Use the [online response form](#) to make comments on this draft plan.**

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<sup>18</sup> Local Plan Part 2 is programmed to be adopted in July 2014, shortly ahead of the adoption of the Welborne Plan.

# Chapter 3

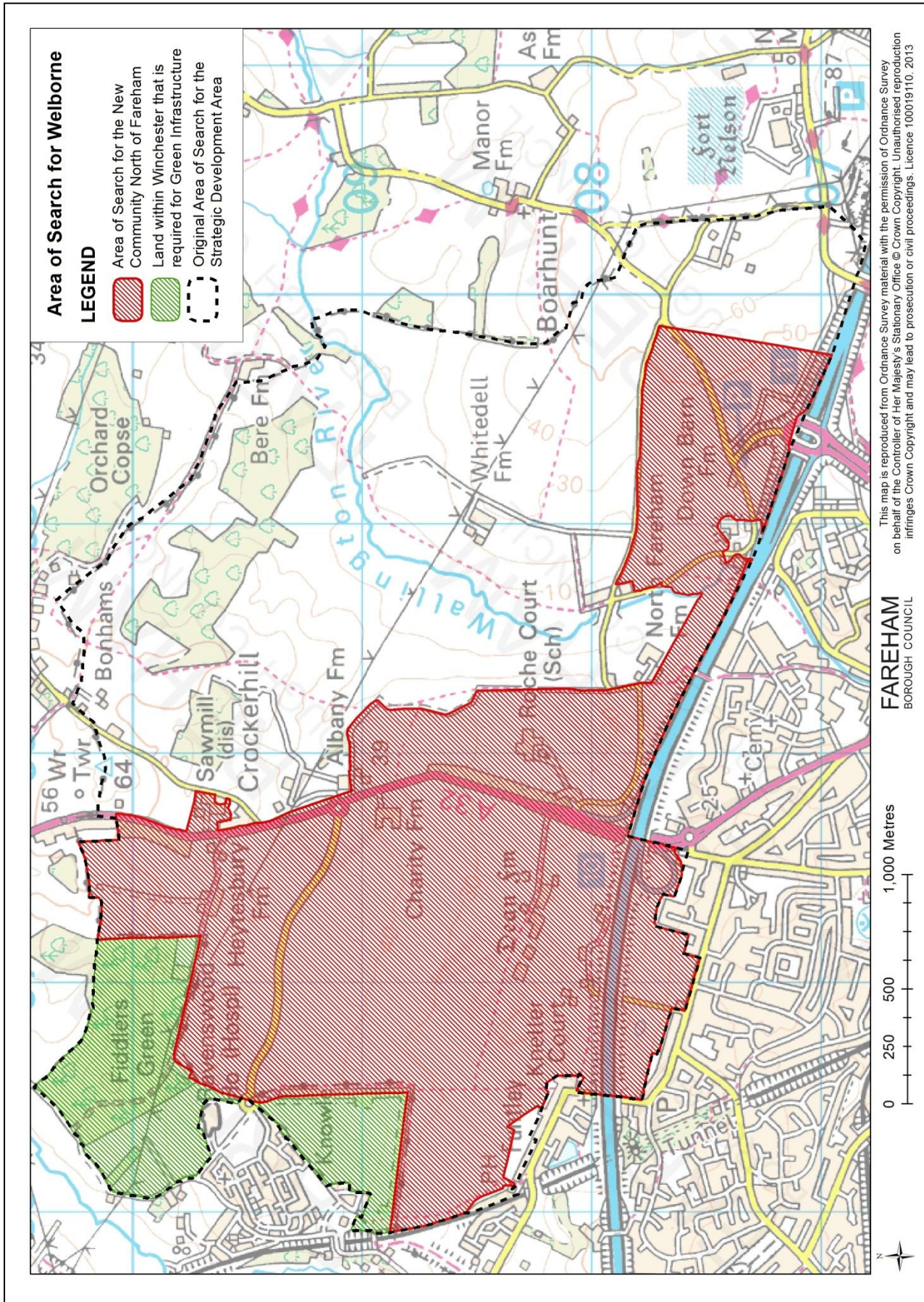
## The Welborne Site

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### Site and Setting

- 3.1 The Core Strategy established a broad 'area of search' within which Welborne would be located. This area covers approximately 442 hectares of mainly open countryside located to the north of the existing urban area of Fareham. The village of Funtley lies to the south west, with the village of Knowle to the west, and Wickham a mile to the north. There is also 77 hectares of land immediately adjoining the site in Winchester City Council's area which is considered for its role in providing green infrastructure. The area of search for Welborne and the land in Winchester City Council's area are outlined in Figure 3.1 below. For information, Figure 3.1 also indicates the original broad area of search that was identified for the January 2009 public consultation on the Core Strategy.
- 3.2 The site is currently predominantly used for arable farming with some light industrial and commercial buildings, and a small park and ride at Junction 11 of the M27 motorway. There are also farmsteads, a few isolated residential properties and an independent preparatory school, called Boundary Oak School, at Roche Court.
- 3.3 The site's broad landscape context is defined by the valley of the River Meon to the west and by the heavily wooded 'Forest of Bere' landscape to the north. The east is defined by the rolling, chalk downland landscape of Portsdown Hill and the valley of the Wallington River, whilst the M27 motorway and the urban area of Fareham define the south. In general, the site slopes down towards the south, with the lowest lying land adjacent to the motorway. The highest point on the site is marked by a ridge to the north of Heytesbury Farm, with land further north falling away towards Wickham.
- 3.4 The vast majority of the area of search is north of the motorway with the exception being the open land known as 'Fareham Common' which is located between the M27 motorway and Kiln Road in Fareham. There are two motorway junctions adjacent to the site – Junctions 10 and 11. Junction 11 at the eastern edge of the site is the main strategic access to Fareham. Junction 10 only has east facing slip roads and therefore does not allow traffic to join the westbound carriageway or exit from the west. The A32 runs north-south through the site connecting Gosport and Fareham through junction 10 to Wickham and rural areas to the north. Knowle Road is a relatively new link that connects the expanded Knowle village to the A32 and it is the only means of vehicular access to the village. There are a number of rural lanes and farm accesses within the area of search. The Portsmouth to Eastleigh railway line passes the western edge of the site and the nearest station is at Fareham to the south.

Figure 3.1: Area of Search for Welborne



- 3.5 In a wider context, the site is situated between two major cities, being approximately 15 miles from Southampton to the west, and 8 miles from Portsmouth to the east. It is one mile south of the closest part of the South Downs National Park and about 15 miles east of the New Forest National Park. The nearest part of the coast at Cams Bay, part of Portsmouth Harbour, is within one mile and other locations along the Solent coastline are within a few miles.

### **Constraints, Capacity and Opportunities**

- 3.6 The area of search for Welborne has a number of features on and adjoining the potential site, which ultimately affect the developable area (or built footprint) and development capacity. The constraints are illustrated on the 'Constraints Plan' in Appendix D.1 and these have been taken into account in determining the overall developable area which is shown in Figure 3.2 below.

3.7 Utilities infrastructure

An existing high-pressure gas pipeline running diagonally across the site necessitates development free areas along both sides of the entire length. Due to Health and Safety standards, no development can take place within a 6 metre zone above the gas pipeline. Furthermore, high occupancy facilities which are difficult to evacuate in an emergency such as schools and hospitals cannot be developed within a 195m exclusion zone of the gas pipeline<sup>19</sup>.

- 3.8 High-voltage overhead power lines traverse the site to the north of and broadly parallel with the Knowle Road. Although there is no health and safety exclusion zone associated with these, they do provide a building height and density constraint to ensure that the lines can be safely accessed for repair.

- 3.9 High pressure water mains also run through the area of search, principally just west of the A32. These will either need to be avoided through the careful layout and design or diverted. The concept masterplan has assumed that these will not impact on site capacity.

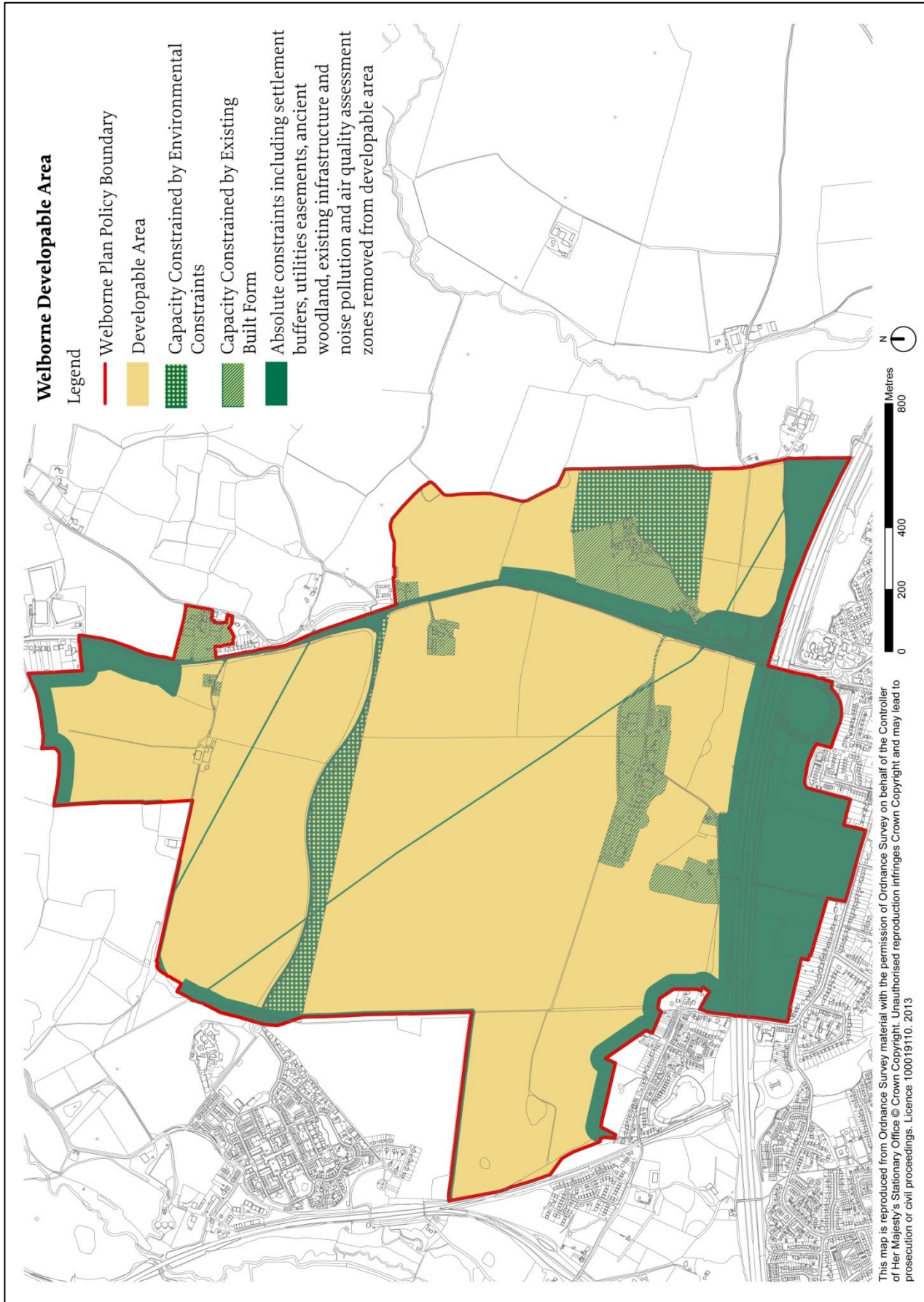
3.10 Motorway noise and air quality

The M27 motorway runs along much of the southern boundary of the area of search which means that traffic-derived noise and air quality issues pose a development constraint to the adjoining land. The concept masterplan recommends that a minimum buffer of 40 metres should be maintained in addition to mitigation measures that are likely to be needed to minimise noise and air quality issues for new residents in the southern parts of the site. While this constraint will restrict residential development within the area subject to high noise levels, this would not restrict other land uses, including employment and green infrastructure.

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<sup>19</sup> PADHI, HSE's Land Use Planning Methodology (Health and Safety Executive, 2011)

Figure 3.2: Developable Area of Welborne



### 3.11 Flooding and groundwater

The River Wallington flows through a small section of the eastern part of the area of search. Although a limited amount of land immediately adjoining the river has been identified by the Environment Agency as flood zones 2 and 3, the majority of the site is at very low risk of fluvial flooding. The land within flood zones 2 and 3 is therefore considered unsuitable for development.

3.12 There is also a groundwater source protection zone (SPZ) in the eastern half of the area of search. Public drinking water is supplied from an aquifer covered by the SPZ and zone 1 is the inner protection zone where groundwater travels most quickly to the source. Therefore, surface water run-off cannot be discharged in this area to ensure that water quality can be maintained. However, run-off can be discharged through the use of sustainable drainage systems (SuDS) in zones 2 and 3 of the catchment.

### 3.13 Woodland and hedgerows

Within the area of search, there are several areas of woodland including some ancient woodland between Boundary Oak School and the A32 and at Blakes Copse. These areas of woodland are not developable and will require buffers to the edge of new built development. There are also substantial woods to the north-west of the site outside of the plan boundary, some of which are ancient woodland. Other constraints include some significant hedgerows and individual trees which will need to be retained and incorporated into the development.

### 3.14 Areas of Ecological Importance

There are two Areas of Ecological Importance within the area of search comprising one north immediately of Funtley and one adjacent to the M27 motorway, east of Junction 10. Areas of Ecological Importance are not a designation, but indicate areas where previous surveys have indicated the presence of important ecology. By preference these areas should be integrated into the green infrastructure network in order to enhance biodiversity. However, where development needs to occur within these areas, appropriate ecological mitigation will be necessary.

### 3.15 Heritage

There are a number of listed buildings within the area of search including Roche Court which is a Grade II Listed Building located to the east of the A32, a Grade II\* Listed farmhouse at Dean Farm and a Grade II Listed farmhouse called 'Downbarn' at Junction 11. The concept masterplanning has taken these assets into account and has assumed that it will be possible to protect their character and setting within the landscape structure of the relevant areas.

3.16 A buffer around Roche Court will be needed to protect its landscape setting and allow the Listed house, gatehouse and lodge to retain an association with the parkland character of land within the Wallington Valley. There are also a number of Listed Buildings which fall outside of the area of search, but in close proximity to it, mainly to the east of the A32. In addition the Grade II Listed church of St. Francis immediately adjoins the western edge of the site



at Funtley. This edge forms part of the historic landscape setting of this church and will need to be retained in some form. The potential impacts of Welborne on the character and setting of these heritage assets will need to be considered at the planning application stage.

3.17 The known archaeological assets within the area of search have been assessed through preliminary desk-top and archive research by the Hampshire County Council Archaeology Service<sup>20</sup>. This research has suggested that there is unlikely to be any significant archaeology within the area of search which would constrain development. However, more detailed site investigations will be required at the planning application stage to understand the nature of the assets present within the area proposed for development. These detailed studies may point to mitigation measures which will need to be implemented before development commences.

3.18 Areas of high landscape sensitivity

The area of highest landscape sensitivity is located at the extreme north of the site (north of Heytesbury Farm)<sup>21</sup>. This area could still accommodate some development but its inherent sensitivity to change means that the nature and form of development is constrained and will require specific design responses.

3.19 There are two Scheduled Ancient Monuments which are located outside the area of search to the east. The first of these is the Victorian Fort Nelson site and the second is a World War II Heavy Anti Aircraft Gun placement site at Monument Farm, between Fort Nelson and the area of search. The presence of these sites of national significance reinforces the need for a detailed sensitive design response within the area of search closest to these monuments.

3.20 Settlement buffers

A number of settlement buffers have been identified within the area of search to protect the individual identity of surrounding settlements and prevent coalescence. Green infrastructure provided at Fareham Common will provide a green buffer to Fareham. There will be a green buffer between Welborne and the northern and eastern edges of Funtley. Green infrastructure on the land west of the area of search (within Winchester City Council's area) will provide for separation between Welborne and the village of Knowle. This buffer will be extended within the Welborne boundary northwards to Dash Wood. A landscaped buffer will be enhanced between Welborne and the existing residential properties extending south of Wickham along the A32. Blakes Copse, located alongside the A32 will contribute to this buffer. In addition, the ridge to the northern most point of the site is significant as it provides visual separation between urban areas of Wickham and Fareham so development will be set back from this ridge.

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<sup>20</sup> NCNF Archaeological Review (Hampshire County Council, February 2012)

<sup>21</sup> NCNF Landscape Study (LDA Design, July 2012)

## Overall Quantum of Development

### 3.21 Defining the developable area

The concept masterplan work, building on earlier capacity work at the Core Strategy stage<sup>22</sup> identified the key constraints, outlined above, which have a direct effect on the capacity of the area of study. The effects of the constraints on potential land use were identified through a review of the Core Strategy evidence documents and on-going work with landowners and others. Absolute constraints on development, such as utilities easements and buffers to existing settlements were removed from the developable area. Remaining constraints, such as the groundwater source protection zone and areas of high landscape sensitivity, served to influence decisions on proposed land uses and potential residential densities.

### 3.22 Establishing the land use mix

Consistent with the Core Strategy, the concept masterplan was developed with the intention of establishing a balance between the number of homes and employment floorspace, open space provision and community facilities in order to promote sustainable development and maximise opportunities for self-containment. The assumptions used to determine the quantity of land required for each land use was based on the emerging Economic Strategy and the Green Infrastructure Strategy and input from interested parties<sup>23</sup>. The quantity of land required for each of these land uses was subtracted from the developable area - the residual area was therefore identified as suitable and available for appropriately scaled residential development.

### 3.23 Applying residential densities

Once the residential development area was established, residential densities in the form of dwellings per hectare (dph) were applied. At the masterplanning options stage<sup>24</sup>, a range of average site-wide densities was used to test the potential capacity of the option sites identified. Following selection of the preferred option, a more detailed application of residential densities was applied in the form of a residential Density Framework Plan<sup>25</sup>. This resulted in a range of residential densities being used across the site to balance place-making, energy generation, public transport and development viability considerations as well as ensuring efficient use of land. The densities used take into account input from interested parties including the landowners, on creating quality places, local density studies and the reviewed vision for Welborne which embraces 21<sup>st</sup> Century garden city principles.

### 3.24 Overall residential capacity

In the period since the July 2012 options consultation, a preferred concept masterplan option was selected through analysis of the consultation

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<sup>22</sup> [Refining the Fareham SDA Capacity Analysis Study](#) (David Lock Associates, July 2009)

<sup>23</sup> These assumptions are set out in detail in the [NCNF Concept Masterplan Options Report \(LDA Design, August 2012\)](#) and in Chapters 5: Economy and Self-Containment and Chapter 8: Green Infrastructure and Biodiversity.

<sup>24</sup> Culminating in the [Options Consultation](#) held in July 2012.

<sup>25</sup> See [NCNF Concept Masterplan Preferred Option Report \(LDA Design, April 2013\)](#)

responses, the available evidence including the draft Sustainability Appraisal and the review of the vision for Welborne. The capacity of the preferred option development was then refined further in the light of more detailed information on site constraints including: exclusion zones for power lines; environmentally sensitive sites; land requirements for infrastructure (such as Junction 10 improvements); and a minor redistribution of land uses (such as the need for one less primary school than previously allowed for).

- 3.25 Through the process outlined above, the capacity of the Welborne site was identified as 6,500 homes with 78,650 square metres of employment floorspace. At this stage, an exercise was undertaken to ensure that the site was delivering a suitable quantity of housing to meet local housing needs and sub-regional targets set out in the South Hampshire Strategy<sup>26</sup>. This exercise reconfirmed the constraints on development and explored the residential density as well as the size and distribution of the strategic green infrastructure corridors. It also assessed the impact of locating more employment land to the east of the A32. This exercise concluded that each of these further sub-options risked compromising the ability of Welborne to achieve the reviewed vision, including the ability of Welborne to be developed according to 21<sup>st</sup> Century Garden City principles.

### **Alternative Development Options**

- 3.26 As part of the process of determining the overall quantum of development, set out above, a number of alternative options for development were considered and were subject to sustainability appraisal, as set out in the Sustainability Appraisal Options Report<sup>27</sup>. These alternatives related to the options consultation that was undertaken in July 2012<sup>28</sup>. A summary of the assessment undertaken on these various options is provided in Appendix B below. The main alternative options considered included:
- Development including land west and east of the A32 and land at Junction 11 of the M27 Motorway with a link road from Junction 11 to the A32 (Option 1);
  - Development as above, but with no link road between Junction 11 and the A32 (Option 2) and;
  - Development to the west on the A32 only (Option 4).
- 3.27 In addition to the main development options, a number of other minor alternatives were considered. The assessment presented in Appendix B covers the two most significant of these sub-options; the four alternative locations for the district centre and the two alternative locations for the secondary school.

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<sup>26</sup> South Hampshire Strategy (Partnership for Urban South Hampshire (PUSH), August 2012)

<sup>27</sup> Sustainability Appraisal for NCF: Options Assessment (Urban Edge, April, 2013)

<sup>28</sup> [http://www.fareham.gov.uk/planning/new\\_community/optionsconsultationjul12.aspx](http://www.fareham.gov.uk/planning/new_community/optionsconsultationjul12.aspx)

- 3.28 The technical work that has been undertaken, together with consultation with the local community to date and with other interested parties has provided sufficient evidence for the Council to conclude that the development locations proposed within this draft Welborne Plan are appropriate within the area of search.

### **The Plan Boundary**

- 3.29 The area covered by the Welborne Plan is shown in the Fareham Policies Map and on Figure 3.3, bounded by a solid red line. This area comprises approximately 370 hectares. The boundary has been drawn to include the following areas that were previously included within the 'area of search':

3.30 *West of the A32 (Wickham Road)*

This represents the main body of the area of search, stretching from the existing properties at Hoads Hill in the north, to the M27 Motorway in the south. The northernmost boundary from Martin's Copse to the Fareham-Eastleigh railway line also forms the boundary with Winchester City Council's area.

3.31 *Fareham Common*

This area south of the M27 Motorway and north of Kiln Road forms an important linkage between Welborne and Fareham whilst also providing separation between the two settlements and part of the open space for new and existing residents.

3.32 *East of the A32 (Wickham Road)*

The area from Albany Farm in the north to the M27 Motorway in the south is included as originally shown in the area of search, but including land only as far east as North Fareham Farm.

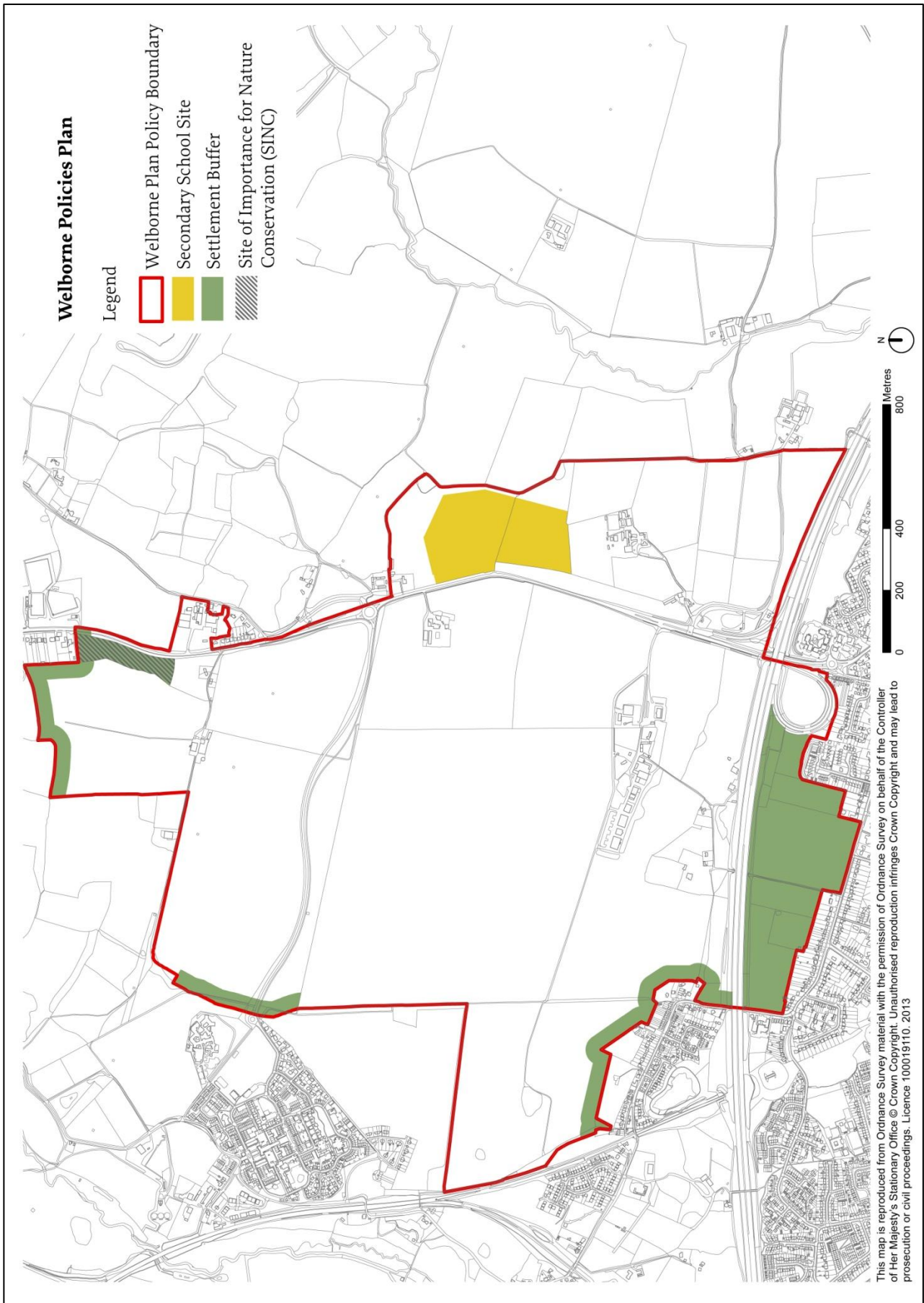
3.33 *Crockerhill Industrial Park*

The small area of land in existing industrial use to the east of the A32 is also included within the boundary and is located between the A32 and Forest Lane. The site is also known as 'Pink's Sawmill'.

3.34 *Area of search excluded from the plan boundary*

The Welborne Plan boundary does not include the eastern portion of the area of search adjacent to Junction 11 of the M27 Motorway. However, the evidence that underpins the Welborne Plan has considered the potential impacts of the Welborne development on this area, including any appropriate mitigation required.

Figure 3.3: Welborne Policies Plan



### **Allocation of Land and the Comprehensive Approach**

- 3.35 The Fareham Core Strategy indicated that permission will be granted for the development of a Strategic Development Area, comprising a new community to the north of Fareham. The site described in the section on the Plan Boundary above and identified on the Fareham Policies Map is considered to be the most appropriate location for this new community development.

#### **WEL3 - Allocation of Land**

**Land to the north of Fareham, east and west of the A32, as set out on the Fareham Policies Map and in Figure 3.3 of this Welborne Plan, is allocated to accommodate the new community of Welborne which will comprise approximately 6,500 dwellings, up to 78,650 sq. metres of employment floorspace and associated uses and is programmed to enable completion by 2041.**

**The following areas of land within the Plan Boundary are allocated for specific forms of development as set out on the Fareham Policies Map and Figure 3.3 of the Welborne Plan:**

- i. Land to the east of the A32 and north of Roche Court is allocated for a secondary school to serve Welborne in line with Policy WEL15; and**
- ii. Land between Welborne and existing settlements of Fareham, Funtley, Knowle and Wickham is allocated as settlement buffers for use as generally open green infrastructure in line with Policies WEL5 and WEL25.**

- 3.36 The detailed form and layout of Welborne will be determined through comprehensive masterplanning that will accompany all planning applications within the plan boundary. This will be guided by and should be consistent with the policies set out within this plan. The development of Welborne should be taken forward on a comprehensive basis that accords with the Welborne Concept Masterplan, which illustrates the intended location of specific uses.

#### **WEL4 - Comprehensive Approach**

**The development of Welborne should be taken forward on a comprehensive basis in accordance with the principles of the Welborne Concept Masterplan.**

**All significant development proposals within the plan boundary will be accompanied by a comprehensive masterplan for the whole site that has been agreed with the Council. Each such proposal will indicate how the development proposed will contribute to delivering Welborne.**

### **Existing Properties within the Plan Boundary**

- 3.37 There are a number of existing private residential properties and small landholdings which fall within the Welborne Plan boundary and which are known not to be under the 'control' of the promoting landowners. These existing properties are assumed to remain and the Welborne Plan and concept masterplan reflect their continued presence in the proposals set out.
- 3.38 The flexibility exists, if these properties become available for development, to enable their contribution to the wider development. However, this does not mean that these areas are necessarily suitable in principle to accommodate new development. Proposals will be judged on their own merits through the planning application process. Such proposals will be expected to accord with the policy approach proposed within this plan and other relevant parts of the Fareham Local Plan.

### **Area of Search Outside of the Plan Boundary Area**

- 3.39 The area of search for Welborne has been identified for a number of years. The purpose of the area of search was to provide a context and to help in defining the area to accommodate the new community. It is important to note that the area of search was not formally defined on the Fareham Policies Map and only with 'fuzzy' boundaries within the Core Strategy Key Diagram.
- 3.40 For clarity, the land that was within the area of search, but is outside of the allocation for Welborne (see Policy WEL3 and Figure 3.3) will remain as part of the Fareham's countryside. This area will be shown as countryside on the Fareham Policies Map and will continue to be subject to countryside protection and to the controls on development provided by:
- Policy CS14 of the Core Strategy (Development Outside Settlements) and;
  - Policies C1, C2 and C3 of the draft Local Plan Part 2: Development Sites and Policies.

### **Maintaining Settlement Separation**

- 3.41 The Welborne site is in close proximity to three settlements, in addition to Fareham. Funtley is situated just north of the Motorway to the south west of the Welborne site. In Winchester City Council's area, Wickham and Knowle are situated to the north and west of the site respectively. The separate identity of each of these settlements and indeed of Fareham is highly valued by the local community and there is understandable concern that the development of Welborne will undermine the identities of the smaller settlements.
- 3.42 To protect the separate identity of these settlements, the South East Plan set out a requirement for areas of open land to be identified and maintained between Welborne and adjoining settlements.
- 3.43 In considering how the separate identity of Knowle and Wickham can be effectively maintained, the Council has taken account of the relevant policies

within Winchester City Council's adopted Local Plan Part 1<sup>29</sup>. Winchester City Council has defined a 'settlement gap' between the plan boundary of the Welborne site (which is also the boundary between Fareham and Winchester) and both Wickham and Knowle.

#### 3.44 Fareham

It is important for many in the Fareham community that Fareham maintains a separate identity from Welborne. Though Welborne will have links to Fareham, particularly facilities in Fareham town centre, it will be functionally and physically a separate entity due to its location and the distinct character of the development.

3.45 Physical separation will exist from both the M27 Motorway and from Fareham Common which will be kept free of any new development that threatens the open and undeveloped character of the area.

3.46 In addition to acting as a settlement buffer, Fareham Common constitutes an essential part of the green infrastructure, both for Welborne and for the existing community of north Fareham. The role that Fareham Common will play in providing green infrastructure is set out in Chapter 8 of this Plan and within the green infrastructure framework plans found in Appendix D.

#### 3.47 Funtley

In order to maintain the separate identity of Funtley a settlement buffer will be required between the properties on the north side of Funtley Road and the Welborne development. Some of the land to the north of Funtley already serves as open space for the village and this area is not included within the Welborne Plan boundary.

3.48 The extent of the buffer that will be maintained within the plan boundary is necessarily a compromise between the Funtley community's aspiration for a large buffer and the need to provide the required level of development and its supporting facilities. The concept masterplanning work recommends a minimum buffer width of 50 metres should be maintained around Funtley. This would result in a buffer that is considerably wider than 50 metres for much of Funtley due to the existing open space outside of the Welborne site.

3.49 The minimum buffer identified on Figure 3.3 and on the Fareham Policies Map is consistent with the approach established in the concept masterplan. However, before setting the precise development layout of Welborne as part of a comprehensive masterplan and planning application, two factors will need to be resolved in order to establish the precise width of the buffer:

- The two fields to the north of Funtley recreation ground have been identified as an 'Area of Ecological Importance'<sup>30</sup> and proposals to utilise any portion of this area for development will require appropriate mitigation

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<sup>29</sup> Policy SH4 (North Fareham SDA) and Policy CP18 (Settlement Gaps) of the [Winchester Local Plan Part 1](#)

<sup>30</sup> This is shown on the Welborne Constraints Plan (Appendix D.1)



to be agreed with the Council;

- The sloping topography and the clay soils of the land to the north of Funtley have led to localised flooding on a number of occasions which has impacted on some residents in Funtley Road and Stag Way. Proposals for the precise location of development north of Funtley must take into account the potential effect of this on local drainage patterns and avoid increasing the likelihood of local flooding in Funtley through the use of appropriate mitigation which may include suitable sustainable drainage systems.

3.50 The Funtley buffer will be an important part of the green infrastructure for both Welborne and the residents of Funtley and it will need to provide suitable opportunities for recreation as set out in Chapters 4 and 8 of the Plan and within the green infrastructure framework plans found in Appendix D.

3.51 Knowle

The former mental hospital at Knowle was redeveloped some years ago and now forms a new village of some 700 dwellings. Ravenswood House Hospital, a specialist NHS mental health facility, is still operational to the north west of Knowle. The separate identity and semi-rural character of Knowle is very important to its community and this has been reflected within Winchester City Council's Local Plan Part 1, which has defined the open area between Knowle and the Welborne Plan boundary as a 'settlement gap'. The Winchester Local Plan sets out that within this settlement gap the open and undeveloped rural character of this land will be retained and development which would threaten this will be resisted.

3.52 Both Winchester City Council and Fareham Borough Council agree that the triangular-shaped open land within Winchester City Council's area, situated between Knowle and the plan boundary<sup>31</sup>, will form part of the semi-natural open space required to support Welborne and benefit the residents of Knowle. Chapter 8 of this plan and the green infrastructure framework plans in Appendix D set out the green infrastructure role this land is anticipated to play. Both councils will continue to work together to ensure that the land can fulfil its dual role of green infrastructure and settlement separation.

3.53 Ensuring that the separate identity of Knowle can be maintained will also require development in the far north west of the development site to be sensitive to its impact on both the entrance to Knowle and Ravenswood House Hospital. To ensure this can be achieved, development will be expected to maintain a 50 metre buffer from the edge of the development to the plan boundary. This will extend from south of the Knowle Road roundabout northwards to the edge of Ravens Wood. This is shown on Figure 3.3 and on the Fareham Policies Map.

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<sup>31</sup> This is shown in green on Figure 3.1 above.

### 3.54 Wickham

The small historic market town of Wickham is located half a mile to the north of the Welborne site. However, some ribbon development extends south from Wickham along the A32 (Hoads Hill) until the northernmost part of the plan boundary. This ribbon development gives rise to the risk of a perceived coalescence of Welborne and Wickham. In order to reduce this and to support the perception of separation, the existing wooded buffer, known as Blakes Copse, extending south of the existing development along the A32 will be maintained as a visual buffer as shown on Figure 3.3.

3.55 The New Community North of Fareham Landscape Study<sup>32</sup> identified the northernmost part of the site as being of high landscape and visual sensitivity. The land at the north of the site climbs towards a ridge, north of the 50 metre contour line. This feature is significant as it provides visual separation between the main built up areas of Wickham and Fareham. The concept masterplan has proposed that development at the north of the site is set back from the ridge to maintain this visual separation. The concept masterplan proposed that an open landscaped buffer, corresponding with the part of the ridge that is important for visual separation, would be appropriate and this is shown on Figure 3.3.

3.56 To the south of the landscaped settlement buffer, it will be important that development is sensitive to the need to maintain visual separation between Wickham and Welborne. Consistent with the landscape character zones set out within NCNF Landscape Study, development in this part of the site should be no more than two stories high and should be set within a wooded landscape as set out in Chapter 4.

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

**Development will be expected to 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.**

**Where settlement buffers are allocated, as set out below, these are shown on Figure 3.3 and on the Fareham Policies Map. Development on land included within the settlement buffer allocations will only be permitted where:**

- i. It is consistent with the green infrastructure role of that area set out in Chapters 4 and 8 of the Welborne Plan and;**
- ii. It does not visually or physically diminish the separation between Welborne and the adjoining settlement.**

#### **Fareham Common**

**Land comprising Fareham Common, between the M27 Motorway and the rear of existing properties on Kiln Road and Potters Avenue, is allocated**

<sup>32</sup> NCNF Landscape Study (LDA Design, 2012)

as a settlement buffer between Welborne and Fareham.

#### **Funtley**

Land within the Welborne Plan boundary adjacent to Funtley and 50 metres in width is allocated as a 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. Appropriate environmental mitigation for the loss of any portion of the 'Area of Ecological Importance' has been agreed with the Council and;
- iii. The potential impact of development on local drainage patterns has been assessed and any appropriate mitigation has been agreed with the Council to prevent increasing the likelihood or severity of local flooding.

#### **Knowle**

Land within the Welborne Plan boundary, adjacent to Knowle and Ravenswood House Hospital and 50 metres in width, is allocated as a 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.

#### **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 settlement buffer. Development north of Heytesbury Farm, will only be permitted where:

- i. It maintains the integrity of the allocated settlement buffer; and
- ii. The density, heights and landscaping proposed are consistent with the 'Woodland' character area as set out in Chapter 4 and the Welborne Concept Masterplan.

Use the **online response form** to make comments on this draft plan.

# Chapter 4

## Urban Design and the Character Areas

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### High Level Design Principles

- 4.1 The high level design principles set out in the adopted Core Strategy Vision for Welborne formed the basis for analysing the landscape character of the area, and were influential in developing the concept masterplan. The Vision requires that:

*"The development will have a distinctive character. Its layout and design will complement local topography, landscape features and historic structures to produce a place that is distinctive by responding its wider context. It will encourage contemporary design in a manner that is flexible and is capable of accommodating change."*

### Comprehensive Masterplan

- 4.2 Following a detailed consideration of options a concept masterplan has been prepared to provide a spatial framework to guide the future development of Welborne, by establishing the boundaries and broad disposition of the different land-uses. As required by the above Vision the concept masterplan has been derived from a thorough analysis of the landscape characteristics of the site and the various constraints on or adjoining the 'area of search'.
- 4.3 By necessity the concept masterplan remains a high level plan, and does not seek to prescribe a high level of detail. Providing the required level of detail in respect of the final layout, development blocks, access arrangements and circulation within Welborne will be the responsibility of the proposers of the site, who will be required to prepare a comprehensive masterplan to cover the whole of the development area in accordance with these design principles.

### **WEL6 - Comprehensive Masterplan**

**Before any development commences on site for of all or part of Welborne, any planning application whether in outline or full, must be accompanied by a comprehensive masterplan, for approval by the Local Planning Authority. The comprehensive masterplan should build on and develop the concept masterplan which supports this Plan. The comprehensive masterplan should be developed along the principles of the Garden City movement to clearly demonstrate how a new garden community can be developed north of Fareham.**

**Subsequent phases of the development will be required to be accompanied by a Design Statement which clearly sets out how that phase of the development accords with the design principles set out in**

**this Welborne Plan, including the concept masterplan, and an approved comprehensive masterplan.**

**The comprehensive masterplan should include;**

- i. A detailed layout of the whole site, including the location of the required land uses, social and physical infrastructure;**
- ii. The quantum type and location of the Green Infrastructure, on and adjoining the site, including the SuDS (Sustainable Drainage System);**
- iii. All means of vehicular, cycle and pedestrian access to the site and movement within the development area; and**
- iv. The network of primary, secondary and tertiary routes and links through the site, including the proposed BRT route.**

### **Character Areas**

- 4.4 Welborne will derive its unique character and identity from the landscape characteristics of the site it occupies and the countryside adjoining it. The most prominent features that surround the site include the extensive woodland to the north, the open and prominent chalk downland to the east at Portsdown Hill, and the underlying chalk geology that characterises the central part of the site. To the south, lower lying land that connects into the two river valleys that lie to the west, along the Meon, and to the east of the site along the Wallington.
- 4.5 Welborne will therefore be defined by four distinctive character areas:
- i. The Woodland Character Area, which includes the tree cover and enclosure to the north of Knowle Road;
  - ii. The Downland Character Area which includes the open land underlain by the chalk in the central part of the site with its extensive views;
  - iii. The Meadow Character Area which includes the lower lying, wetter land close to the M27; and
  - iv. The Campus Character Area to the east of the A32.
- 4.6 The Green Infrastructure (GI) Strategy prepared in parallel with concept masterplan (see Chapter 8) provides the context and framework for the future pattern of development, and establishes the relationship between Welborne and the wider natural environment.
- 4.7 The mosaic and pattern of river valleys, farmland, woodland and open countryside make a huge contribution to the attractiveness of this part of Hampshire. The four character areas were defined to ensure that the importance of these areas to the wider landscape is reflected in the layout and design of Welborne.
- 4.8 The main qualities of each character area which will need to be developed further in the comprehensive masterplan and strategic design code, can be summarised as follows:

- 4.9 **The Woodland Character Area** - with its woodland cover and enclosure, which extends north from Knowle Road to the northern perimeter of Welborne. The strong woodland band which stretches along the northern edge forms a visually dominant and enclosing landscape feature of this part of the site. The opportunity here is to create a whole series of neighbourhoods and places that are predominantly wooded in character. This sets up the opportunity for creating assorted neighbourhoods in woodland clearings, or places marked by orchards or coppices, or retaining visual relationships with the surrounding areas of woodland. This in turn highlights the possibilities for a distinctive architectural language which reflects the woodland setting.
- 4.10 The high percentage of woodland cover in this part of the site will limit capacity and might suggest some lower density typologies, but it might conversely also create opportunities for some high density typologies closer to Knowle Road and located within a newly planted woodland setting. There will be great opportunities to link up and extend woodland walks and cycleways from the wider network and provide opportunities for woodland recreation and play, and informal local food growing.
- 4.11 **The Downland Character Area** - with its extensive views and underlying landscape typology of open chalk grassland which is typified by Portsdown Hill. The great challenge here is how to create any sense of openness when the area is to be largely built upon. The best solution to this is to carve out of the developed area a large open area in the centre, big enough in scale to create a sense of openness with extensive long views beyond the site to make it feel airy and expansive. For this to succeed there will need to be relatively high density development surrounding the park with tight knit streets and spaces that suddenly open out into a downland park to emphasise the sense of openness.
- 4.12 The central parkland or 'Downs' should also form an edge to the District Centre, potentially punctuating or marking one end of the new 'high street'. The opportunity here is also to recreate a very rich chalk downland as a bio-diverse enclosed centrepiece to Welborne which is not crossed by any proposed roads.
- 4.13 **The Meadows Character Area** - with its lower lying, wetter land close to the M27 motorway forms the southernmost band across the site. It is characterised by a mosaic of wetlands, meadows, water bodies and tree cover that reflect its low lying topography, enclosed character and the need to accommodate flood attenuation in this part of the site. This area provides the natural drainage connection to both the Meon Valley and the Wallington Valley and the opportunity for linking watercourses, both man-made and natural, and water-bodies to the much bigger water catchment network and the coast. There is a great design opportunity to incorporate water, meadow, wetlands, water storage and water recycling as part of the design language for this part of the site.
- 4.14 **Campus Character Area** - the landform in this part of the site falls gently eastwards towards the Wallington River valley, which along with the strong

tree belt along the western edge, create a strong sense of separation from the rest of Welborne. The design response will therefore need to exploit its semi rural location, respect Roche Court and its exposed parkland setting and create a strong and defensible edge to Welborne, whilst at the same time include measures to ensure that this part of the site is properly integrated with Welborne.

### **Character Sub-areas**

4.15 Within each of the above character areas there will be a series of sub-areas, the principal ones being:

- The district centre and local centres, containing a mixture of uses which act as hubs for economic and social activity;
- Dean Farm, and the employment area to the east of the A32, which offers the opportunity to create a development which incorporates and exploits the need to provide sustainable drainage and water features;
- The Downs or central park, which offers the opportunity to create a multi functional green heart for the community, providing for formal or informal recreation and a place for the whole community to come together;
- Fareham Common, which provides an opportunity to create a green space which is attractive to both Welborne and the adjoining community in North Fareham;
- The edges and landscape buffers, which define and limit the outward growth of Welborne and provide an attractive and firm edge to the development.

4.16 Each of these areas will form the basis for developing more detailed design guidance, setting out how the different characteristics might be developed and contribute towards creating a new community with its own distinctive character. The landscape led approach to identifying these areas will ensure that the eventual layout and design of Welborne will develop and incorporate the underlying principles of the Garden Cities movement to provide a bespoke 21<sup>st</sup> century Fareham model of a garden community.

4.17 The National Planning Policy Framework seeks to encourage high standards of design, and establishes the fundamental principle that good design is a key aspect of sustainable development, and is indivisible from good planning.

4.18 In bringing forward development proposals there will be a need to demonstrate how the various constraints and opportunities identified on the site have been addressed, including the issue of noise from the adjoining motorway. This will necessitate each phase of the development being accompanied by a Design Statement setting out how the various constraints and opportunities on the site have influenced the proposed design solutions.

- 4.19 To achieve the objective of creating a distinctive community with its own identity, the basic principles of good urban design, as set out in the Core Strategy Policy CS17, will need to be closely adhered to<sup>33</sup>. This will help develop a quality place where residents chose to live, which is attractive to employers and employees, together with the visitors who chose to come to Welborne to enjoy the range of retail and leisure activities. In this respect it is essential that the layout and design incorporates the principles of both legibility and permeability to ensure that everyone can move freely and confidently through the area. The principle of serendipity should be encouraged to create a network of quality spaces, which continuously surprise and delight all users of those spaces.
- 4.20 While ensuring that Welborne is laid out in a permeable manner to encourage walking and cycling to all the main facilities, the network of routes must be laid out in a way that creates a safe environment, and reduces the opportunities to commit crime. In this respect early discussions with the local crime prevention officers will be strongly encouraged.
- 4.21 Welborne will not only be built out over a long period of time, but the completed development will be expected to endure in perpetuity. This means that the buildings and spaces should be designed to be sufficiently flexible to respond to changing circumstances.

#### **WEL7 - General Design Principles**

**Each phase of the development will be accompanied by a Design Statement which will set out how the:**

- i. Proposals have responded to the landscape setting and character area within which it sits, and identifies the urban design principles which have directly influenced the design and layout of the proposals and how they contribute towards creating a unique Fareham garden community;**
- ii. Various constraints and opportunities on the site have influenced and been addressed in the design proposals;**
- iii. Layout and design will help to create safe well connected neighbourhoods; and**
- iv. Scheme has been designed to ensure that the new buildings and spaces are flexible and adaptable to accommodate changes in technology, and personal or family circumstances.**

#### **Strategic Design Code**

- 4.22 The main vehicle for providing the required level of design guidance, and developing in more detail the general design principles set out above, will be a Strategic Design Code to be prepared and adopted by the Council as a Supplementary Planning Document. The rationale for this is that the

<sup>33</sup> The principles of urban design within Policy CS17 were informed by "By Design" (DETR 2009), and by the "Urban Design Compendium" (English Partnerships, 2007).



development is expected to take place over a long period of time and there will be the need to constantly review and up-date the Code in the light of changing technologies and emerging opportunities.

- 4.23 It is both the timescale for completing the development together with the fact that over time there will be any number of developers and house builders building out the development that gives rise to the need to ensure a level of design consistency throughout the lifetime of the development. It is also essential that the Council explicitly sets out the expected standards of design and performance in a comprehensive but flexible document.
- 4.24 The Strategic Design Code will illustrate how the future development relates to each of the main components of the concept masterplan. For example, how the main streets and spaces, green infrastructure, water/SuDS features are all integrated into a single design strategy. The Strategic Design Code will provide a degree of certainty as to the nature of the main structuring elements of the plan and informed by the concept masterplan will identify blocks and plots for development.
- 4.25 The Code will need to clearly demonstrate how the streets will be designed to achieve the anticipated level of traffic flow and accommodate an effective public transport network including the integration of an appropriate level of parking and how any conflicts between disparate design requirements or standards will be resolved sufficiently to ensure that the technical requirements placed on each of these main structuring elements can be achieved without compromising the overall design quality.
- 4.26 The Strategic Design Code will also set out the principles which will ensure that the relevant parts of Welborne are developed along the lines of a traditional Hampshire Market Town, but with a distinctive 21<sup>st</sup> Century character, as recommended by the Standing Conference. In practice this does not mean trying to slavishly copy existing market towns, but to develop some of their urban and spatial qualities such as sense of enclosure, multi functional nature of much of the public realm, and integration of mixed uses.
- 4.27 The Strategic Design Code will include:
- The general design principles and standards that will apply across the whole development;
  - The design specifications for each character area setting out the key requirements which will ensure each area, including the sub-areas, defined by the concept masterplan are distinctive and how they will be differentiated from the other character areas. This will provide guidance and set the required standards for materials, landscape, the public realm including lighting, and street furniture for each character area;
  - The design and performance specifications for the main circulation routes through the site, including the design of the principal streets, setting out how the plot boundaries, footpaths and cycleways, parking strategy,

landscaping and SuDS should be incorporated into a cohesive and holistic design;

- Illustrations of how the functional requirements such as bin storage, metering and underground services will be incorporated into the overall design;
- Illustrative material to show how the built form relates to the main open spaces and GI resources including property boundaries, access-ways, and landscaping;
- Indicative elevations to show how edges of blocks should relate to the main structuring elements of the plan in terms of height, scale, rhythm, enclosure and materials;
- Plans which identify the existing landscape features in each character area which will need to be retained, such as hedgerows and trees and illustrations of how they might be incorporated into the overall design, and protected during the development process.

#### **WEL8 - Strategic Design Code**

**The Council will prepare a Strategic Design Code, which will be adopted as a Supplementary Planning Document. Planning permission will be granted for proposals which are in accordance with the design principles set out in the Strategic Design Code. Applications for planning consent should be accompanied by a Design Statement which clearly sets out how the relevant sections of the Code have been complied with.**

**The Code will be subject to review and revision throughout the course of the development to ensure that it remains up to date and relevant. The first review will be undertaken upon the completion of the first phase of the development.**

Use the **online response form** to make comments on this draft plan.

# Chapter 5

## Economy and Self-Containment

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### Self-containment

- 5.1 The daily needs of Welborne's residents will be catered for through the provision of a mix of services and employment opportunities which are easily accessible from where they live. The close co-location of homes with jobs, retail, services, education and recreation in Welborne will help to encourage self-containment. This chapter sets out the policies which will ensure the provision of these facilities and contribute to self-containment.

### The Economy and Employment

5.2 Principles

There are three key principles which underpin the economic role of Welborne:

1. The aspiration is to create a 'balanced community.' This means providing a range of jobs which will meet the needs of local people and will not generate significant net in or out commuting. This is in contrast to a 'dormitory settlement' with little employment which would lead to net out-commuting or an 'employment hub' which would generate net in-commuting.
2. Welborne must support the economic growth of South Hampshire. This means targeting growth in a range of the sub-region's priority sectors; respecting the 'Cities First' policy; and complementing the economic activities at Solent Enterprise Zone.
3. Economic development at Welborne should support the principle of self-containment through close co-location of homes and jobs so that the opportunity to live and work in close proximity is provided.

5.3 Quantum and mix of employment floorspace

Welborne will include 78,650 sq. metres of B Use Class employment floorspace providing a wide range of jobs to cater for its residents. This amount of employment floorspace has been calculated based on reducing the Core Strategy requirement of 90,750 sq. metres proportionally in line with the reduced level of housing. Achieving a good balance between the number of dwellings and the number of jobs will help to maximise self-containment, whilst avoiding competition with other employment locations in the sub-region. A range of different scenarios have been considered including:

- a target based on the old eco-town standard (1 job per dwelling);
- a refined target of one job per resident worker (which equates to 1.1 jobs per dwelling);

- a level of employment in keeping with the current ratio of dwellings to jobs in Fareham (1.15 jobs per dwelling).

**Table 5.1: Jobs per dwelling and total employment**

Jobs per dwelling	Total employment
1.00	6,500
1.10	7,150
1.15	7,500

- 5.4 Therefore Welborne will aim to provide appropriate floorspace to create between 6,500 and 7,500 jobs on site in total when the development matures. Whilst the Council aspires to meet these employment targets to encourage self-containment, it is very difficult to accurately estimate the number of jobs that will be created in the long-term at Welborne.
- 5.5 In addition to designated employment sites, employment opportunities will be provided in a range of 'non B Use Class' locations which play a complementary role to the housing that is planned to come forward. These include shops and services in the district and local centres, health facilities, schools, leisure and community facilities. Also, current trends show that a large number of residents are likely to work from or at home.<sup>34</sup> This includes the employed and self-employed who mainly work at home, as well as those who are based at home for some of the time but will travel to jobs in different locations. Policies within this plan support homeworking, including the provision of a balance of homes to accommodate homeworking, the provision of flexible communal office and meeting-room space, a vibrant district centre for informal working, and installation of high speed fibre optic broadband across the site.

**Table 5.2: Non 'B Use Class' jobs<sup>35</sup>**

	Number of Jobs <sup>36</sup>
Working at/from home <sup>37</sup>	1,650
Retail	500
Residential care	150
Civic (incl. health and education)	600
<b>TOTAL NON B CLASS</b>	<b>2,900</b>

- 5.6 Total non B class employment could account for up to 45% of the total jobs target for Welborne as set out above. This leaves a residual demand for between 3,600 and 4,600 jobs in B Use Class workspace to meet the total employment target for Welborne.

<sup>34</sup> Current rates of homeworking in the South East are 15.4% and have been increasing in recent years. ([Employment and Workspace Paper \(HJA, April 2013\)](#))

<sup>35</sup> HJA Modelling (February 2013)

<sup>36</sup> Numbers are rounded to the nearest 50.

<sup>37</sup> Based on current rates of homeworking (15.4%) and allowing for an increase based on recent trends to 22.2% by 2050. ([Employment and Workspace Paper \(HJA, April 2013\)](#)).

- 5.7 In order to retain flexibility within the employment areas, Welborne will not prescribe exact quantities of each use class to be developed, but give a steer as to the split between B1 (offices) and other uses including B2 (manufacturing), B8 (storage and distribution), and other industrial type uses not classified by the Use Classes Order, referred to as 'industrial'.
- 5.8 Different types of employment floorspace can accommodate varying numbers of workers. As a general rule, there are more employees working in the equivalent area in offices than in industrial floorspace. Technical work indicates that at least 49% (in line with the PUSH key sites study) of the new floorspace created needs to be offices in order to accommodate 4,000 jobs. This falls at the lower end of the target jobs range. If up to 56% of the B Use Class floorspace was offices (in line with the PUSH Preferred Growth Scenario), then the total number of B Use Class jobs would be around 4,400, which is towards the upper end of the target jobs range.

**Table 5.3: B Use Class job scenarios**

	<b>Scenario 1<sup>38</sup></b> (based on the PUSH preferred growth scenario)	<b>Scenario 3</b> (based on the PUSH key sites study)
Office (%)	56	49
Office workspace (sq m)	44,000	39,000
Industrial (%)	44	51
Industrial workspace (sq m)	35,000	40,000
Office jobs	3,600	3,100
Industrial jobs	800	900
<b>TOTAL B USE CLASS JOBS</b>	<b>4,400</b>	<b>4,000</b>

- 5.9 Consequently, the policy for employment will require between 49% and 56% of the floorspace to be offices. This equates to between 39,000 sq. metres and 44,000 sq. metres of office floorspace. The remainder of the total 78,650 sq. metres will be provided as B2, B8 or other employment generating floorspace.
- 5.10 Location of employment floorspace  
There will be opportunities to work in different locations across Welborne including working at home, in the schools, district and local centres. However, the main focus of employment development will be in two employment areas located east and west of the A32, close to Junction 10 of the M27 motorway, as shown on the Concept Masterplan (Appendix D.2).
- 5.11 Design and layout of the employment areas will reflect the character areas that they are in. The employment area to the west of the A32 is within the 'Meadows' character area, near to the District Centre, and adjacent to residential development. It would therefore lend itself towards a campus type layout. Therefore, the focus should be on delivering offices in this location

<sup>38</sup> The scenario numbers relate to the [Employment and Workspace Paper \(HJA, April 2013\)](#).

which will help to support the viability of the District Centre. However, an element of industrial floorspace could be accommodated where it is compatible with adjoining residential properties.

- 5.12 The employment area to the east of the A32 falls within the 'Campus' character area. It should be the focus for industrial floorspace due to its good access to Junction 10 and its separation from residential areas. It is further from the District Centre, but it will be linked by the green corridor network to provide a link for pedestrians and cyclists.
- 5.13 Employment provision at Dean Farm will remain in at least the initial phase of development, although it may be redeveloped and intensified in the middle and later parts of the plan period. Redevelopment needs to be sensitive to the listed building Dean Farmhouse, and reflect the 'meadow' character area. Crockerhill Industrial Park will remain in employment use during the initial phase of development. The site will be redeveloped in the mid phase of Welborne's development to accommodate a Household Waste Recycling Centre and redeveloped employment provision. Redevelopment needs to be, sensitive to the listed building Mill House, and reflect the 'woodland' character area.
- 5.14 *A different employment offer*  
The employment floorspace in Welborne needs to provide a differentiated offer to what is available elsewhere in the sub-region. It will build on locally specific opportunities and encourage specialist employment which supports the growth of the PUSH priority sectors. A range of economic sectors have been identified which should be encouraged on site in order to meet these objectives.
- 5.15 Target sectors for the sub-region include high value added sectors such as advanced manufacturing, marine, aerospace and environmental technologies. Welborne provides a suitable location to deliver key activities which cut across and feed into these sectors such as R&D, innovation, consultancy and prototyping. Employment provision at Welborne should complement existing and planned economic development at the Solent Enterprise Zone by focusing on the lighter industrial elements of these sectors, as the Enterprise Zone is more suited in locational terms to the heavier industrial activities.
- 5.16 Welborne will also target sectors with potential for major employment growth such as financial and business services which could complement larger scale development in Southampton and Portsmouth. Business services include a wide range of activities including real estate, computers, legal, accounting, consultancy, architectural and engineering services. Welborne aims to target knowledge based business services that support or link with the sectors above.
- 5.17 Entrepreneurship and small businesses will be key elements of the employment offer at Welborne. A range of flexible accommodation that can be adapted to meet the needs of small businesses will be provided to encourage small and new start businesses to locate in Welborne and to be

supported as they grow. A Business Incubation Centre should be developed to provide office space, technology and business support for start-up companies. A suitable site will be identified in either the District Centre or in the employment area west of the A32 in close proximity to the District Centre. Working at home is often an important first step for start-up businesses, and this will be facilitated through the provision of high speed fibre optic broadband as well as through design principles for housing which will be set out in a design code, alongside this plan.

5.18 Developers will be expected to explore building links between education and business on site. In particular, there is potential for Welborne to act as a test-bed for construction research and skills development because of the significant levels of construction being proposed and the sustainable aspirations for the settlement. Employment arising from the business development at Welborne should aim to take advantage of the local skills pool. Training opportunities should also be provided to enhance skills and help to meet businesses' needs.

5.19 Accessibility and parking

High quality public transport and sustainable travel links will be a key feature of Welborne and will serve the employment areas. A network of sustainable green routes will be developed in accordance with the green infrastructure strategy. This will ensure that existing employment at Dean Farm will become connected to the District Centre by direct and attractive walking and cycling routes early in the development so that workers can access the new shops and facilities. As the employment areas are developed, these links from the District Centre will be extended along existing and new routes. The employment areas will have good access to the Bus Rapid Transit (BRT) system which will connect to Fareham, and to Portsmouth.

5.20 Employment development needs to be accessible by a range of transport modes in order to attract business investment, including access by vehicular transport. The two designated employment areas are adjacent to Junction 10 of the M27 motorway and the A32 so are well served by the strategic and local road networks in all directions. Accessibility to the west will be improved throughout the development period as Junction 10 is upgraded to facilitate all moves. The two employment areas will be accessed from the A32 and will need to be capable of allowing freight movements. This is particularly important for the eastern employment area due to the proposed industrial uses.

5.21 The Council will prepare a parking strategy for Welborne, which will include the approach to parking provision in the employment areas, taking into account the need to be attractive to businesses, together with issues such as sustainability and road safety.

5.22 Phasing

The delivery of employment floorspace must take place alongside the delivery of housing to support the growth of the residential population. This will provide the maximum opportunity for residents to work within Welborne and

will encourage self-containment. The District Centre is likely to provide the main employment opportunities in the early phases, as well as working from home. The two new employment areas and the potential redevelopment of Dean Farm will follow in later phases.

### **WEL9 – Employment**

**Planning permission will be granted for up to 78,650 square metres of new employment floorspace primarily located at the two employment areas adjacent to Junction 10 of the M27 motorway, east and west of the A32, as shown on the Concept Masterplan (Appendix D.2).**

**Within the total maximum of 78,650 square metres:**

- **Between 39,000 and 44,000 square metres should be offices (B1 Use) and;**
- **The remainder should be industrial (B2, B8, or other employment generating use), up to a maximum of 40,000 square metres.**

**Offices (B1) should primarily be located in the in the employment area west of the A32 and within the District, Local and Village Centres. Industrial and warehousing uses should primarily be located within the employment area to the east of the A32. It may be appropriate for some industrial and warehouse development to be located within in the western employment area. Such development would need to ensure that it:**

- i. **Did not adversely affect the amenity of nearby residential areas and;**
- ii. **Could achieve consistency with the design principles for the 'Meadows' character area and the relevant design code.**

**Appropriate small scale employment development will be permitted within existing farm buildings.**

**The two main employment areas at Welborne will:**

- **Provide vehicular accesses from the A32 and;**
- **Be well connected to the District Centre, the rest of Welborne and Fareham by new and existing pedestrian and cycle links, and;**
- **Provide sufficient parking to cater for the needs of the employment development proposed within each area.**

**A site for the development of a Business Incubation Centre in or in close proximity to the District Centre will be identified by the site promoters within the comprehensive masterplan that will accompany planning applications. A proportion of the employment floorspace in each employment area should be dedicated to smaller premises aimed at start-up, move-on and other small businesses. Development which encourages entrepreneurship, the growth of small businesses and**



**working from home will be supported, including:**

- i. **Development to supply Welborne with high speed fibre optic broadband and;**
- ii. **The provision of flexible communal office and meeting space**

**Social and Community Facilities**

- 5.23 In addition to providing employment, creating a successful new community will require a wide range of well located and accessible social and community facilities. These include shops and other retail services, as well as community and health buildings, education and social care facilities. All of these facilities, which meet peoples everyday needs, have an important role to play in helping to contribute to self-containment and thereby reducing the need to travel.
- 5.24 Whilst these facilities will be primarily aimed at meeting the needs of Welborne's community, they will inevitably bring benefits to the wider community in north Fareham and other adjoining settlements, and assist with integrating Welborne with the existing communities.
- 5.25 Social and community facilities are also essential for providing the shared spaces where residents and those working at Welborne can interact which helps to promote a healthy and inclusive community with a clear sense of identity. In this way, the provision of an appropriate range and level of social and community services actively promotes the sustainability of Welborne.
- 5.26 The overall approach will be to locate the majority of social and community facilities within the District Centre, Village and Local Centres as set out in the sections below. These centres will act as focal points and 'community hubs' which will promote accessibility and maximise opportunities for social interaction.

**The District Centre**

- 5.27 The new district centre will be the largest of the centres and a defining feature of Welborne, playing a crucial role in determining how it is viewed by visitors and residents. The District Centre will provide the 'high street' role for Welborne and it will support a good mix of retail, employment, residential and community uses to create a strong vibrant centre which encourages interaction throughout the daytime and during the evening. This interaction will be supported by a well designed market square which will be the focus of a range of activities to support the centre's vitality and viability. The District Centre and the smaller centres within Welborne will perform an important role in the Borough's network of centres.
- 5.28 The District Centre will be located between the residential and employment development, enabling it to serve residents and workers. Its eastern end will be immediately adjacent to the A32 so that it attracts passers-by in order to support viability in the early phases, when the Welborne development is still small. It will stretch westwards with frontage onto 'The Downs' central park.

The location of the District Centre is shown in the Concept Masterplan (Appendix D.2).

- 5.29 The location of the District Centre is designed to be highly accessible by all transport modes and it should capitalise on its location adjacent to the A32 by providing an attractive entrance. Access by sustainable travel modes will be strongly encouraged through the effective integration of the centre with new cycle and pedestrian routes, including with the green corridor network, known as the 'Avenues' and the 'Drives', and The Downs. This integration will aim to 'signpost' people towards the new centre and will make walking or cycling there as attractive and convenient as possible. The district centre will be served by local bus services and by BRT, which will connect to Fareham and in the longer term to Portsmouth. The BRT should be prominent in the district centre and the drop-off and pick-ups for all bus services should be attractive to use and located in the most accessible location.
- 5.30 The Council will prepare a parking strategy for the whole of Welborne and this will include an approach to parking provision in the District Centre. Each use within the District Centre will have to consider its parking needs.
- 5.31 The importance of the District Centre for providing a wide range of social and community facilities for Welborne means that the first parts of the centre will need to be delivered early in the development. It is essential that a number of services, including the main foodstore and a mix of retail outlets, can be provided in line with the first major phase of residential development. This will help to establish the identity of Welborne from the start and will reduce the risk that unsustainable travel patterns will be established by the first new residents. An indicative layout of the District Centre can be seen in Figure 5.1 below.
- 5.32 Retail Services  
The shops and services that are provided at the District Centre should be of a scale and nature which supports Welborne in meeting its day to day needs. The Retail Study<sup>39</sup> sets out an appropriate quantum of retail development that Welborne could support, without detracting from the vitality and viability of Fareham town centre and other existing centres. The Study states that Welborne could support a foodstore of up to 1,900 square metres (net convenience floorspace)<sup>40</sup> and a total comparison retail floorspace of 3,600 square metres (net).

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<sup>39</sup> Fareham Retail Study 2012 – [NCNF Supplementary Retail Paper \(GVA\)](#)

<sup>40</sup> To provide a comparison to existing retail outlets within Fareham Borough, 1900 square metres net convenience floorspace equates to approximately 50% the total net floorspace of Tesco Quay Street, although a proportion of this is not convenience retail. Outside of the borough, this equates to approximately the same net convenience floorspace of Waitrose in Waterlooville.

**Figure 5.1: Indicative Layout of the District Centre**



- 5.33 It is considered important to deliver the foodstore early in the development in order to establish sustainable shopping patterns by Welborne residents. Although the Welborne population would not be able to support the foodstore until a critical mass of new residents has been achieved, the Retail Study indicates that the supermarket could be supported by the existing nearby population without a detrimental effect on other foodstores. The new foodstore could accommodate an element of comparison retail to enhance its offer. However, an impact assessment would be required to demonstrate that this would not harm the vitality or viability of other comparison retail within the District Centre or within other nearby centres.
- 5.34 Core Strategy Policy CS3 states that Welborne's District Centre fits within Fareham's retail hierarchy alongside Portchester and Locks Heath and below the main town centre of Fareham. Wickham, in Winchester City Council's area, also serves a role comparable to a district centre. It is very important therefore that retail development provided at Welborne is at a scale appropriate to serve local needs, without having a detrimental impact on the existing retail hierarchy and Fareham town centre.
- 5.35 Due to the potential for adverse impacts on the existing hierarchy, planning applications for the District Centre must be supported by a 'retail impact assessment'. This must demonstrate that the amount of retail provision proposed is consistent with relevant policies with the Local Plan. Retail provision at the District Centre should be commensurate with the likely resident and working population. It should also help the District Centre to fulfil its overall role and not compete with existing retail centres. The Council will resist development of retail uses which are not considered an appropriate type or scale for the District Centre, especially where this may have an impact on the network of centres in the local area.
- 5.36 It would not be appropriate for substantial comparison retail to be developed at Welborne. These types of shops are better suited to higher order centres, such as Fareham town centre. However, to create a balanced and attractive District Centre, a range of other retail and service uses will need to be developed in suitable sized units. The Retail Study identifies the following types of retailers as appropriate to the role and function of the District Centre:
- Pharmacy
  - Hairdresser
  - Florist
  - Post Office
  - Convenience / Tobacconist / Newspaper Retailer
  - Bank
  - Take away
  - Travel agent
  - Estate agent
  - Restaurant / café
  - Pub
  - Opticians
  - Beauty salon
  - Hardware store
  - Card / gift shop
  - Dry cleaners
  - Laundrette
  - Independent foodstore
  - Dentist

**WEL10 - The District Centre**

**The District Centre for Welborne will be developed between the A32 and “The Downs” park in the location shown on the Concept Masterplan (Appendix D.2).**

**Planning permission will be granted at the District Centre for the development of a mix of uses which support Welborne, including:**

- i. A range of convenience shops and services, including a supermarket of up to 1,900 square metres (net convenience);**
- ii. A range of comparison shops and services, totalling up to 3,600 square metres**
- iii. The main community building (see policy WEL11);**
- iv. Health care facilities (see policy WEL12);**
- v. Offices, including provision suitable for small and start-up businesses which may include the Business Incubation Centre and;**
- vi. Residential dwellings.**

**The District Centre will be developed around a well-designed market square as shown on Figure 5.1. The market square will become a focal point for the District Centre and will be fronted by retail and by the main community building. The size of the market square will be sufficient to accommodate the functions associated with holding a retail market.**

**The District Centre will be well connected to the employment areas, to The Downs park and to Welborne's residential areas through attractive and direct walking and cycle routes which make use of the green corridor network where possible. Bus stops will be provided at the District Centre for local services and for the BRT. These bus stops will be located in a highly visible and accessible position within the district centre. The main vehicular access to the district centre will be from the A32 and adequate parking for each use will need to be provided, in accordance with the parking strategy.**

**The scale and type of development at the District Centre should be appropriate to its role and function. A retail impact assessment will be required to demonstrate that development proposals comply with policies within the Local Plan and that they will not compete with Fareham town centre or with Wickham centre.**

**5.37 *Community Building***

Community buildings provide a focus for a wide range of community and leisure activities throughout Fareham and this aspect will be no less important at Welborne. Whereas once community centres tended to take the form of large halls with limited facilities, better practice now involves multi-use centres able to provide flexible space to allow a wide range of community groups and individuals to benefit from the space.

- 5.38 The community building to be provided at the District Centre will be the largest of the three that will eventually be required on the development. Reflecting its importance and location, it will need to be a high quality and well designed building that actively contributes to the character and identity of the District Centre and the wider new community.
- 5.39 The overall size of the building and the range of uses included will be agreed at the planning application stage. However, this will be largely determined by the infrastructure planning evidence<sup>41</sup> that has supported this plan and by the engagement process that has involved a wide range of local community groups as well as the County Council in relation to library provision. The indicative uses and floor areas set out below are informed by that evidence.
- 5.40 The Community building will provide for general community meeting space, usable by a wide range of groups and societies, including by faith groups as a place of worship. This will also have a role to provide for flexible space for sports, pre-school, arts and cultural uses. In addition, there will be space for a police service 'Safer Neighbourhood Teams' 'hub'. This will function as the base for the regular police and for the Police Community Service Officers that will serve Welborne.
- 5.41 The need for indoor sports provision at Welborne will be met through the inclusion within the community building of a large multi-functional hall, capable of use for badminton, basketball and other sports. Although there is some current surplus capacity in sports halls elsewhere within the Borough, provision on the Welborne site is considered essential to encourage sustainable access and to contribute to the aim for self-containment. It is possible that additional community indoor sports capacity could be provided at the new secondary school. However, any provision at the secondary school is not likely to be available until approximately 2030. Therefore, it will not be able to meet the needs of the large number of Welborne residents prior to that date.
- 5.42 The County Council has confirmed that new library space will be required on-site to meet the needs for Welborne. The precise amount of space and the timing of the new provision are to be determined at the planning application stage as Fareham Library currently has some limited available capacity which will be taken into account. The County Council has expressed a preference for Welborne's library space to be provided within the main community building. However, as this provision is likely to be needed some time after the other community building uses, it may be more appropriate for the library space to be provided separately or as a later extension to the community building.
- 5.43 Assuming that the library space will be included, the community building will need to provide approximately 1,560 square metres of space as set out in

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<sup>41</sup> This includes both the [NCNF Sports Facilities Implementation Plan \(KPP, 2012\)](#) and the [NCNF Infrastructure Delivery Plan Stage 1 Report \(AECOM, 2013\)](#).

Table 5.4 below. In order to meet the needs of the early residents of Welborne, the building will need to be available by 2020, with the library space being provided later by 2028.

**Table 5.4: Indicative requirements for the main community building**

<b>Use description</b>	<b>Floorspace (sq. metres)</b>	<b>Needed by</b>
Flexible community, arts and cultural space	480 sq. metres	2020
Police service hub	192 sq. metres	2020
Indoor sports hall	396 sq. metres	2020
Library provision	490 sq. metres	2028
<b>Total:</b>	1,558 sq. metres	

#### **WEL11 - District Centre Community Building**

**A high quality and well designed community building will be provided within the District Centre. The location, specification and timing of the building will be agreed with the Council prior to the determination of planning applications for the District Centre. The new community building will incorporate:**

- i. Approximately 480 square metres of flexible community, arts and cultural space;**
- ii. An indoor sports hall large enough and with sufficient height to accommodate three badminton courts and;**
- iii. Space for a police service hub amounting to 192 square metres.**

**Library space to a specification agreed with the County Council will also be provided within the community building unless the timing of provision makes this inappropriate, in which case provision within a separate District Centre building will be required. The precise area and timing of the Welborne library will be agreed with the Council prior to the determination of planning applications for the District Centre.**

#### 5.44 Health Services

In line with the other social and community services, it will be important that sufficient primary healthcare services are provided on-site to encourage sustainable modes of travel and to contribute to self-containment. The need for healthcare services is set out within the infrastructure planning evidence that supports this plan and this evidence included engagement with NHS Hampshire<sup>42</sup>.

- 5.45 The evidence has highlighted that there is currently some available capacity at GP's surgeries in both north Fareham and in Wickham where a new surgery has recently been provided. This spare capacity will be taken into account in determining the timing of provision on Welborne and it will help to meet the needs of early residents while the on-site facilities are being established. However, the aim in the long term must be for all of the primary

<sup>42</sup> Formerly Fareham and Gosport Primary Care Trust (PCT)

healthcare needs of Welborne to be met on-site.

- 5.46 The infrastructure planning evidence suggests that, in total, nine GPs will be required at Welborne. These are likely to be based within a single primary care centre located within the District Centre. The size of primary care centre based on the number of GP surgeries will amount to approximately 1,000 square metres. However, if there is a need for ancillary primary care uses, such as district nurse consulting rooms, additional space will be required. The timing of completion of this facility will be agreed with the Council and a phased delivery may be appropriate to allow for expansion during later phases of the development. The Council will also encourage the provision of a small satellite surgery at the Village Centre during a later phase of the development.
- 5.47 Other basic healthcare services will also need to be provided within the District Centre to meet the needs of Welborne's residents. The preference would be for the primary care centre to include sufficient space for dental services and for a pharmacy. If these services are not to be accommodated within the primary care centre, the site developers will be expected to provide for these services elsewhere within the District Centre.

#### **WEL12 - District Centre Healthcare Services**

**The District Centre will include a primary care centre of sufficient size to accommodate at least nine GP surgeries (approximately 1,000 sq. metres) and any necessary ancillary primary care uses. The timing of delivery for this facility will be agreed with the Council prior to the determination of the planning application for the District Centre, and this may involve a phased approach as Welborne is built out.**

**Additional space within the District Centre will be provided for dental and pharmacy services. The preference is for these to be accommodated within or alongside the primary care centre.**

#### **The Village and Local Centres**

- 5.48 In addition to the main District Centre, two smaller centres will be developed to support the areas of Welborne to the north and west of the District Centre. The function of these two centres differs, as set out below, but essentially they will deliver basic retail and other services which meet the everyday needs of nearby residents. To achieve this they will incorporate a limited range of mainly small scale retail, community and employment uses. These centres will complement the function of the District Centre and will not compete with it, nor will they compete with Wickham's centre.
- 5.49 The two smaller centres will be designed to be highly accessible by sustainable transport means, which will be given priority. They will be well connected to pedestrian and cycle links including, with at-grade crossings on adjacent main roads where appropriate. These centres will each include a bus stop for both regular services and for the BRT. Reflecting their role and the



priority for sustainable transport, these centres will have more limited car parking provided than is the case at the District Centre.

#### 5.50 The Village Centre

The Village Centre will be located within the 'Woodland' character area to the west of the A32 and north of the Knowle Road as shown on the Concept Masterplan (Appendix D.2). This centre will form the focus for the northern parts of Welborne and the businesses here will reflect characteristics of this area and its connection to woodlands, gardens and the countryside beyond the site boundaries. For example, in addition to convenience retail and the range of small-scale services, a garden centre, cycle hire shop or outdoor pursuits centre would be appropriate businesses.

5.51 In addition to providing for many of the everyday needs of residents within the northern parts of Welborne, the Village Centre will also enhance the range of services within easy access to the existing residents of Knowle.

#### 5.52 The Local Centre

The Local Centre will be located to the west of Dean Farm in the broad location shown on the Concept Masterplan (Appendix D.2). It is likely to be the last of Welborne's centres to be developed, but will be vital to provide convenient everyday retail and services to those living and working in the western areas of the development. It will also be within walking distance of the pedestrian and cycle link to Funtley and will therefore enhance the range of services within easy access of the residents of Funtley.

5.53 The timing of the delivery of the Local Centre will be determined at a later stage. However, it is expected that it would come forward together with the primary school that is proposed to the south of the Local Centre.

#### 5.54 Community Buildings

Both the Village and Local Centres will include a community building to meet the needs of residents in the northern and western areas of Welborne. The size of the building, the timing of delivery and the range of uses included will be agreed at the planning application stage for each local centre. However, at each of the two centres the infrastructure planning evidence supports a requirement for approximately 480 sq. metres of floor space for a range of community sports, pre-school, arts and cultural uses. A significant proportion of this area should be provided as a large multi-functional hall.

### **WEL13 - The Village and Local Centres**

**Two smaller centres will be developed at Welborne, at the broad locations set out in the Concept Masterplan (Appendix D.2) to complement the District Centre.**

**Each of these centres will:**

- i. Provide a range of small-scale retail, employment and community uses to help meet the local everyday needs of Welborne as it**

**evolves;**

- ii. Prioritise access by sustainable transport means;**
- iii. Integrate well with the green corridor network and other on-site and off-site pedestrian and cycle routes;**
- iv. Be served by both regular bus services and by BRT;**
- v. Provide a community building including approximately 480 sq. metres of space for a range of community, arts and cultural uses;**
- vi. Provide appropriate and well designed public realm areas;**
- vii. Be designed in accordance with the principles within this plan and with the detailed guidance set out within the Welborne Design SPD.**

**Proposals for a limited number of larger scale services will be permitted at the Village Centre where these:**

- i. Are well integrated with the centre and its pedestrian and cycle routes;**
- ii. Are consistent with the design approach of 'Woodland' character area and;**
- iii. Can demonstrate through an impact assessment that they do not adversely compete with the District Centre or with Wickham.**

**The proposed mix, scale and distribution of uses as well as the timing of delivery and design for each of the two centres will be agreed with the Council prior to the approval of any planning applications for the development phases within which the centres are located.**

## **Education**

- 5.55 As a purpose-built new community, the development will be an attractive location for families to live. From the early phases onwards there will be a significant number of children living at Welborne. It is therefore essential that there is sufficient provision of education facilities which are delivered at the right time. In addition to helping to create a successful and vibrant community, education provision is an important element in the aim to promote self-containment at Welborne and thereby reduce the need to travel by car.
- 5.56 The policies on education set out below have emerged following extensive engagement with the County Council, local community and other interested parties. This issue was also the focus of work undertaken by the Welborne Standing Conference, including a workshop on education at Welborne which was held in February 2013.

## **Pre-School Provision**

- 5.57 Nursery or 'early-years' provision is generally undertaken by the private and voluntary sectors, although Hampshire County Council has a duty to ensure that parents have sufficient access to nursery places. Therefore, the

provision of nursery facilities will be included with each of the on-site primary schools (see below) and further nursery provision will be expected throughout the development of Welborne. By preference, facilities will be provided within the District, Village and Local Centres which are highly accessible by sustainable travel modes.

- 5.58 The infrastructure planning evidence<sup>43</sup> suggests that, based on a completed development of 6,500 homes, there will be a need for 365 nursery places requiring approximately 960 square metres of net indoor nursery provision<sup>44</sup>.

### Primary Schools

- 5.59 The County Council's guidelines in the current School Places Plan<sup>45</sup> is that primary schools within new development should be large enough to support their own needs. The infrastructure planning evidence, which is based on the demographics analysis<sup>46</sup> undertaken for Welborne, shows that there will be a need for almost 1,500 primary age children by the time Welborne is completed. This level of need supports a requirement for seven forms of entry which will be split into three new primary schools, two with two forms of entry and the third having three.
- 5.60 The location of the three primary schools has emerged from the concept masterplanning work and is shown in Appendix D.2. This reflects the important role primary schools play in contributing to place-making at a new community. The locations also reflect the County Council's preference in the School Places Plan for schools that are within a reasonable walking distance from pupils' homes. The need for safe routes to school by foot, bicycle or public transport is essential for all primary schools and where necessary to ensure safely, segregated routes and additional road crossings will be provided.
- 5.61 In line with the County Council's guidelines<sup>47</sup>, the sites provided for each of the primary schools will be between 2 and 3 hectares. Larger sites may be required dependent on the access arrangements and the shape and topography of the site agreed. The first primary school to come forward, to the east of the A32, is planned to provide two forms of entry. However, a larger site will be required to allow for possible expansion to three forms of entry. This will allow for flexibility, for example, if a higher than projected need arises during early phases or if the development of one of the other primary schools is delayed.

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<sup>43</sup> [NCNF Infrastructure Delivery Plan Stage 1 Report \(AECOM, February 2013\)](#)

<sup>44</sup> This is based on the minimum net indoor play space requirements (132 sq. metres per facility). Additional circulation, storage and outdoor space would be expected.

<sup>45</sup> [School Places: Framework and Analysis 2012-2016 \(Hampshire County Council, November 2012\)](#)

<sup>46</sup> [Analysis using the 'Chelmer Demographic Model' for the NCNF](#) which was created by Cambridge Econometrics in 2011 and used in the preparation of the [Infrastructure Delivery Plan Stage 1 Report \(AECOM, February 2013\)](#)

<sup>47</sup> [Developers' Contributions Towards Children's Services Facilities](#) (Hampshire County Council, December 2011)

- 5.62 The phasing and development of the first primary, which is adjacent to the secondary school site, will be expected to allow for the opportunity to deliver an 'all-through' school for 4-16 years olds, if that is considered to be appropriate by the County Council and the education provider. All-through schools have a range of potential benefits, such as, improving phase transition from primary to secondary and making more effective use of school facilities and these benefits should be considered at an early stage in planning the primary school development.
- 5.63 The proposals for the first primary school will also need to consider the special role it will play in helping to form the identity of the growing new community. In particular, the school will be likely to need to facilitate a high initial level of demand for community use of school facilities. This will be most important in the period before other facilities, such as the main community building, have been provided.
- 5.64 There is currently no spare capacity at existing primary schools in north Fareham or in Wickham and the County Council's projections<sup>48</sup> indicate that existing schools will remain full until at least 2017. Therefore, the first primary school will be required early in the development phasing and no later than 2021. The location of this primary school, close to the Knowle Road, ensures that it can be delivered at an early stage. However, in order to meet the needs of the first Welborne residents whilst the first school is being established, a temporary primary school facility will be provided on site to coincide with the first housing completions.

#### **WEL14 - Primary and Pre-School Provision**

**Three new primary schools will be provided as part of the Welborne development, at the sites indicated on the Concept Masterplan (Appendix D.2), to provide a minimum of seven forms of entry as follows:**

- **A 2 form entry school (minimum 2.8 hectares) east of the A32, which may be developed to integrate with the secondary school as an 'all-through' school;**
- **A 2 form entry school (minimum 2 hectares) north of Knowle Road and;**
- **A 3 form entry school (minimum 2.8 hectares) west of Dean Farm.**

**Each of the three primary schools will:**

- i. Incorporate nursery space sufficient for a minimum of 50 pre-school age children;**
- ii. Be well connected to new and existing pedestrian and cycle routes, including to Welborne's green corridor network;**
- iii. Be located on a bus route and benefit from a bus stop that is**

<sup>48</sup> **School Places: Framework and Analysis 2012-2016 (Hampshire County Council, November 2012)**

**convenient and safely located;**

- iv. Be transferred by the developers to the County Council or to the relevant education provider at the time agreed with the County Council and in a form consistent with the relevant site transfer requirements.**

**Proposals for the first primary school, to the east of the A32, will include:**

- i. Capacity to meet the demand for an initial high level of general community usage in the period before other general-use facilities have been provided and;**
- ii. Provision for two safe and convenient crossings for the A32, including a pedestrian and cycle bridge and an 'at-grade' crossing.**

**A temporary primary school facility will be provided, of a size and at a location agreed with the County Council, prior to the occupation of the 100<sup>th</sup> dwelling at Welborne.**

**In addition to the nursery space provided on the primary school sites, further nursery space will be provided within Welborne at appropriate locations within or near the District, Village and Local Centres.**

### **Secondary School**

- 5.65 Welborne will generate significant demand for secondary school places. In addition, the delivery of a secondary school as part of Welborne is one of the key community aspirations for the development and is important for the promotion of self-containment.
- 5.66 Secondary schools in Fareham provide for 11-16 year olds, with Further Education (sixth form) provision currently being made by Fareham College and by other colleges in surrounding authorities. The infrastructure planning and demographics evidence shows that approximately 950 school places will be required for 11-16 year olds, based on a completed development of 6,500 homes. This level of demand equates to the requirement at Welborne for a 7 form-entry secondary school.
- 5.67 *Timing of Delivery and Temporary Arrangements*  
The long-term objective is for all secondary school pupils living at Welborne to be able to attend school on site. However, it will take time to establish the school and to reach the 400 pupil trigger point at which a secondary school is generally considered to be economic and feasible to operate. This trigger point is anticipated to be reached in 2028 and the new school will be needed to meet the growing demand from that point. In the period before 2028, secondary age pupils will need to attend one of the surrounding schools in Fareham or Swanmore.

- 5.68 The majority of Welborne, including all of the residential development, currently falls within the catchment area of Henry Cort Community College in north Fareham. Areas to the east of the A32 fall within the Cams Hill School catchment, while Knowle and Wickham fall within the catchment of Swanmore Technology College. In addition, a new 7 form-entry secondary school is planned at Whiteley to serve the existing community and the new planned development there. It is not yet known when the Whiteley school will begin accepting new pupils. Establishing a school at Welborne will require an adjustment to each of these catchment areas.
- 5.69 There is currently some spare capacity at the surrounding schools and particularly at Henry Cort Community College, although this is projected to diminish over the next few years. However, spare capacity will increase significantly once the new Whiteley school is opened and pupils living there will be able to attend that new school. This means that Henry Cort, and, to a lesser extent, Swanmore and Cams Hill are expected to have sufficient capacity to accommodate pupils in the early years of the Welborne development. Depending on when the new Whiteley school begins to accept pupils, there may be a need for additional temporary accommodation to be provided, at one or more of these schools, to meet demand from Welborne.
- 5.70 In the long term, the additional capacity made available at the existing schools by the opening of the new school at Whiteley will be required to accommodate population growth within Fareham and the south of Winchester City Council's area. Therefore, it cannot be assumed that some proportion of pupils living at Welborne will be able to attend the existing secondary schools in the longer term, beyond the opening of the Welborne secondary school.
- 5.71 *Location of the Secondary School*  
This Welborne Plan allocates a site for the new secondary school that is a minimum of 9 hectares, to the east of the A32 and north of Roche Court, where Boundary Oak Independent Preparatory School is situated. The site is indicated on the Fareham Policies Map and on Figure 3.3 within this plan<sup>49</sup>. This location emerged from the concept masterplanning work which seeks to create a cluster of education facilities in close proximity to the District and Village Centres which will allow links to be created to benefit all three schools within the cluster.
- 5.72 The location allocated ensures that the secondary school can be commenced during the early phases and that the site provides sufficient room to allow for possible future expansion within the Welborne Plan boundary. The location and minimum size of the site (9 hectares) will also ensure that the school's playing fields, and the landscaping beyond these to the east, are able to reduce the visual impact of Welborne into the sensitive landscape of the Wallington Valley. This is consistent with County Council guidelines<sup>50</sup> which state that a more peripheral location for a secondary school may be appropriate where a buffer to the edge of new development is required.

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<sup>49</sup> It can also be found on the Welborne Concept Masterplan (Appendix D.2).

<sup>50</sup> [School Places: Framework and Analysis 2012-2016 \(Hampshire County Council, November 2012\)](#)

### 5.73 Potential for an 'all-through' school

As referred to above, the opportunity exists to deliver the primary and secondary schools within the education cluster east of the A32 as a single 'all-through' school and this will be explored further. Developing an 'all-through' school in stages as Welborne evolved could potentially facilitate an earlier provision of secondary education on site. For example, it may be possible to begin providing secondary education before the 400 secondary-age pupil trigger point was reached. This could be achieved by an expansion to the primary part of the school, which will have already been established during the early phases of the development.

### 5.74 Access to the Secondary School

Locating the secondary school (and the adjoining new primary school) east of the A32 makes it essential that changes to the nature of the A32 (set out within Chapter 6 below) are able to provide for safe and convenient access to the educational cluster from the District Centre and from residential areas to the west. The secondary school will also benefit from new bus stops on the A32, and will be no more than 500 metres from a stop on the Bus Rapid Transit (BRT) route.

5.75 The new schools east of the A32 are located either side of an existing public right of way which will be upgraded to form part of one of the strategic 'green corridors' (called 'Avenues' at Welborne). This 'avenue' will allow segregated and safe pedestrian and cycle access right across Welborne, to the western edge of the site, south of Knowle. It will also connect with other new and existing pedestrian and cycle routes to ensure a high degree of accessibility to the school. At the A32 itself, appropriate and safe crossings to connect the two parts of the Avenue will be provided, including an 'at-grade' crossing as well as a pedestrian and cycle bridge.

#### **WEL15 - Secondary School Provision**

**One minimum 7 form entry secondary school will be provided on a site of at least 9 hectares east of the A32, in accordance with the allocation shown on the Fareham Policies Map and on Figure 3.3 of this plan.**

**The secondary school site will be:**

- i. Sufficiently landscaped to minimise the visual impact of the school to the east;**
- ii. Well connected to new and existing pedestrian and cycle routes, including to Welborne's green corridor network;**
- iii. Provided with two safe and convenient crossings for the A32, including a pedestrian and cycle bridge and an 'at-grade' crossing;**
- iv. Provided with bus stops for conventional bus services;**
- v. Be transferred by the developers to the County Council or to the**

**relevant education provider at the time agreed with the County Council and in a form consistent with the relevant site transfer requirements.**

Use the **online response form** to make comments on this draft plan.



# Chapter 6

## Transport, Access and Movement

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### Policy Background

- 6.1 The starting point for the transport requirements to support Welborne is Policy CS13 in the adopted Core Strategy. This established a broad framework of principles to be taken forward in planning for Welborne.
- 6.2 These policy requirements followed from a series of transport studies which were commissioned by Hampshire County Council (HCC) and Transport for South Hampshire (TfSH) which were then brought together, by HCC and TfSH into a single document called the 'Emerging Transport Strategy (ETS)'. This document was broadly supported by the Highways Agency. It also set out various transport interventions - measures to reduce traffic; measures to manage traffic; and investment in the transport network. The overall aim was to achieve a significant modal shift away from reliance on the private motorcar.
- 6.3 The ETS was always seen as a living document that would need to be regularly reviewed and up-dated as development proposals emerge. This has been done alongside the development of the concept masterplan to ensure the alignment of land-use planning and transport planning.
- 6.4 Much of the detail for the transport strategy remains to be finalised, and will continue to be refined as the Plan moves towards the pre-submission stage. However the work done to date has built upon existing studies and plans to develop a comprehensive package of measures, from masterplanning, investment in new infrastructure and ongoing governance arrangements, to deliver sustainable transport from the outset.
- 6.5 TfSH have also produced a Local Transport Plan Joint Strategy which sets the approach to transport in South Hampshire to 2031. The policies incorporate the philosophy of the reduce-manage-invest strategy for South Hampshire, and establish the principles of reducing the need to travel, maximising the use of existing transport infrastructure and delivering targeted improvements.
- 6.6 TfSH have developed a Sub-Regional Transport Model (SRTM). The SRTM has been used to identify where transport interventions are (and will be) required as a consequence of growth and changing travel patterns. TfSH has now produced a Transport Delivery Plan<sup>51</sup> setting out strategic investments for the period to 2026.

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<sup>51</sup> Transport Delivery Plan 2012-2026 consultation draft , (TfSH, December 2012)

- 6.7 The four local authorities of Portsmouth, Havant, Fareham and Gosport commissioned a high level transport assessment (Assessing the Impact of the Harbour Authorities LDF Proposals on the Strategic Highway Network Peter Brett Associates July 2009) to investigate the transport impacts on the strategic and local highway networks of development proposed in their combined local plans.
- 6.8 The Core Strategy was supported by evidence to demonstrate that there was a transport solution for the scheme. Since then, sustainable transport considerations have been at the heart of the masterplanning of Welborne<sup>52</sup>, and have been reflected in the ongoing assessment of infrastructure requirements.
- 6.9 The transport strategy and the masterplan have been developed in tandem, to develop revised high level transport principles for Welborne.

#### **WEL16 - Transport Principles for Welborne**

**Proposals to develop all or part of Welborne whether in full or outline must be accompanied by a full transport assessment and transport strategy for the site as a whole which should include measures to address the following key principles;**

- i. To support the sustainability of Welborne, the aim will be to create high levels of self containment;**
- ii. The development will address a significant proportion of trips through the development of robust reduce and manage policies;**
- iii. Bus Rapid Transit (BRT) will form a key component of the access strategy;**
- iv. Access will be via the A32 and junction 10 of the M27;**
- v. The rate of development will be linked to the funding and provision of the necessary transport infrastructure;**
- vi. Carefully designed transport interventions will minimise the traffic impacts on the local and strategic road network and mitigate any environmental impacts.**

**The development will incorporate a balanced package of measures to encourage smarter transport choices to meet the needs of the new development, and maximise the opportunities for sustainable travel; including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access the adjoining area; connection to the Bus Rapid Transit system; and effective measures to mitigate the transport impacts of the proposed development on the strategic and local road network.**

#### 6.10 Transport & Land Use Integration

The first stage in the reduce-manage-invest strategy is the integration of transport and masterplanning principles for the development. The principles in

<sup>52</sup> North Fareham SDA [Smarter Choices Study](#) and [Parking Study](#) (Campbell Reith and ITP, January 2012)

Policy WEL16 are embodied in the form, scale and layout of the proposed new development.

- 6.11 Welborne will deliver a mix of land uses to ensure opportunities for local living and working are provided and encouraged. Already, approximately 48% of the working population of Fareham work within the borough<sup>53</sup>. Alignment of the provision of jobs alongside residential development will assist in achieving the growth in a sustainable way, through providing opportunities to minimise the need to travel. The issue of self containment for Welborne is covered in the Employment chapter.
- 6.12 Welborne will provide access to local goods, retail, community facilities and recreational/leisure amenities within 10 minutes walk or a short cycle ride in local centres. These centres will double as public transport hubs allowing BRT and local bus access for longer journeys. They will also act as transport hubs providing access to transport information, pool cars and taxis.
- 6.13 The new development will be served by a network of streets with a recognisable hierarchy, with a high emphasis on place-making. Main streets will link key destinations including the district, local centres, employment area and all schools.
- 6.14 A parking strategy will be produced for the whole of Welborne. This will build upon the work done to date in the Smarter Choices and Parking Study<sup>54</sup>. Appropriate parking will be provided in accordance with the guidance set out in the Strategic Design Code for the development.

### **Road transport and access**

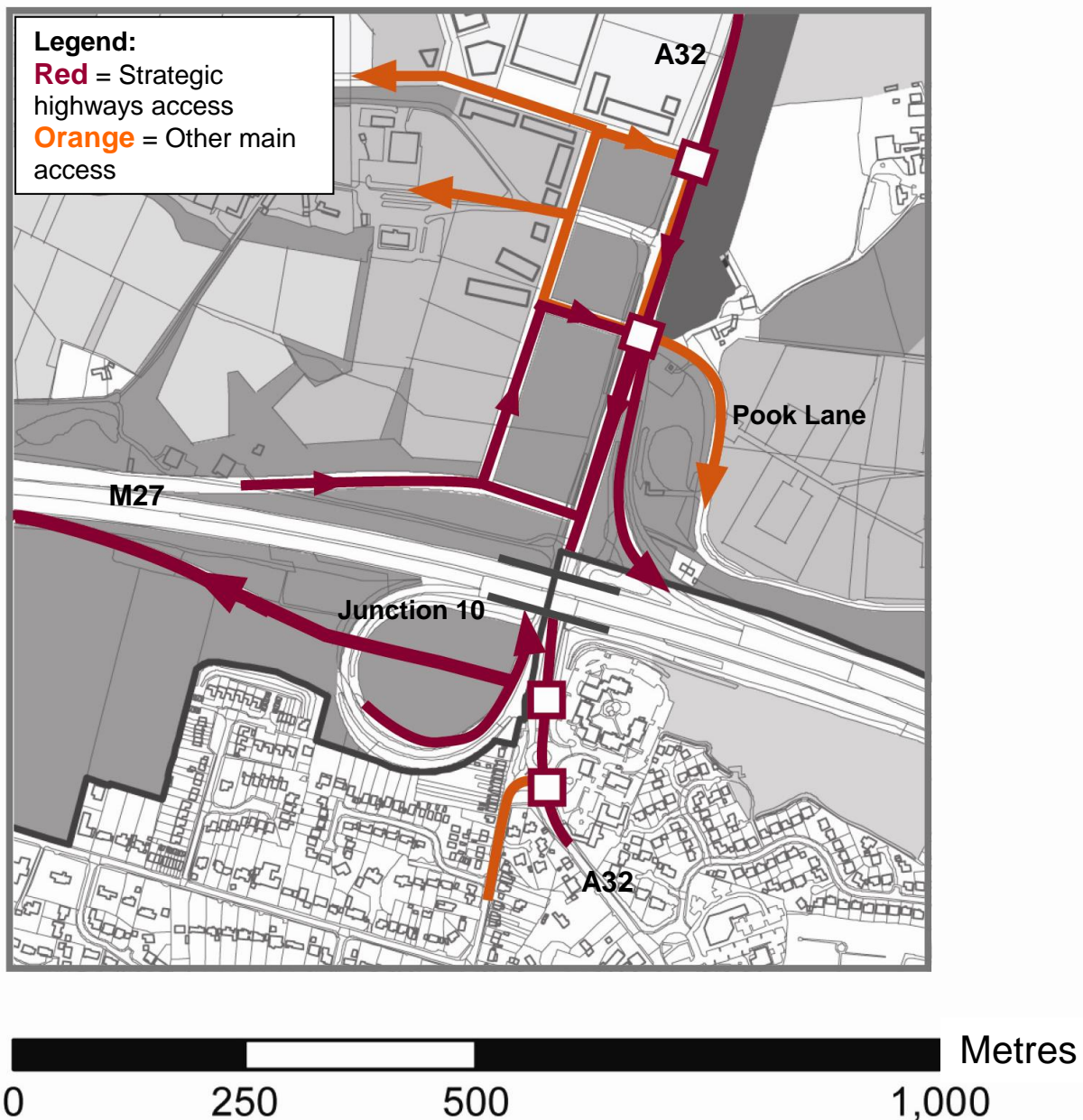
- 6.15 *Access to the Strategic Highway Network*  
The M27 runs east west along the southern boundary of the site. Junction 10 of the M27 provides direct access to the A32, which runs north through the site to Wickham, and south into Fareham. Currently Junction 10 of the M27 is restricted, allowing only access to and from the east.
- 6.16 One of the first considerations in developing both a land-use strategy and transport strategy was to determine the principal means of access to the site from the motorway. Following initial Sub-Regional Transport Model testing and analysis of outputs it appeared that a strategic highway solution focused on Junction 10 was likely to be a viable option on which to base future testing. Additional testing using the SRTM is currently underway to assess the impact of providing an all-movements solution at Junction 10 and ensure that the Highways Agency and Highway Authority support this way forward. Minor interventions at Junction 11 are also likely to be required.

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<sup>53</sup> Journey to Work Destination, 2001 Census

<sup>54</sup> North Fareham SDA *Smarter Choices Study* and *Parking Study* (Campbell Reith and ITP, January 2012)

- 6.17 The provision of an improved Junction 10 is in line with the reduce – manage – invest strategy, as making Junction 10 all moves will reduce the number of trips between Junctions 10 and 11, as motorists no longer need to travel to Junction 11 in order to travel west on the M27.
- 6.18 At present the preferred option for Junction 10 improvements, including new slip roads and signalling, is for it to be focused at the part of the site adjacent to the M27 and A32, as set out in Figure 6.1 below. This has the advantages in land use and urban design terms of providing a direct link into Fareham town centre which will provide higher order facilities for Welborne; reducing the land take; minimising the impact across the development; and minimising severance. However, the A32 will be a busy location, particularly immediately to the north of the motorway junction. Therefore consideration is being given to an alternative option, where the new slips to and from the west are located slightly further west within the site, which may provide an opportunity to dissipate traffic through the site and reduce pressures. Further testing of the options will be carried out using the SRTM modelling to establish the best approach.
- 6.19 The Highway Authority will need to be satisfied that testing through the SRTM demonstrates that the proposals can be made to work both in terms of the operational effectiveness of the junction itself and also that mitigation can be put in place to minimise the impacts upon the surrounding strategic and local transport networks.
- 6.20 Main Vehicle Routes  
The A32 will provide for all primary vehicular access requirements to Welborne.
- 6.21 Within the development itself, a spine network of more minor roads will provide for primary access to the district centre, local centre and major employment uses. The spine streets will need to cater for mixed traffic including HGVs, general traffic volumes, and public transport along with walking and cycling. Importantly, these roads will provide the gateways into Welborne and its centres.
- 6.22 To do this the spine streets will use the Knowle Road as the northern edge of a box. This will link back to the A32 at 4 locations (including Knowle Road / A32 junction). This will allow a new north-south route across the site, allowing users to avoid travel on the A32. This will allow optimum movement around Welborne, linking all centres and will provide the main routes for public transport.
- 6.23 Managing Wider Impacts  
Welborne will inevitably generate trips outside of the site by all modes of transport.

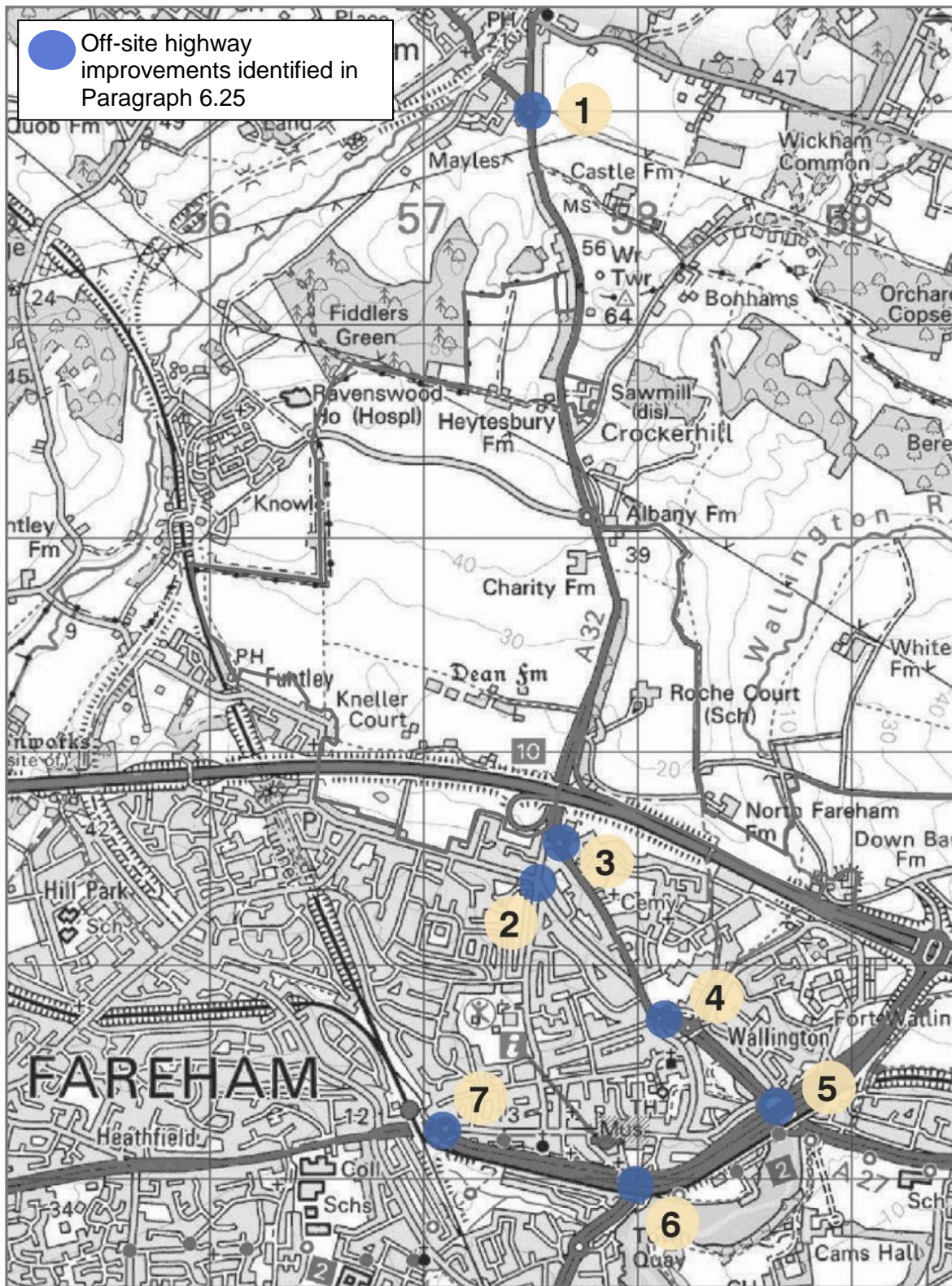
**Figure 6.1: Possible Access to the Strategic Highway Network**

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- 6.24 Congestion is recognised as a problem in the Fareham area. The strategy for Welborne will be to minimise additional congestion through providing local access to facilities, enhancing alternative modes of travel and implementing a wide ranging package of traffic management measures to prioritise bus services.
- 6.25 A number of road junctions have been identified that are likely to require traffic management and upgrading measures as a direct result of traffic generated by Welborne. These are set out on Figure 6.2 below (numbered 1-7):

1. **A32/A334 Fareham Road, Wickham** - This junction lies to the north of the development on the A32. It is a three-arm roundabout junction with two-lane flares provided on all approaches. There is likely to be a requirement to widen the approach lanes on the A32 to accommodate additional traffic generated by the development. There would appear to be sufficient carriageway and verge space to realign the carriageway. It is likely junction signals will be required.
2. **North Hill/Kiln Road** - Kiln Road provides the main link to Funtley from the north of Fareham. The new development is likely to generate some additional demand on Kiln Road for traffic travelling to Junction 10 of the motorway. Improvements to the Kiln Road signal junction are likely to be required.
3. **A32 Wickham Road/North Hill/Park Lane** - This junction lies just to the south of Junction 10, providing the main route into Fareham town centre from the north. The junction is likely to require some upgrade to enable bus priority measures to be incorporated.
4. **A32 Wickham Road/Wallington Way/Southampton Road** - This junction, comprised of two roundabouts closely situated, lies on the A32 and provides access to the Broadcut Retail Park and Fareham Industrial Estates. The two roundabouts are linked by dual carriageway, presenting the opportunity to implement bus priority measures through this section down to the A27 junction.
5. **Delme Roundabout A32/A27** - This large, grade-separated junction links the main A27 to the A32 and connections south to Gosport. The A27 has significant congestion problems. The introduction of an all movements operation at Junction 10 will relieve some of this east-west traffic flow. Traffic management measures would be required at this junction in order to facilitate bus priority movements west on the A27 for BRT and bus routes to the station.
6. **A27/A32 Eastern Way / Gosport Road** – This large junction is also on the main access to the Gosport peninsula. It has recently been subject to significant improvements as a result of development within Fareham Town centre. Significant additional works are not envisaged, but some minor improvements are required.
7. **Station Roundabout** - The direct links between Welborne and the station through BRT and bus routes will require station access for buses and BRT vehicles to be considerably improved. Alongside this, direct cycle links into the station will be required to facilitate the attractiveness of this means of travel.

Figure 6.2: Off-Site Highway Improvements



0 500 1,000 2,000 Metres

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- 6.26 In addition, some measures may be required to mitigate traffic impacts in the neighbouring settlements of Wickham and Funtley. This may include additional measures at Mayles Lane to prevent it being used as a 'rat-run' for through traffic.
- 6.27 Similarly, Pook Lane could be used as an alternative route heading east from Welborne to Junction 11 of the M27. This road is not suitable for significant increases in vehicular traffic and therefore the option of closing this road to through traffic while ensuring adequate access to existing premises will be considered.
- 6.28 Any planning application for the site must be supported by a Transport Assessment to assess the phasing of the development against the implementation of various off-site highway improvements, including the works to the M27 and A32 and any other primary or secondary links or junctions to minimise the traffic impacts on the local and strategic road network and mitigate any environmental impacts.

#### **WEL17 - Road Transport and Access**

**The principal vehicular access to Welborne will be from the A32 and Junction 10 of the M27. New accesses to the site will be created from the A32 and Junction 10 of the M27 will be improved, creating an all-moves interchange.**

**A spine network of routes will be created, including a main north-south route parallel to the A32 to facilitate vehicle access through the site.**

**All new road infrastructure will be provided in accordance with a detailed infrastructure phasing plan to be approved by the Council. The delivery of the development will be aligned with the infrastructure phasing plan by condition or planning obligation to ensure the timely delivery of the required transport measures.**

**Proposals for the development of Welborne shall include the following:**

- i. Improvements to Junction 10 of the M27 facilitating movements to and from the west and allowing for appropriate bus, cycle and pedestrian access from Fareham town to Welborne;**
- ii. The delivery (or funding) of off-site improvements to Junction 11 of the M27 if required to mitigate the impacts of the development;**
- iii. Improvements to the A32 to accommodate the increase in traffic and create an appropriate gateway to the development;**
- iv. The delivery (or funding) of necessary off—site improvements to the nearby road network at the following locations:**
  - A32/A334 Fareham Road, Wickham**
  - North Hill/Kiln Road**
  - A32 Wickham Road/North Hill/Park Lane**
  - A32 Wickham Road/Wallington Way/Southampton Road**



- **Delme Roundabout A32/A27**
  - **A27/A32 Eastern Way/Gosport Road**
  - **Station Roundabout, Fareham**
  - **Funtley and Wickham**
- v. **Should it be required by the Highways Authority, the closure of Pook Lane to through vehicular traffic, while providing for vehicular access to existing premises and maintaining a through route for pedestrians and cyclists.**

### **Public Transport**

- 6.29 Sustainable transport (public transport, cycling and walking) will need to be available for the first residents of the development to enable sustainable transport patterns to be established at the outset.
- 6.30 Fareham has a comprehensive bus network linking the town to the employment and retail centres of Portsmouth, Gosport, Southampton and beyond. This includes the innovative 'Eclipse' Bus Rapid Transit (BRT) route between Fareham and Gosport, as well as a strong network of local bus services, primarily run by First Group. Hampshire County Council has developed a strong partnership working relationship with operators, which has led to a stable bus network with good levels of patronage. Despite this, up to 80% of trips made by Fareham residents are currently made by car.
- 6.31 *Bus Rapid Transit*  
The existing Bus Rapid Transit link between Gosport and Fareham town centres is the first stage in the development of a network of routes across South Hampshire. The innovative, high specification service will form a key component of the access strategy for Welborne.
- 6.32 Since commencing operation in April 2012, patronage has increased by 16% on new BRT routes compared with the equivalent routes replaced. Over the Gosport peninsula as a whole, there has been a 6% general increase in bus use.
- 6.33 The BRT service at Welborne is proposed to have three stops providing access from the main district and neighbourhood centres, potentially provided with real time information, to provide an alternative to the private car. BRT nodes located at neighbourhood centres will be concentrated around areas of higher density reflecting the relative accessibility of these areas. Bringing public transport to the centre of the development, integrating stops with local and district centres, ensuring short direct walking routes to all land uses are critical elements of the strategy.
- 6.34 From Welborne, the BRT service will provide links to the existing Fareham to Gosport route, including Fareham train station, and link to new routes via the A27 and M27 to Portsmouth, a key employment and retail centre.

6.35 Local Buses

The BRT route through the site will be supplemented by a series of local bus services providing an integrated and coordinated network. Interchange from BRT to local bus services at each of the main BRT stops will be facilitated by the provision of high quality infrastructure and onward travel information.

6.36 The additional bus routes will serve not only Welborne but also the local villages including Funtley and Knowle, enhancing their connectivity to Fareham town centre.

6.37 Welborne will deliver additional routes, providing links between the new community and various destinations. Local bus priority measures should be investigated to ensure public transport has a time advantage over private vehicles wherever possible.

6.38 Rail Connections

Welborne is bounded to the west by the Fareham to Eastleigh rail line. This route is currently single track and the opportunities to develop a new rail halt on this line to directly serve Welborne are limited due to line access, single track operation, level changes, and proximity to the existing Fareham Station. However, there is the potential for a new halt to come forward in the latter phases of the development and the concept masterplan allows for this. Therefore, proposals for development in the far west of the site, north of Funtley will need to fully investigate the potential for delivering a new halt. Proposals which prevent the delivery of a rail halt in the future will be resisted, until it can be determined if a new halt is technically feasible and financially viable. In the shorter term, strong links will be developed from the start between Welborne and Fareham Station through the BRT and bus network enhancements. Smart ticketing would assist in providing a seamless journey for passengers, incentivising public transport travel.

**WEL18 – Public Transport**

**Welborne will be served by excellent public transport links to Fareham Town centre, and employment centres at Fareham, Portsmouth, and beyond. Proposals for the site shall include:**

- i. an extension to the Bus Rapid Transit system, linking the site to and through Fareham town centre to Fareham train station and Gosport, and linking to new routes to Portsmouth via the A27 and M27; and**
- ii. Appropriate links and extensions to the local bus network.**

**Detailed planning applications for the west of the site (north of Funtley) will need to accommodate the future provision of a new rail halt on the Fareham to Eastleigh rail line unless it is demonstrated that it is not technically feasible or viable to deliver this before the end of the Plan period.**

**A Public Transport Plan, to be agreed as part of any Section 106 Agreement for the development, shall be the means of agreeing the**

**detail of service provision, including the route, any operational subsidy, the timing of provision in relation to development phasing, and a 'toolkit' of measures to promote (and subsequently increase if required) use of the service during the life of the development, with the Borough and County councils. The Public Transport Plan should investigate the possibility of creating a new rail halt to serve Welborne, in the later stages of the development period.**

### **Encouraging sustainable choices**

- 6.39 A key mechanism of the reduce-manage-invest strategy is to encourage sustainable transport choices. These could include the following elements:
- An overall vision and funding for the long term;
  - Early implementation to encourage new residents / employees at the outset, when travel patterns are established;
  - Flexibility of delivery, with residents and future users able to participate in and tailor measures to suit; and
  - Co-ordination with efforts in the wider area, to maximise benefits.
- 6.40 Key measures are likely to include:
- Multi-modal smart ticketing;
  - Travel information and marketing (various channels, possibly including a travel information centre within a community facility within the development);
  - Real time information boards, delivered in partnership with the transport operators;
  - Promotion of smarter working practices (in partnership with the employers);
  - Personalised Travel Planning;
  - Promotions and events – e.g. 'bike to work' week;
  - Public transport marketing and branding of services;
  - Car club scheme – e.g. a community based group with vehicles and allocated parking;
  - Car share scheme (including local car share group for residents to join);
  - Electric vehicle charging points; and
  - Cycle hire scheme.
- 6.41 An area wide Framework Travel Plan will be required to demonstrate how modal share by walking, cycling and public transport and the encouragement of more sustainable transport will be achieved. Site specific Travel Plans will be developed by schools and employers locating on the site. As individual developments come forward, the site specific Travel Plans will need to be consistent with the Framework Travel Plan. Travel Plans will need to include how the users of the site will be encouraged to reduce the need to travel and, where travel is involved, ensure it is done sustainably. For example, the detail might include the on-site facilities (e.g. cycle parking, showers, etc.) and management arrangements (e.g. staff time to promote information, deliver Personalised Travel Planning etc.).

**WEL19 - Encouraging Sustainable Choices**

**An area wide Framework Travel Plan will be required to be approved by the Council before approval of a planning application to demonstrate how modal shares by walking, cycling and public transport and the encouragement of more sustainable transport will be achieved.**

**Subsequent travel plans will be required to support planning applications residential, employment, education, retail and leisure developments. These will set out a comprehensive package of measure for delivering sustainable transport.**

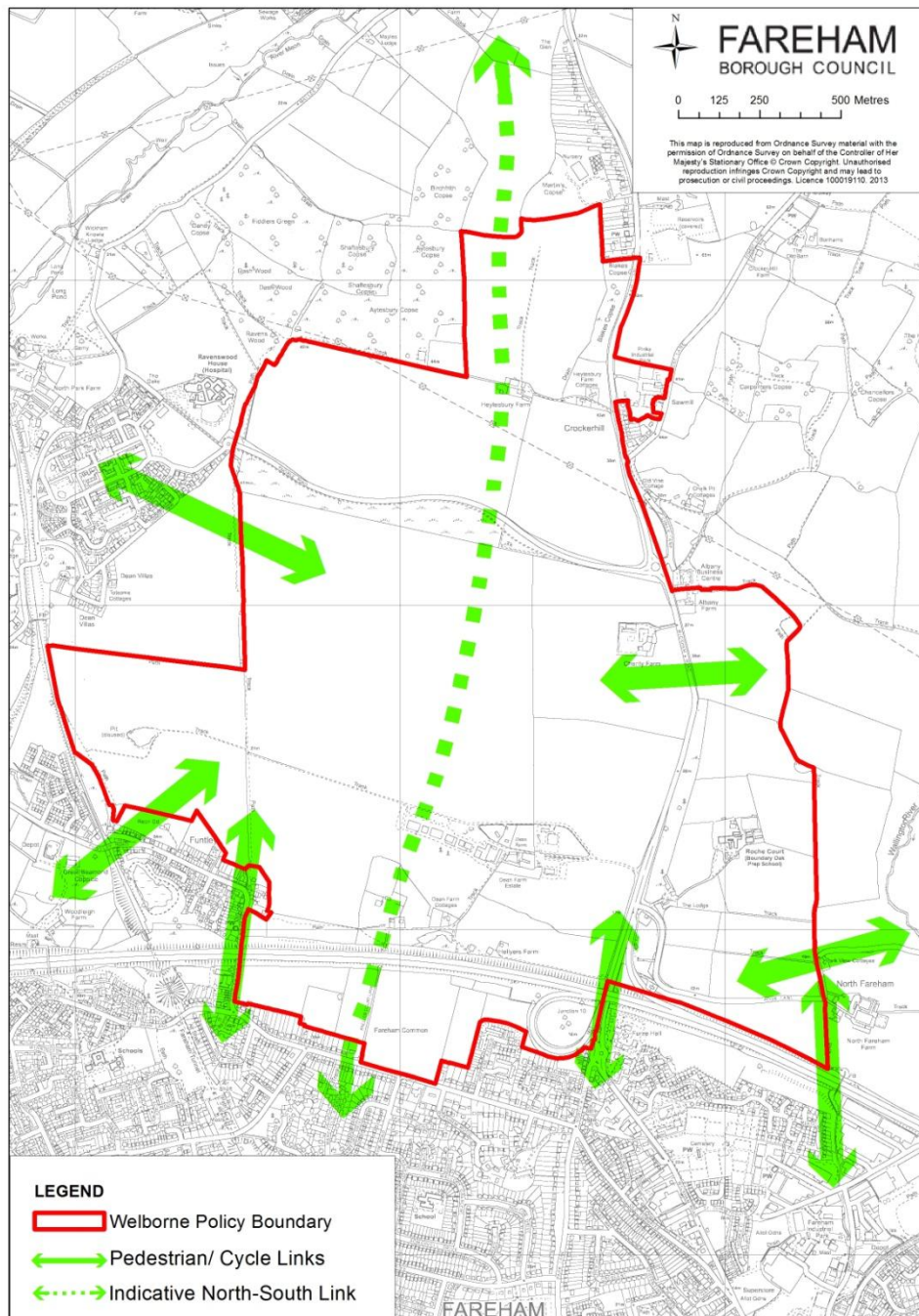
**In part or full they will be made legally binding through the use of planning conditions or section 106 agreements.**

**Cycling and Pedestrian Linkages**

- 6.42 The development will deliver clear pedestrian and cycle routes throughout the community. These will provide connections between the residential and employment areas and the District, Village and Local centres as well as providing access to the schools on site and to off-site schools and in particular, Henry Cort Community College in north Fareham. In addition, pedestrian and cycle connections will be needed from Welborne to nearby communities of Fareham, Wickham, Funtley and Knowle. The overall approach to providing pedestrian and cycle linkages is shown in Figure 6.3 below and a 'movement plan' setting out further indicative detail drawn from the concept masterplanning work can be found in Appendix D.5.
- 6.43 Pedestrian and cycle-friendly routes will be delivered by a mixture of segregated routes and well-designed streets which are safe for all users, in accordance with the guidance set out in the Strategic Design Code for the development.
- 6.44 Key features of the development such as the green corridor through the site, provide excellent opportunities to develop high quality green infrastructure for both walking and cycling.
- 6.45 Cycle routes to Fareham town centre and railway station should make use of the existing connections beneath the M27 to provide a direct link north-south through Welborne up to Wickham. This will enable existing and future residents to connect with rail services to wider Hampshire from Fareham station.
- 6.46 The existing green infrastructure around the edge of the development will be integrated and enhanced to ensure connectivity around all boundaries for walking and cycling, as indicated in the concept masterplan. In particular, appropriate provision must be made for safe attractive pedestrian and cycle routes to nearby offsite schools which will serve the community during the early years of the development.

- 6.47 Key destinations within Welborne, including the district and local centres and all schools will be well served by appropriate pedestrian and cycle links and with appropriate cycle storage facilities.
- 6.48 In particular, the secondary school must be well connected to the cycle and pedestrian network as it will have a large catchment covering north Fareham, Funtley and Knowle. This will require both a well designed pedestrian friendly / cycle bridge over the A32 and an at-grade crossing.

**Figure 6.3: Overall approach to pedestrian and cycle links within and through the site**



**WEL20 - Cycling and Pedestrian Linkages**

Proposals for development at Welborne will be permitted only where they provide for a network of strategic pedestrian and cycleway routes. This network will be supplemented by a series of good quality, local pedestrian and cycleway links to be agreed prior to the determination of planning applications for each land parcel.

The development will include good pedestrian and cycle links to key destinations by including the following:

- i. Pedestrian and cycle routes to Fareham town centre and railway station making use of existing connections beneath the M27;
- ii. A direct link north-south link from Fareham through Welborne up to Wickham; and
- iii. A well designed attractive pedestrian/cycle bridge over the A32 to serve the new secondary school and provide pedestrian access to the wider countryside; and
- iv. Attractive pedestrian and cycle routes to off-site schools which serve the development.

Use the [online response form](#) to make comments on this draft plan.

# Chapter 7

## Homes

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### Market Housing

#### 7.1 *Housing Mix*

As a new sustainable 'Garden Community' that will be developed over 25 years, it is essential that the mix of dwellings is broadly balanced and meets the demands of those wishing to live there. These demands will change over the plan period as the housing market evolves and as the development begins to mature and the balance of homes provided must seek to anticipate this. The homes provided will therefore comprise a range of different types, sizes and tenures suitable for households with varying needs, including young and older families, the elderly and single people.

7.2 The indicative mix of homes intended for market sale is set out in Policy WEL21 below. This mix has emerged from evidence<sup>55</sup> and from engagement with the community, landowners and others. Overall, it emphasises the strong demand for 'family houses' and reflects the important role that families will play in creating a vibrant and active new community. It also reflects a historic trend in Fareham for owner occupiers to buy a larger home than would be required by their household size. A further intention is to increase the supply and therefore the choice of detached homes which begins to address the existing undersupply of these types of homes within the Borough.

7.3 A further influence on the housing mix is the need to support the economic development objectives of Welborne by seeking to ensure that those who are most likely take up new employment opportunities within the community have a sufficient choice of housing that meets their needs. In seeking to provide choice that will broadly align with the range of employment opportunities proposed a contribution can also be made to self-containment and to the reduction of commuting, particularly by car.

7.4 Given that Welborne will be built out over a period of at least 25 years, it is important to ensure that there is flexibility in how the policy on housing mix will operate. There is no intention for the approach to constrain the local housing market. For this reason, the mix is set out as a range for each dwelling size. This will provide scope for to reflect changes in the local housing market. It is also important to stress that the mix set out below will need to be kept under review as part of the normal plan monitoring process. Following the early phases, if evidence demonstrates the need for adjustments, the Council will take this into account.

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<sup>55</sup> NCNF Site Specific Housing Market Assessment (DTZ/Wessex Economics, March 2013)

### 7.5 Housing flexibility

Evidence<sup>56</sup> shows that, over the course of the development, the nature of the population will change significantly and will go on changing after the development has been completed. Whereas during the early phases most households will be formed by working couples and young families, in later years, particularly as the development moves towards completion, older people will be likely to form a large number of households. As well as giving rise to the need for an appropriate mix of housing types, these changes require homes to be flexible and adaptable enough to meet the changing needs of their residents over a period of time.

7.6 This flexibility can be achieved by homes being designed to meet the criteria of the 'Lifetime Homes' standard.<sup>57</sup> This is a nationally recognised standard that goes further than statutory building regulations by ensuring that spaces and features of new homes can readily meet the needs of most people, including those with reduced mobility. In line with the expectation within Policy CS17 of the Core Strategy and to ensure flexibility in the housing stock at Welborne, a significant proportion of new homes of all types and sizes will meet the Lifetime Homes standard. The precise proportion of homes that will be expected to meet the standard will depend on clearer understanding of the costs and the impact this could potentially have on development viability. The Council will do further work to understand the cost implications of achieving the standard and will consider setting a specific target for the proportion of dwellings that should meet it.

### 7.7 Self-build Housing

The self-build sector is a small but increasingly important component of housing supply that is encouraged through national policy. In the past, this form of housing supply has been limited in Fareham and restricted to very small developments. However, engagement during the preparation of this plan has indicated that there is a demand for self-build plots in the Fareham area. Therefore, to encourage a diversity of dwelling types at Welborne and to meet the needs of potential self-builders, the site promoters will be expected to consider how areas dedicated to self-build development can be incorporated into the comprehensive masterplan that will accompany planning applications.

7.8 The Council will work with landowners and developers to agree a suitable approach to delivering self-build homes as part of Welborne. The Council will also work with the self-build community to further understand their requirements.

#### **WEL21 – Market Housing Mix and Flexibility**

**Planning permission will be granted for development that delivers an appropriate mix of market housing, suitable for a wide range of different**

<sup>56</sup> Analysis using the 'Chelmer Demographic Model' for the NCF which was created by Cambridge Econometrics in 2011.

<sup>57</sup> <http://www.lifetimehomes.org.uk>



**households including younger and older families, single people, the retired and those with reduced mobility.**

**Within each major development phase the overall balance of different dwellings that are intended for market sale will be:**

- **1 bedroom – 0%-10%**
- **2 bedroom – 10%-20%**
- **3 bedroom – 50%-65%**
- **4 bedrooms – 10%-20%**
- **5+ bedrooms – 0%-10%**

**A significant proportion of market sales homes of all types and sizes within each phase of the development will be designed to meet the Lifetime Homes standard. The precise proportions will be agreed with the Council prior to determination of planning applications and will depend on an assessment of costs to ensure that that development viability can be maintained.**

**Opportunities will be sought to deliver up to three development parcels for the self-build sector over the course of the development. Each of these self-build areas will be:**

- **Small in scale and limited to a maximum of 20 self-build plots;**
- **Well integrated into the transport, utilities, open space and other site infrastructure and;**
- **Identified within the comprehensive masterplan that will accompany planning applications.**

## **Affordable Housing**

### **7.9 *Housing Needs***

Meeting the needs of those in the Fareham who cannot access the housing market is one of the key priorities of the Council and is an important objective for Welborne. Delivering new affordable housing is vital in achieving sustainable development and Welborne provides a rare opportunity for the Borough to deliver a significant number of affordable homes and to make a real contribution towards addressing the current large backlog of housing need.

- 7.10** Policy CS13 of the Core Strategy sets out the aim to achieve between 30% and 40% of all homes at Welborne as affordable homes and this provides the starting point for the Welborne Plan. Subsequently, the Council has undertaken an update of the housing needs assessment<sup>58</sup> that supported the Core Strategy. The updated evidence looks at housing needs across the whole Borough and estimates that an additional supply of 171 affordable homes would be required each year to address housing needs. This number

<sup>58</sup> [Fareham Borough Housing Needs Assessment \(DTZ, August 2012\)](#)

is based on addressing both the current backlog<sup>59</sup> and the newly arising housing need across Fareham Borough<sup>60</sup> by the end of the Core Strategy plan period in 2026.

- 7.11 Beyond 2026, the level of housing need is more challenging to predict. The formula used to indicate the number of new affordable homes required each year after 2026 suggests that a much lower number would be required. This is based on the assumption that the existing backlog had been fully addressed by that year and that only the newly arising need had to be met. However, past experience shows that housing need is very difficult to eliminate, not least because the definition of 'housing need' is regularly changed in light of broader economic and societal changes.
- 7.12 Affordable housing need includes 'affordable rent' as well as access to the private rented sector with the support of Housing Benefit. It is unlikely that households in housing need will be able to access 'intermediate housing' such as shared ownership. However, there is an additional demand for intermediate housing that will also need to be addressed at Welborne. The evidence shows that there are approximately 300 households within Fareham which are actively interested in intermediate housing. Therefore, each main residential phase of the development will make some provision for intermediate housing.
- 7.13 *Delivering Affordable Housing*  
Delivering the high levels of new affordable housing referred to above every year would be a significant challenge, even considering the scale of Welborne. As a proportion of total projected housing supply, achieving these levels of affordable homes per year would represent approximately 46% of all new homes currently projected within the Borough to 2026 and approximately 31% of all new homes projected to 2041<sup>61</sup>.
- 7.14 National planning policy requires that new development is deliverable and this means that the overall financial burden on new development, including obligations to deliver affordable housing, should not threaten its economic viability<sup>62</sup>. Initial viability testing has been undertaken on proposals for Welborne, as set out in this plan<sup>63</sup>. This evidence shows that limited levels of affordable housing would be possible to secure from the development without placing its overall viability at risk. The constraints on development viability are the result primarily of the high costs of essential infrastructure required and the on-going weakness in the housing market, where sales volumes and

<sup>59</sup> The back log is represented by the current FBC housing waiting list

<sup>60</sup> It also included a high level assessment of the housing need within the three Winchester parishes in close proximity to the new community (Whiteley, Wickham and Southwick and Boarhunt).

<sup>61</sup> As set out within the housing trajectory in Chapter 11 of this Plan and within the Local Plan Part 2: Development Sites and Policies DPD (Pre-Submission draft).

<sup>62</sup> **National Planning Policy Framework** paragraph 173 (DCLG, March 2012)

<sup>63</sup> Initial viability work was undertaken by DTZ as part of the evidence work on housing for the new community and is being taken forward by GVA as part of the on-going Welborne Viability Appraisals. This evidence base will be published when it is complete later in 2013, alongside the publication of the Pre-Submission Welborne Plan.

prices remain below levels achieved before the start of the recession.

- 7.15 Mindful of the overall limits on development viability, the Council has a long-established commitment to identify and secure additional funding streams from a variety of sources<sup>64</sup>. This commitment will help ensure that the Welborne development will be delivered in a way that is sustainable and appropriate to the needs of the existing and new residents of the Borough.
- 7.16 The work of identifying and securing additional funding is being taken forward through a number of studies which are progressing alongside the preparation of this plan. This includes an assessment of the feasibility of a range of investment and joint venture options that would allow the Council to play a more central and active role in the delivery of affordable housing across the Borough, including at Welborne. In addition, an Infrastructure Funding Study<sup>65</sup> is being undertaken which will examine a wide range of funding sources that would have to potential to help the development to fund more affordable housing.
- 7.17 At this stage, the work on additional funding streams is yet to reach conclusions. However, the Council remains confident that between all of the potential sources, there will be sufficient funding to enable a significant proportion of affordable homes to be delivered at Welborne. Therefore, it is considered that the Core Strategy position, including the target of 30%-40% affordable housing, remains appropriate and has a reasonable prospect of being achieved over the Welborne Plan period to 2041. This target is taken to relate to the need for affordable rent homes, which may include social rented homes. Delivery of a proportion of intermediate homes will be in addition to this target.
- 7.18 Before publishing the next draft of this plan, the Council will complete the process of identifying alternative funding sources. Within the context of this overall funding framework identified, the Council will also continue to work with the site promoters to establish greater certainty over the level of affordable housing that will be deliverable. This is likely to include specific targets for the early phases of the development and a more indicative target for the later phases and for the development as a whole. The targets established will be flexible and will respond to changes in development viability over the plan period, for example as the housing market recovers further. They will also need to respond to changes in the levels of additional and external funding available over the plan period.
- 7.19 *Affordable Housing Mix and Standards*  
A wide range of affordable housing types and sizes will be provided to meet identified housing need. Within each residential phase, the mix will need to provide homes suitable for families and for smaller households as well as homes suitable for vulnerable households, including those with reduced

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<sup>64</sup> [Fareham SDA Infrastructure Funding Position Statement](#) (Almondree Consulting, April 2011) and [The NCNF Infrastructure Funding Factfile Update](#) (Almondree Consulting, February 2012)

<sup>65</sup> [Welborne Infrastructure Funding Study Stage 1](#) (GVA, March 2013)

mobility. Over the course of the Welborne development, a range of non-general needs housing should be provided as part of the affordable housing mix, including wheelchair accessible homes. Specialist 'extra care' housing for older people will also be required and this is covered in detail in the following section.

Given the long build-out period of Welborne, the precise affordable housing mix required cannot be known at this stage. Housing needs change over time and are also influenced by Government policies, such as the recent welfare reforms. The mix of homes to be provided at each main residential phase will need to reflect the identified needs at that time the phase comes forward and will be agreed with the Council.

- 7.20 In line with the requirement for adaptable market homes, the providers of affordable housing will be expected to design a significant proportion of all affordable homes, including intermediate homes, to meet the Lifetime Homes Standard.
- 7.21 To ensure the creation of a mixed, integrated and socially inclusive community, the affordable housing should be developed to the same design and construction standards as the market housing. Affordable dwellings should be integrated with the market housing. For management purposes it may be considered appropriate to cluster the affordable housing in small groups. The Strategic Design Code<sup>66</sup> will set out guidance on the design of affordable homes and the approach to integration with the market housing.

#### **WEL22 - Affordable Housing**

**Housing for affordable rent will be provided within each residential phase of the development, consistent with the overall target of 30% to 40% of all new homes.**

**Intermediate housing will also be provided within each residential phase, with the target being to provide 300 homes over the plan period.**

**A range of affordable housing types and sizes for each tenure will be delivered within each residential phase. The precise number and mix of affordable homes within each phase will be agreed with the Council, having regard to:**

- i. The nature of the phase to be developed;**
- ii. The character area within which the homes will be located and;**
- iii. The identified need for affordable homes at the time the phase comes forward.**

**A significant proportion of affordable homes of all types and sizes within each phase of the development will be designed to meet the Lifetime Homes standard. The precise proportions will be agreed with**

<sup>66</sup> See Chapter 4 (Urban Design and the Character Areas) for more detail about the Strategic Design Code.

**the Council prior to determination of planning applications and will depend on an assessment of costs to ensure that that development viability can be maintained.**

**Planning permission will be granted for affordable homes that are integrated with the market housing and are designed and will be constructed to the same standards. Affordable housing may be clustered in small groups.**

**The delivery of affordable homes will be dependent on a combination of the ability to maintain development viability at each residential phase and the availability of additional or external funding. Where there is clear evidence that the delivery of affordable homes would threaten viability and additional or external funding cannot be secured to support delivery, the Council will work with the site promoters to ensure the phase remains deliverable.**

### **Private Rented Housing**

- 7.22 The number of households seeking to rent homes from private landlords on the open market has increased significantly in recent years, both nationally and within the local housing market<sup>67</sup>. A number of factors, including the affordability of home ownership, the on-going constraints on mortgage availability as well as significant recent welfare reforms will each cause this demand for private rented homes to be even greater in the future.
- 7.23 A sufficient supply and choice of good quality homes to rent is also a fundamental requirement for a buoyant labour market, where mobility of skilled workers is increasingly expected. Evidence shows<sup>68</sup> that where people move to a new area to take up employment, they often seek to rent for a period and may then opt to buy a home in the new location later. Therefore a lack of choice in rental homes could result in reluctance to move to the areas, or will be likely to establish longer commuting patterns that work against sustainable development objectives.
- 7.24 Currently there is only a very small proportion of private rental homes in Fareham, amounting to less than four percent of all dwellings<sup>69</sup>. Within South Hampshire and elsewhere in the South East the proportion is two to three times higher than in Fareham. This means that there is currently a clear undersupply of private rental homes locally. If left unaddressed, this undersupply could fail to meet the needs of the local community and may harm the economic and sustainable development objectives of Welborne.
- 7.25 Left entirely to the open market, some rental homes would be likely to be provided at Welborne, mainly through individuals 'buying to let'. Evidence suggests that the proportion of homes that would be purchased with the

<sup>67</sup> NCNF Site specific Housing Market Assessment (DTZ/Wessex Economics, March 2013)

<sup>68</sup> As above.

<sup>69</sup> Fareham Housing Strategy 2010-2015 (FBC, April 2010)

intention of letting them out would be about 8%<sup>70</sup>. Whilst making a welcome contribution, buy-to-let is unlikely to provide the number of rental homes required to meet local needs in the future. Neither can individual private landlords provide the stability in the rental market needed to ensure a sufficient choice of high quality rental homes for the longer term that is important to support economic development.

- 7.26 To help address these issues, the Government has sought ways to remove the barriers to large-scale institutional investment in private rented homes to promote a significant increase in supply and choice in this sector<sup>71</sup>. One of these barriers is the way in which private housing is valued which favours sale to owner occupiers and makes large-scale investment in homes for long-term rent less competitive. The Montague Review recommended that local authorities could seek to remove this barrier by using planning conditions or planning obligations to ensure that a proportion of new homes remained in the rental sector for a fixed period of years. Through this method the land values of these homes would be based on the rental tenure and therefore lower than values based on the assumption of sale to owner occupiers.
- 7.27 In the long term, it is possible that large-scale market letting by institutional and corporate landowners will become mainstream. However, in the early phases of Welborne and based on the evidence of clear demand for market rented homes within the housing market area<sup>72</sup>, the Council will require that between 5%-10% of homes are secured for long-term market rent. In order to maintain a supply over the course of the development, this range of homes restricted to private rent will be delivered within each main phase of residential development. This requirement will be kept under review and will be removed if there is clear evidence that it is no longer required to ensure a significant proportion of market rented homes can be achieved.
- 7.28 To ensure flexibility is maintained, the precise number of homes to be secured at each phase will reflect evidence of local demand at the point at which the phase comes forward. Equally, the size and types of market rent homes for which there is demand is likely to differ from the appropriate mix of homes intended for owner occupation. Generally there will need to be a higher proportion of smaller homes within the rental mix. Therefore, it is not expected that homes to be secured for long-term rent will need to meet the housing mix ranges set out in Policy WEL21 above.
- 7.29 The Council will work with the site promoters and with institutional investors in rental homes to ensure that the appropriate proportion of homes intended for private rent can be delivered. This work will seek to reach agreement on the length of time that the restriction on the sale of the homes to owner-occupiers should be in force. In line with the recommendation within the Montague Review, this period is likely to be between 10 and 21 years.

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<sup>70</sup> NCNF Site specific Housing Market Assessment (DTZ/Wessex Economics, March 2013)

<sup>71</sup> Review of the barriers to institutional investment in private rented homes - "The Montague Review" (DCLG, August 2012)

<sup>72</sup> NCNF Site specific Housing Market Assessment (DTZ/Wessex Economics, March 2013)

- 7.30 The Council acknowledges that restricting the sale of homes secured for private rent could potentially have an impact on the development viability of those homes. In particular, this could impact on the scope to secure a proportion of affordable homes from the market housing. Therefore, in line with the recommendations of the Montague Review, the Council will do further work to understand the extent to which affordable homes could be secured and whether any greater flexibility would be required to ensure the market rented homes are deliverable. This work will also consider the role that private rental homes at Welborne will play in meeting the needs of local people who cannot afford to buy their own home.

#### **WEL23 - Private Rented Housing**

**Homes that are secured for long-term private rent will comprise between 5% and 10% of all homes to be delivered at each main residential phase of Welborne.**

**Prior to the determination of planning applications for each main phase of residential development, the following will be agreed with the Council:**

- i. The number of homes to be secured for market rent;**
- ii. The mix of dwelling sizes and types;**
- iii. The length of time in years that the restriction on the sale of homes will apply and;**
- iv. The mechanism through which the restriction on the sale of homes will be imposed.**

**Site promoters will actively seek the commitment of one or more institutional investors to acquire the homes secured for market rent. However, following a period of eighteen months from the grant of planning permission if such active promotion has failed to secure an investor to acquire the homes, the Council will consider removing the restrictions on the sale of homes. The decision on whether to remove the restrictions will be based on evidence of the efforts made to secure an investor and of the prevailing market for private rental homes within Welborne's housing market area.**

#### **Housing Provision for Older People**

- 7.31 The number and proportion of older people in South Hampshire is projected to increase significantly in the coming decades. The latest official projections for the South Hampshire sub-region indicate that between 2012 and 2035 there will be an increase of 53% in the number of people aged 70-79 and an increase of 86% in those aged 80 years or over<sup>73</sup>. The same evidence shows that the percentage increase within Fareham Borough between these dates will be even higher. In both cases these increases account for the majority of

<sup>73</sup> Office for National Statistics 2010-based Sub-National Population Projections.

the growth in population that is projected to occur. The Draft Development Sites and Policies Plan set out further detail on the current and projected population levels for older age groups within Fareham itself.

- 7.32 Although projections need to be treated with caution, it is clear that Welborne will be affected by these demographic changes. The evidence indicates that the proportion of Welborne residents aged 70 years or older will increase from 4.5% in 2020 to over 7% in 2040 reaching almost 13% by 2050<sup>74</sup>.
- 7.33 In Fareham, as is the case generally in the South East, a large majority of older people choose to live in their own homes as private owner occupiers for as long as they are able to. A study on housing provision for older people completed for Hampshire County Council in 2009<sup>75</sup> indicates that this trend will increase in the future as medical advances and the availability of home adaptations allow more elderly people to remain independent and living in their own home. In Welborne, the mix of private market and affordable homes should facilitate this choice. The need for a proportion of homes to be designed to 'Lifetime Homes' standards (see above) will assist in ensuring that where people wish to remain in their family home over the land term, necessary adaptations can be made.
- 7.34 *Specialist provision delivered by the private market*  
Older people have diverse needs and some prefer not to remain in their own home, whilst others are not able to cope and need specialist accommodation with a higher level of care. The various types of specialist provision are set out in the County Council's 2009 study and also within the Draft Development Sites and Policies Plan. Most of these, including sheltered accommodation and retirement communities are generally private market developments.
- 7.35 Welborne provides an important opportunity to include different types of specialist provision to meet the needs of older people who prefer or feel obliged to move into specialist accommodation. Although during the initial phases of Welborne the demand for private specialist housing for older people is expected to be low, it will increase as the development evolves and as the anticipated demographic changes take effect. The Council expects the market to meet this growing demand at Welborne and will encourage site promoters and developers to include well-designed specialist accommodation for older people as part of the development.
- 7.36 Such provision should be located within easy walking distance of the District, Village or Local Centres and should be provided in a way that complies with Policy H3 of the Draft Fareham Local Plan Part 2<sup>76</sup>. Any such schemes will be expected to contribute to affordable housing, either as part of the scheme

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<sup>74</sup> Demographic Evidence derived from a 'Chelmer Model' analysis prepared for FBC by Cambridge Econometrics in 2011 and presented in the [Infrastructure Delivery Plan Stage 1 Report \(AECOM, February, 2013\)](#).

<sup>75</sup> [Housing Provision for Older People in Hampshire: Older Persons Housing Study](#) (Hampshire County Council, November, 2009).

<sup>76</sup> Policy H3: New Older People's Housing



or elsewhere on the Welborne site. The level of affordable housing provision sought will be commensurate with the level of C3 dwelling units<sup>77</sup> included as part of the scheme.

7.37 Specialist provision delivered by the public sector

Some types of specialist accommodation and particularly 'extra care' housing, has traditionally been provided by the public sector or with significant public sector support. In Hampshire, the County Council has played a major role in planning and helping to deliver extra care housing. This type of specialist self-contained housing is designed and built to facilitate the diverse care and support needs that its tenants or owners may have, now or in the future. The availability of care or support twenty four hours a day is a key feature of this type of accommodation.

7.38 The County Council has identified the need for 468 extra care units to be provided within Fareham Borough by 2025<sup>78</sup>. This need relates to the existing and projected number of older people (of 75 years or older) within the Borough. A further need has been identified for 19 units of accommodation for the period between 2026 and 2041<sup>79</sup>. This additional need is relates solely to Welborne.

7.39 Although the Welborne development is not expected to fund extra care provision to meet pre-existing needs, it does present by far the best opportunity to facilitate the delivery of a significant proportion of the overall need, including all of the need generated by Welborne itself. Therefore, Welborne will incorporate either one large or two small extra care schemes with the target to provide a total of 120 units over the plan period. This provision will include a large proportion of units for affordable rent to meet housing needs. Some private units will also be included which is necessary to ensure scheme viability. The overall size of the scheme(s) and the proportion of affordable units will be agreed with the Council in liaison with Hampshire County Council.

7.40 The precise timing of delivery of the extra care provision will be agreed with the County Council. However, as a guide, at least half of the units should be phased for completion by 2025. If two schemes are delivered, the first should be completed by 2025 and the second by the completion of Welborne in 2041.

7.41 As with all provision for older people, it will be vital for the extra care housing to be well designed and properly integrated with Welborne. It will need to be easily accessible by foot from a range of shops and services, including public transport. If a single scheme is provided, it will be located close to the District Centre. If there are two smaller schemes, one of these will be close to the

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<sup>77</sup> C3 Dwellings relates to the Use Classes Order and reflects the fact that specialist provision for older people often incorporates areas classed as C2 Residential Institutions, for which affordable housing contributions would not be sought.

<sup>78</sup> Hampshire County Council Infrastructure Statement - Version 1 (HCC, December 2012)

<sup>79</sup> Infrastructure delivery Plan Stage 1 Report (AECOM, February 2013)

District Centre and the other will be close to either the Village or the Local Centre.

#### **WEL24 - Extra Care Provision**

**Development proposals will be permitted where they include extra care provision amounting to approximately 120 units within either one or two schemes.**

**A large proportion of the extra care units will be provided as affordable rent with the balance being provided as private or as a combination of private and shared ownership. The precise size of the scheme(s) and the level of affordable rent will be agreed with the Council prior to the determination of planning applications.**

**The timing of delivery will be agreed with the County Council, but will aim to complete at least half of the units by 2025.**

**All extra care provision will:**

- i. Be located within easy walking distance of the District Centre or either of the Village or Local Centres in the case of a second scheme;**
- ii. Be fully integrated with the rest of Welborne, including with the green corridor network;**
- iii. Allow easy walking distance to public transport; and**
- iv. Incorporate sufficient parking for both residents and staff.**

Use the **online response form** to make comments on this draft plan.

# Chapter 8

## Green Infrastructure and Biodiversity

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### **The Green Infrastructure Strategy**

- 8.1 The implementation of the Green Infrastructure (GI) Strategy is one of the principal means by which the vision for Welborne as a new garden community will be achieved. The GI strategy will set out the type and quantum GI resources required to support Welborne, and provide a strategy for how potential risks to the internationally protected sites along the Solent coastline can be avoided or adequately mitigated.
- 8.2 The Vision Statement for Welborne seeks to ensure that its 'spirit, character and form are inspired by its landscape setting'. Therefore one of the aims for creating a new garden community should be to try to bring everyone in Welborne closer to the natural environment. The GI strategy therefore, provides an opportunity to ensure that every household is within 200m of the primary open space network. In practice this means that it should take less than 5 minutes to walk from home to a network of parks and open spaces that will extend to every part of Welborne. The new green corridor network will pass through open downland with significant long distance views, through sheltered woodland or next to water features and meadows. This network will in turn lead out into the surrounding countryside.
- 8.3 Residents and visitors will have a choice of routes and spaces within easy reach of their homes, jobs and sustainable transport points. This will be achieved through a combination of interconnecting green corridors and open spaces within and around Welborne through the comprehensive on-site network of open spaces and linkages, and numerous connections to the wider countryside. Through these means, Welborne will be able to connect with the semi-natural environment to an extent that most urban areas cannot achieve.
- 8.4 The Welborne Standing Conference held a workshop in November 2012 to consider the green infrastructure requirements for Welborne, and its wider landscape setting. The conclusions were that Welborne should help facilitate one or more greenspace 'star attractions' which would not only satisfy the day to day needs of residents but be of a sufficiently high quality to attract visitors from the wider area. Options for 'star attractions' include new pedestrian and cycleways running north south from Fareham common to Wickham, and east west towards Botley Woods. A 'countryside centre' was also suggested to attract potential cyclists and walkers.
- 8.5 The Standing Conference also recommended design parameters for the open space provision including a central park, which should be capable of accommodating a number of different uses including tranquil areas well screened by new planting. It also suggested that long views particularly

towards Portsmouth and the Spinnaker Tower should be exploited. These recommendations have strongly influenced the development of the GI strategy and will be developed further in the Strategic Design Code.

- 8.6 The new garden community is likely to become an attractive natural resource for the neighbouring communities. These resources will include attractive places, parks, woodland and open spaces to visit, and high quality long distance recreational routes.
- 8.7 The wide-ranging benefits of the GI Strategy are made possible by the:
- Multi-functional use of the GI spaces;
  - Combination of on-site and off-site GI resource; and
  - Linkages, including the green corridor network.
- 8.8 The multi-purpose nature of the open space network is demonstrated in the three green infrastructure framework plans, which have been prepared to illustrate the different aspects and which form a layer of the overall 'Combined' GI Plan for Welborne (see Appendix D.3). The GI shown on these plans is inspired by the existing landscape, but it is fundamentally a new resource, as the site is currently intensively farmed with relatively few formal connections or landscape features. As a result, the site is currently of only limited biodiversity or recreational value, which could be significantly enhanced through the GI Strategy.
- 8.9 The three Framework plans illustrate the following:
- **Open Space Uses** – this plan shows the different types of space provided within the GI network. The corresponding land budget quantifies each land use. It shows how parks and amenity open space, allotments, sports facilities and semi natural greenspace could be distributed within the site to provide convenient access to all. Play areas will be located within the park, amenity and semi natural greenspaces at appropriate walking distances of all properties. (See Appendix D.4)
  - **Movement** – this plan shows the interconnecting network within Welborne, the connections to adjoining settlements and links to the wider countryside. It illustrates the 'Drives and Avenues' which would form a grid of strategic green corridors which run east - west and north – south and connect key land use areas. These are a key part of the vision and provide a genuine alternative transport choice to the private car. (See Appendix D.5)
  - **Landscape and Habitats** – this plan illustrates the key landscape features that will be created within Welborne, including the central chalk downs, buffers to existing settlements, woodland belts to provide screening and to break views and enhancement of the visual separation of Wickham through tree planting. This is closely informed by the NCNF Landscape

Study<sup>80</sup> and will form the basis for a structural landscaping scheme which will enhance the landscape setting of Welborne. Policies to develop a structural landscaping scheme in accordance with the principles set out in this plan are contained in Chapter 10. This plan also illustrates what habitat types should be implemented within semi natural or informal open spaces in a given area of the plan, these habitat types are in line with local Biodiversity Action Plan targets. (See Appendix D.6)

### **The Quantum and Type of Green Infrastructure**

- 8.10 Policy CS13 in the adopted Core Strategy requires GI to be provided to meet the recreational needs of Welborne and to provide access networks to the natural environment. The GI Strategy will be expected to make a positive contribution to the health and well-being of Welborne, by providing a range of open spaces which can accommodate both formal and informal recreational activities. This will include parks and informal open spaces; land for allotments; sports and recreational activities. The emphasis will be on providing a linked network of multi-functional open spaces, which can provide a range of activities within a reasonable distance from the main residential areas.
- 8.11 The expected level of provision for each of the different GI resources set out below has been informed by the infrastructure planning evidence base<sup>81</sup> and has been subject to engagement with relevant statutory agencies and interest groups, including Natural England and the infrastructure providers.
- 8.12 One of the key aspects of the GI Strategy is to encourage Welborne to enjoy healthier life-styles. This will in part be achieved through providing a network of connected open spaces which encourage walking, informal exercise, and sports. It will also include giving Welborne the opportunity to grow their own food and will provide for at least 2.2 hectares of allotment and community orchards.
- 8.13 In order to ensure the plan operates in a flexible way, the quantum of open space set out in Policy WEL25 is meant as a guideline rather than a fixed target. Ultimately the emphasis will be on providing a high quality network of multi functional spaces. However, it is expected that the standards set out below, which are derived from the space standards set out in the adopted Core Strategy (Policy CS21) and the evidence base that supports this plan<sup>82</sup> will form the basis for the provision of the necessary GI to support Welborne.
- 8.14 In summary, the evidence base has identified the need for the following on-site facilities for which the broad location is indicated in the GI Uses Plan (Appendix D.4):
- 1x full size artificial grass sports pitch;

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<sup>80</sup> NCNF Landscape Study (LDA Design, July 2012)

<sup>81</sup> NCNF Infrastructure Delivery Plan Stage 1 Report (AECOM, February, 2013)

<sup>82</sup> Including the NCNF Indoor and Outdoor Sports Facilities Assessment (KKP, 2012) and the NCNF Draft Infrastructure Delivery Plan Stage 1 Report (AECOM, February, 2013)

- Up to 20 grass pitches, for junior and senior sports;
  - 2 bowling greens;
  - 5 tennis courts;
  - 0.2 hectares of equipped 'doorstep' play areas for young children;
  - 0.3 hectares of equipped 'local' play areas for all children and;
  - 0.5 hectares of youth facilities, including at least 1 MUGA, and skateboard/BMX facilities.
- 8.15 It is expected that much of the sports provision will be co-located with the schools on site, including the artificial pitch and associated changing facilities. The remainder of the outdoor sports facilities will be provided in sufficient quantities and in accessible locations which will facilitate shared changing and maintenance facilities. The location of the proposed sports facilities should also take into account the need for any floodlighting and fencing to ensure compatibility with adjoining land-uses and to avoid adverse impact on the landscape beyond the site boundaries.
- 8.16 The equipped play areas required will be sufficiently distributed throughout the development to ensure access by walking and cycling is convenient and safe. Distribution should aim to ensure that dwellings are within 100 metres of 'doorstep' play areas, within 300 metres of 'local' play areas and with 600 metres of youth play areas. However, it is expected that there will be flexibility in the delivery of this provision. Many play areas will be able to serve more than one of the play space categories and the size of the area and the range of equipment provided in each case will need to reflect this. It is also expected that much of the play equipment and other facilities aimed at encouraging healthy life-styles will be provided within the wider open space network, so that the green network includes opportunities for creative play and facilities for adult residents, such as fitness trails.

#### **WEL25 - On-site Green Infrastructure**

**Proposals for the development at Welborne will be expected to be accompanied by a detailed open space strategy as part of or alongside the comprehensive masterplan. This strategy will identify the exact location, quantity, nature and quality standards of each type of on-site green infrastructure required. The strategy will be agreed with the Council prior to the determination of planning applications. Where relevant, facilities will be provided together with adequate changing, storage and parking facilities.**

**The open space strategy will be based on providing the following:**

- i. Parks and amenity open space (24 hectares.);**
- ii. Allotments (2.2 hectares);**
- iii. Sports pitches (19 hectares; of which up to 13 hectares could combined with school sites);**
- iv. Artificial grass sports pitch (1 full size pitch)**
- v. Semi natural green space; (74 hectares);**

- vi. **Equipped play areas for children (0.5 hectare) and for youth (0.5 hectare);**
- vii. **Tennis courts (5 full-size courts); and**
- viii. **Bowling greens (2 greens of approximately 170 square metres each).**

**The new sports provision should be aimed at encouraging the active participation in sport by all sections of Welborne, specifically by making provision for junior sports for all genders, and providing sports and recreational facilities aimed at encouraging an active and healthy older population.**

**The open space strategy should include specifications for the layout and construction of the relevant facilities together with details of the required level of parking and floodlighting (where appropriate), and boundary treatment. In this connection, the specification for changing facilities should be agreed by the Council in advance and will be expected to meet the needs of all potential participants.**

**The required levels of green infrastructure should be laid out so that every dwelling is within 200m of the primary open space network.**

**Equipped play areas will be distributed with the intention that all dwellings are within 100 metres of 'doorstep' play areas, within 300 metres of 'local' play areas and with 600 metres of youth play areas. Each play area will be located and laid out to ensure that access by foot and cycle is safe and convenient.**

**The standards set out above should be taken as a target and the final quantities will be determined at the planning application stage. The guiding principle and emphasis will be on providing usable, flexible and high quality open space, play and sports facilities rather than meeting every specific target. However it is not expected that the final provision of green infrastructure would fall significantly below the above standards.**

### **Avoiding or Mitigating the Potential Impacts of the Development on the Internationally Protected Sites**

- 8.17 Policy CS13 in the adopted Core Strategy requires that the GI strategy ensures that any potentially adverse effects on nationally and internationally protected sites identified through the SA/ HRA work are avoided. Where adequate mitigation or avoidance measures cannot be achieved on site through the provision of GI a financial contribution will be sought to provide off-site mitigation measures.

- 8.18 The Habitats Regulations Assessment Screening Statement that supports this version of the plan<sup>83</sup> has identified a number of potentially adverse impacts on the internationally protected sites along the Solent. In order to comply with habitats conservation legislation, these impacts will either need to be avoided or properly mitigated if the development is to go ahead.
- 8.19 In order to assess the magnitude of the threats posed by the scale of development proposed along the protected coastline, the Solent Forum is working on the Solent Disturbance and Mitigation Project (SDMP)<sup>84</sup>. The results of the Phase II study<sup>85</sup> were inconclusive in respect of the scale and exact nature of the potential disturbance. However, it did confirm that likely significant effects arising from the scale of the new development proposed in the South Hampshire sub-region cannot be ruled out. This risk to the internationally protected sites will need to be avoided or mitigated through a package of measures developed through the Solent Forum. The expectation is however, that Welborne will substantially avoid or mitigate its potential impacts through the provision of suitable natural green space on or immediately adjoining the site.
- 8.20 The strategy for Welborne is therefore to create on-site GI provision which is adequate for a development of this scale and use. This is informed by the aspirations of the vision, by national and local policy and guidance on open space standards, and the need to avoid or mitigate any adverse impacts. High quality, diverse and multi-functional GI is intended not only to mitigate potential impacts, but also act as a resource that enhances the quality of life for those living and working here, and in adjoining neighbourhoods.
- 8.21 In addition to the GI required to be provided on site, as outlined in Policy WEL25, GI will need to be provided adjoining and in close proximity to Welborne, with multiple links to the wider GI network. This will help mitigate or avoid potentially adverse impacts on environmentally sensitive sites.
- 8.22 There are no national or local standards applicable to the Welborne development for the provision of land to mitigate or avoid impacts to protected sites. The nearest equivalent is the SANGS (Suitable Alternative Natural Green Space) standards adopted in the Thames Basin Heaths. This standard was developed by the adjacent Local Authorities together with Natural England and other wildlife bodies such as the RSPB. Nonetheless, if this standard were to be applied to Welborne then the projected population of around 16,400<sup>86</sup> persons would require 130 ha of SANGS<sup>87</sup>.

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<sup>83</sup> [Habitats Regulations Assessment for NCF: Screening Statement \(Urban Edge, April 2013\)](#)

<sup>84</sup> The latest stage of the Solent Disturbance and Mitigation Project (Phase III) is as yet unpublished.

<sup>85</sup> [SDMP Phase II Final Report: Predicting the impact of human disturbance on overwintering birds in the Solent](#) (Stillman, R. A.; West, A. D.; Clarke, R.T. & Liley, D.; Feb 2012)

<sup>86</sup> Based on the [demographic projections for the new community undertaken using the 'Chelmer Model'](#) as part of the [Infrastructure Delivery plan Stage 1 Report \(AECOM, February 2013\)](#)

<sup>87</sup> Based on the location of Welborne, which is more than 2km, but less than 5km from the protected sites.



- 8.23 However the main distinguishing feature from the Thames Basin is the obvious presence and attractiveness of the Solent coastline. Therefore, Natural England has advised that as a broad rule of thumb it would be anticipated that a target of at least 70 % of the SANGS standard should be met on or adjoining the site. This equates to a requirement of between 92 to 100 hectares of natural green space provided on land adjoining Welborne<sup>88</sup>. The balance of the mitigation requirement will be met through a financial contribution towards the measures to be set out in the SDMP to mitigate potential impacts along the coast.
- 8.24 The requirement for between 92 - 100 hectares of land as alternative natural green space could be provided through the combination of land in and adjoining Dash Wood and Ravenswood and the triangle of land adjoining Knowle, both in Winchester City Council's area; together with land at Fareham Common. This land, shown on the GI Uses Plan (Appendix D.4), should be set out and managed as natural green space or open countryside in accordance with the broad character area within which it sits.
- 8.25 The inclusion of the land within the Winchester City Council's area as natural green space is consistent with their recently adopted Local Plan Part 1, which identifies this land as part of the settlement gap between Wickham and Knowle and Welborne. The Winchester Local Plan also supports the principle of this land playing a role as natural green infrastructure to support Welborne.<sup>89</sup>
- 8.26 The triangular parcel of land to the southeast of Knowle will remain as semi-natural space, providing separation between Knowle and Welborne as well as the opportunity for informal recreation. It should be similar in character to the 'Downland' character area.
- 8.27 Dash Wood and Ravenswood to the north and northwest of Welborne, as far as Mayles Lane, is a substantial GI resource which is partially wooded and partially open valley side along the River Meon. Dash Wood and Ravenswood could form a community woodland with controlled access and management to improve recreation, biodiversity and commercial woodland.
- 8.28 The Council will continue to work with Winchester City Council over the exact nature of the uses on these areas of land and its on-going maintenance to ensure that this does not become a burden on Winchester City Council.

**WEL26 - Avoiding and Mitigating the Impact on Internationally Protected Sites and Off-site Green Infrastructure**

**Development proposals must be accompanied by a full assessment of the potential impacts on habitats and biodiversity on the sites of**

<sup>88</sup> The lower figure represents 70% of the SANGS standard of 8 hectares of natural green space per 1,000 population, applied to the anticipated peak population at Welborne (16,388). The upper figure represents the extent of natural green space known to be available.

<sup>89</sup> [Winchester City Council Local Plan Part 1](#), Policy SH4.

**national and international importance. This assessment must consider the impacts in combination with other nearby sites allocated for development as identified in the HRA. The assessment should set out the on-site and off-site measures proposed in order to avoid or mitigate potential impacts on these internationally protected sites.**

**In order to help avoid or mitigate the potential impacts on the internationally protected sites on the Solent, identified in the council's Habitat Regulations Assessment, it is expected that between 92 and 100 hectares of suitable alternative natural green space should be provided immediately adjoining the site. This natural green space should comprise of:**

- i. Approximately 55 hectares in the area of Dash Wood/Ravenswood;**
- ii. 22 hectares on the triangle of land adjoining the eastern edge of Knowle; and**
- iii. 22 hectares at Fareham Common.**

**The Council will work with Winchester City Council to determine the appropriate uses of the natural greenspace within their area and the management that will be required. It is expected that a financial contribution will be required from the Welborne development to help fund on-going management of these areas.**

**A financial contribution towards implementing the Solent Disturbance and Mitigation Strategy is also likely to be required. This will provide for mitigation of the potential impacts on the internationally protected sites on the Solent coast that cannot be achieved solely through the delivery of off-site green infrastructure adjoining Welborne.**

### **Conserving and Enhancing Biodiversity**

- 8.29 The Welborne site is currently intensively farmed and as a result is of relatively limited biodiversity value. It consists mainly of arable fields and some improved grassland habitats; nonetheless, it does support a range of flora and fauna.
- 8.30 The Biodiversity Action Plan for Hampshire sets out action plans for priority species and habitats; and the Fareham Biodiversity Action Plan aims to help achieve some of these targets at a local scale. Policy CS13 of the Core Strategy requires Welborne to meet the Biodiversity Action Plan targets and to achieve a net gain in biodiversity. The Landscape and Habitats Framework Plan (Appendix D.6) illustrates the broad habitat types that should be implemented within semi-natural greenspaces on site, and these habitat types are in line with local Biodiversity Action Plan targets.
- 8.31 Biodiversity Opportunity Areas (BOA) represent a targeted landscape-scale approach to conserving and enhancing biodiversity in Hampshire. They identify opportunities for habitat creation and restoration where resources can be focused to have the greatest positive impact for wildlife. The northern part

of Welborne lies within the Forest of Bere BOA so the development will be expected to enhance biodiversity in this area. This will be achieved through development being set in the woodland character area as well as through the effective management of the woodland at Dash Wood immediately adjacent to the site.

- 8.32 There are a number of Sites of Importance for Nature Conservation (SINC) within or immediately adjacent to Welborne. The development will be expected to demonstrate how the SINCS within the site will be safeguarded and managed, and how the SINCS adjoining Welborne will be protected from any potentially adverse impacts. The SINCS within or immediately adjacent to the site are:
- Knowle Copse, Dash Wood and Ravens Wood SINC
  - Ravenswood Row SINC
  - Blakes Copse SINC
  - Martin's Copse SINC
  - Birchfrith Copse SINC
- 8.33 There are two Areas of Ecological Importance within the Welborne site. One area to the east of the A32 will be fully incorporated into the on-site green infrastructure. The other area north of Funtley is currently being investigated for its ecological value as it is partially required for built development. The remainder will be incorporated into the Funtley buffer and the lost habitat should be replaced.
- 8.34 Initial desk top and phase 1 habitats survey work has indicated that a number of protected species<sup>90</sup> are likely to be present on the site including great crested newts, reptiles, breeding birds, badgers, dormice, and possibly bats. Further survey work will need to be undertaken to clarify their presence and appropriate mitigation measures should be implemented, including where licences need to be sought from Natural England.

#### **WEL27 - Conserving and Enhancing Biodiversity**

**A full assessment supported by robust survey work, should be made on the potential impacts on habitats and protected species within the site. The assessment should clearly demonstrate how features and habitats of importance on the site will be protected and enhanced. Proposals must contribute towards improvements to biodiversity on the site and enhance ecological connections off site.**

#### **Green Corridors and Connections**

- 8.35 Achieving the vision of creating a new garden community makes it essential that the open spaces within Welborne are connected by an attractive and integrated network of green corridors. These have been referred to by the concept masterplanning work as 'Drives' and 'Avenues' and are shown on the

<sup>90</sup> Protected under the Wildlife and Countryside Act 1981

- Pedestrian and Cycle Links Plan (Appendix D.5). They will be designed to accommodate different types of users, including pedestrians, dog walkers and cyclists.
- 8.36 The impact by dog walkers is one of the prime causes of recreational disturbance identified in the SDMP. Due to this potential impact on the protected sites along the Solent, it will be necessary to ensure that the green network at Welborne is attractive to dog walkers and provides facilities to meet their needs.
- 8.37 As well as helping to realise the vision for Welborne, these links will play an important role in encouraging those living and working in Welborne to walk and cycle rather than taking the car. They are therefore considered to be important in helping to achieve a sustainable new community.
- 8.38 Green corridors and connections also offer the opportunity to help deliver the aspirations of the wider PUSH GI Strategy<sup>91</sup>, in particular the 'green grid.' It will be important to ensure that the 'Drives' and 'Avenues' within the new community link effectively into adjoining settlements and the wider countryside and that they extend the existing public rights of way network which will benefit existing residents in the area and visitors as well as the Welborne residents.
- 8.39 In order to ensure that Welborne is properly linked to adjacent areas, including the wider countryside, a series of routes/links from the site to the surrounding countryside are proposed and shown on the Pedestrian and Cycle Links Plan (Appendix D.5). These will both enhance the quality of life and the recreational opportunities for Welborne and also for existing residents. They will also help implement the mitigation strategy for internationally protected sites on the Solent coastline. These routes or links are expected to include, but are not exclusively restricted to:
- **Pook Lane** – It is proposed that Pooks Lane provides the means of access to the employment land located to the east of the A32. It will also be expected to retain a low key vehicular traffic role. The transport strategy set out in Chapter 6 envisages that through traffic should be managed to ensure that the majority of vehicles are using Junction 10 and do not use Pook Lane to access J11. Pook Lane will therefore be capable of performing an important pedestrian and cycle link between the eastern boundary of Welborne and the existing public rights of way which lead up to and around Portsdown Hill, Fareham town centre, and the Wallington valley.
  - **Mayles Lane** – which forms an attractive north - south route adjacent to the River Meon to the west of the Welborne area. It provides an important crossing of the railway line and provides access to Wickham, the Meon Valley and Botley Wood beyond. It is proposed that Mayles Lane performs an access only role for traffic, leaving it as a quiet and attractive

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<sup>91</sup> [Green Infrastructure Strategy for the Partnership for Urban South Hampshire](#) (PUSH, June 2010)

route for pedestrians and cyclists.

- **Tichfield Lane** – which forms a north –south route along the river Meon which currently only serves vehicular traffic. It comprises two lanes of traffic but has sufficient width within grass verges to provide parallel pedestrian cycle routes which would form important north – south links between east – west public rights of way across the River Meon towards Botley Wood. This could potentially create a long distance route from Welborne, through the proposed development at North Whiteley to Botley.

- 8.40 As these routes connect to areas beyond Welborne, other relevant agencies and land interests will need to be engaged by the landowners in order to ensure that the network is delivered in a comprehensive manner.

#### **WEL28 - Green Corridors and Connections**

**Development at Welborne will be permitted where it provides a well integrated network of attractive multi-functional green corridors throughout the site. This network will connect the different elements of on-site green infrastructure to the District, Village and Local Centres as well as to residential, employment areas and to the schools.**

**Development proposals will also include a series of enhanced green connections, leading from the site connecting to adjoining settlements and the wider countryside in the locality.**

**The proposed network of on-site green corridors and off-site connections will be set out within a green infrastructure network plan which will be agreed with the Council prior to the determination of planning applications.**

**The green corridor and connection network proposed within the green infrastructure network plan must be usable and attractive to a variety of users, including dog walkers.**

#### **Governance and On-going Maintenance**

- 8.41 The scale of some of the green infrastructure that is expected to be delivered is such that some will need to be implemented over several phases of the development and by multiple developers. There will need to be guidance to ensure consistency of design and quality to achieve and sustain the desired effect over the long term and this will be provided through the Strategic Design Code.
- 8.42 Phasing principles will also need to be established to ensure that green infrastructure is implemented in a balanced way and aligned with the development of the housing, employment and other associated land-uses. The phasing plan will need to ensure that each phase of the development provides access to the required level of GI. The Council will work with landowners and other interested parties to clarify phasing and the pre-

submission draft of this plan will be supported by a strategic infrastructure phasing plan to provide this clarity.

- 8.43 It is essential that adequate provision is made for the future management and maintenance of the onsite and off-site green infrastructure that will be delivered. There is no single model of governance to ensure that the required standards of green infrastructure provision are maintained in perpetuity, but in providing details of the nature and type of green infrastructure being proposed, the developers will be expected to include a costed maintenance schedule and management plan.

#### **WEL29 - Governance and Maintenance of Green Infrastructure**

**The green infrastructure network plan submitted and agreed with the Council prior to the determination of planning applications will:**

- i. Set out the quantum and use of the different structuring elements of the green infrastructure;**
- ii. Be accompanied by an implementation, phasing and management plan which clearly sets out how and when the network will be completed and how it will be maintained in perpetuity; and**
- iii. Identify who will ultimately adopt and have responsibility for managing and maintaining the different components of green infrastructure within and adjoining the site.**

Use the **online response form** to make comments on this draft plan.

# Chapter 9

## Energy, Water and Waste

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- 9.1 Welborne is the largest development planned within the Borough, so it must make a substantial contribution towards achieving sustainable development. It should capitalise on the opportunities for sustainability that are unique to a large-scale new community and it should promote high levels of resource efficiency, particularly for energy, water and waste. This chapter sets out how Welborne can achieve a balance between the aspirations for sustainability and resource efficiency in this plan's vision and objectives, whilst also delivering a cost effective development which results in a place people want to live.

### **Energy Supply and Generation**

- 9.2 An Eco-Opportunities Study<sup>92</sup> was undertaken to consider a range of energy technologies and design standards which could be applied to Welborne. This concluded that whilst there are significant opportunities to promote sustainable energy on site, a single standardised approach would not achieve the Council's aims. The Council wishes to ensure that the principles of energy efficiency and sustainable energy generation are applied from the outset at Welborne and are integrated into all aspects of design. Therefore, an Energy Strategy will be required to support planning applications at Welborne.
- 9.3 The policy is not designed to require a particular approach to energy at Welborne, but rather to maximise sustainability in a cost effective and user-friendly way. This approach encourages the developers to find solutions that are appropriate and effective. It is very likely that the development will need to deliver a combination of both on-site design measures and a range of on-site sustainable energy technologies to meet the aspirations of this plan's vision and objectives.
- 9.4 The Council is keen to promote an extremely high level of thermal efficiency in new buildings at Welborne, as this has great benefits for future residents and occupiers of non-domestic buildings. However, the nationally recognised standards such as Code for Sustainable Homes (CSH) and BREEAM are focused on reducing carbon emissions.
- 9.5 Policy CS15 of the Adopted Core Strategy seeks to achieve CSH Level 4 and CSH Level 6 from 2016. The Council is considering requiring all new homes at Welborne to meet at least CSH Level 4 in line with the Core Strategy, but is keen to encourage even higher levels of sustainability at Welborne. The Eco-Opportunities Study indicates that the higher levels of these standards can only be met through incorporating on site renewable energy generation, and this is likely to mean that a biomass combined heat and power (CHP) network is

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<sup>92</sup> NCNF Eco-Opportunities Study (LDA Design and Parsons Brinckerhoff, August 2012)

- required. This is technically feasible, but would incur a high capital cost in the early phases of the development, where evidence shows that development viability is most constrained. This is being explored through the Infrastructure Funding Strategy<sup>93</sup> work to examine how a CHP or district heating network can be achieved across the development.
- 9.6 During the build out period, it is anticipated that the Government will alter the national minimum standards for sustainable construction through Building Regulations. It has set out ambitious plans for all new homes to be zero carbon from 2016, and all new non-domestic development to be zero carbon from 2019. It is likely that this zero carbon target will only apply to regulated emissions<sup>94</sup>. The precise details of the Building Regulations have yet to be confirmed by Government, but it is thought that the definition of zero carbon will include a carbon compliance<sup>95</sup> standard which sets the maximum regulated carbon emissions per dwelling per year, and allowable solutions<sup>96</sup> to offset all remaining regulated emissions.
- 9.7 The Council proposes a 'fabric first' approach to energy efficiency and supports passive solar design, whereby buildings should be orientated to capitalise on the south-facing sloped nature of the site. This approach would reduce energy consumption and bills for residents and occupiers of non-domestic dwellings. It can result in significant carbon savings, and if planned in from an early stage, it can be very cost effective. 'Passivhaus' is a recognised standard for best practice energy efficiency which can be applied to both dwellings and non-domestic buildings. The Council expects a proportion of each phase of the development to meet this standard. Further work will be undertaken in order to set an appropriate target for Passivhaus provision in the Pre-Submission Plan.
- 9.8 Low and zero carbon energy technologies should be used where possible to generate the energy demanded by new and existing buildings on site. The Council considers it appropriate to install a CHP or district heating network across the development in order to meet some of this energy demand. The District Centre is particularly suitable for CHP/district heating because it will contain a mix of uses requiring heat throughout different times of the day and is also the area with the highest proposed density of development. Any CHP or district heating network must be designed so that it is capable of being extended and the full extent of a potential CHP/district heating system should be considered within the Energy Strategy that will accompany planning applications.

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<sup>93</sup> The Welborne Infrastructure Funding Strategy has been informed by a range of workstreams, including [Stage 1 of the NCNF Infrastructure Funding Study \(GVA, April 2013\)](#).

<sup>94</sup> Regulated emissions include space heating, cooling, hot water, pumps and fans and fixed lighting. Unregulated emissions from appliances and cooking are not considered within the remit of the developer in the regulations.

<sup>95</sup> See Zero Carbon Hub <http://www.zerocarbonhub.org>

<sup>96</sup> Allowable solutions are off-site measures that can be used to offset the impact of carbon emissions.



- 9.9 In other parts of Welborne, it may be appropriate to install low and zero carbon energy technologies on individual buildings. These could include solar thermal, photovoltaics and ground or air source heat pumps. The Energy Strategy accompanying planning applications should set out where these and other technologies will be installed and how this will help reduce carbon emissions.
- 9.10 An on-going community energy programme that continues beyond the end of the construction phase and engages with residents and businesses on the site has the potential to further enhance the sustainability of Welborne. Smart meters can educate people and promote more efficient use of energy. In the event that these are not universally required by building regulations, their installation will be expected in all new buildings on Welborne. Where possible, smart meters will also be provided within existing buildings on the site.
- 9.11 The Council is supportive of the creation of an Energy or Multi-Utility Services Company (ESCO / MUSCo) at Welborne and is currently exploring the role the Council might take in delivering this.

### **WEL30 – Energy**

**Planning applications for Welborne must be supported by an Energy Strategy which must demonstrate how the development will:**

- i. Optimise energy efficiency by minimising the use of energy through design, layout, orientation, landscaping and materials;**
- ii. Utilise low or zero carbon technologies to generate energy;**
- iii. Include a CHP or district heating network to serve the District Centre and other parts of the Welborne development and;**
- iv. Incorporate a proportion of dwellings built to 'Passivhaus' standard within each residential phase.**

**Public buildings at Welborne, including the main community building, will demonstrate best practice in energy efficiency and low carbon energy generation.**

**Smart meters will be installed in all new buildings and, where possible, in existing buildings within Welborne.**

### **Water**

- 9.12 The Welborne site lies within the catchment of two rivers – the Meon to the west and the Wallington to the east. Portsmouth Water is responsible for water supply to the area, which mainly comes from groundwater. Like much of the South East of England, the Portsmouth Water abstraction area in which Welborne lies, is “seriously water stressed”<sup>97</sup>. There is an aquifer designated as a Source Protection Zone (SPZ) to the east of the site. Southern Water is responsible for waste water in the area and has a large waste water treatment

<sup>97</sup> This means “current household demand for water is a high proportion of the current effective rainfall which is available to meet that demand.” (*Areas of water stress: Final classification. Environment Agency, 2008*).

works (WWTW) at Peel Common to the south of Fareham. Albion Water deals with waste water from the village of Knowle. The site is within Environment Agency Flood Zone 1 and is not at risk of fluvial flooding<sup>98</sup>.

- 9.13 Water will be an important resource for Welborne so the development will need to meet a number of aims including to:
- Promote efficient use of water on site and ensure a sustainable supply;
  - Provide infrastructure to allow waste water to be carried off site for treatment;
  - Maintain water quality in the rivers and groundwater, in particular at the Source Protection Zone;
  - Prevent flooding within the site, avoid any increase in flood risk downstream, and where possible reduce the risk of downstream flooding;
  - Deliver a Sustainable Drainage System (SuDS) to deal with surface water run-off.

### **Water Supply and Disposal**

9.14 Water efficiency and supply

The average rate of domestic water consumption within the Portsmouth Water area is 160 litres per person per day, 10 litres more than the national average. The Portsmouth Water abstraction area is identified as seriously water stressed so there are currently limits on the supply of water from abstraction. In addition, climate change is likely to affect the availability of water in the future. Although Portsmouth Water has indicated it can supply sufficient water to Welborne, local supplies mainly come from an aquifer, as well as local rivers and abstraction is already at or over environmental capacity. This means that it will be necessary to avoid creating demand for further abstraction which may impact on local hydrology and watercourses. Water efficiency is therefore critical to delivering a sustainable new community.

- 9.15 The Eco-Opportunities Study<sup>99</sup> identifies a number of ways in which sustainable water usage could be achieved at Welborne. These include:
- Reducing water usage by installing water meters so that people pay for the water they use; water efficient fittings such as low flush or dual flush toilets, low-flow taps and showers, and water efficient appliances.
  - Rainwater harvesting from roofs and other surfaces.
  - Greywater recycling which involves collecting water from relatively clean sources such as baths, showers and basins for reuse in toilet flushing.
  - Blackwater recycling which involves the collection and treatment of all domestic wastewater for reuse in toilet flushing.
- 9.16 The choice of which of these measures will be most suitable will be influenced by how water is supplied to Welborne. Currently there are two options:
1. Portsmouth Water; the incumbent water supplier for the region could supply Welborne with potable water.

<sup>98</sup> PUSH Strategic Flood Risk Assessment (Atkins, 2007)

<sup>99</sup> NCFN Eco-Opportunities Study (LDA Design and Parsons Brinckerhoff, August 2012)

2. Albion Water; could supply water to the site through a dual supply system, which would deliver a treated non-potable water supply for toilet flushing, as well as potable water for all other applications. If all water services were to be provided, Albion would require a bulk supply of potable water from Portsmouth Water.
- 9.17 If the Albion Water approach is taken forward, then very high levels of water efficiency could be achieved on site as up to 30% of domestic water demand could be met by the supply of treated non-potable water for toilet flushing, and up to 45% if it was used for washing machines as well<sup>100</sup>. Due to the critical role that water efficiency has in delivering a sustainable new community, the Council encourages the developer to explore this option in detail with Albion Water. If however this approach is not feasible, then Portsmouth Water will supply potable water to the site as standard practice and water efficiency must be achieved through more traditional measures, such as efficient fixtures and appliances, rainwater harvesting, and potentially greywater recycling.
- 9.18 The Code for Sustainable Homes includes maximum internal potable water consumption targets for residential development. Policy CS15 of the Adopted Fareham Core Strategy seeks to achieve Code for Sustainable Homes Level 6 on all new residential development in the Borough from 2016. This would require extremely high levels of water efficiency as Code Level 6 requires a maximum internal potable water consumption of 80 litres per person per day (l/p/d), which it may not be possible to achieve in a cost effective manner if the Albion Water dual supply approach is not taken forward. Therefore, as a minimum, the developer will be expected to achieve water efficiency targets in line with Code for Sustainable Homes Level 4, (i.e. maximum internal potable water consumption of 105 l/p/d). This represents a 16% increase in water efficiency over Building Regulations Part G<sup>101</sup>.
- 9.19 There are a number of ways in which the target can be met, and the suitability of each method will need to be considered in relation to the water supply options. The Eco-Opportunities Study indicates that in the first instance, water meters should be installed in all new households as this may reduce demand by between 5-15%. It then set out that the target could be achieved by best practice water efficient fixtures and appliances, or a combination of good practice efficiency measures and some re-use of water. The wastewater drainage and sewage system will need to be designed to cope with lower flows due to the efficient usage of water at Welborne.
- 9.20 Waste water  
There are currently two options for dealing with waste water arising from Welborne, but both would require new infrastructure to be provided<sup>102</sup>.

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<sup>100</sup> NCNF Eco-Opportunities Study (LDA Design and Parsons Brinckerhoff, August 2012)

<sup>101</sup> Building Regulations 2010 state that potable water consumption in new dwellings must not exceed 125 litres/person/day. This may be reviewed in the future.

<sup>102</sup> NCNF Infrastructure Delivery Plan Stage 1 Report (AECOM, Feb 2013)

- 9.21 Southern Water is the incumbent sewerage provider for the area. Their WWTW at Peel Common, south of Fareham, has sufficient capacity to treat the additional flows of waste water. However, there is insufficient capacity in the existing sewerage pipe network to transfer it there. A major upgrade to sewerage pipework would be needed to connect Welborne to Peel Common WWTW.
- 9.22 Albion Water operates a small sewage treatment works (STW) at Knowle which caters for the existing village. The current STW is not large enough to cater for Welborne, but Albion Water believe it could be expanded and that the effluent could be discharged without breaching their current licence conditions. However such an approach is likely to require the employment of blackwater recycling across Welborne and therefore has strong links to the Albion Water option for water supply.
- 9.23 The developers are expected to explore both of these options and put forward a solution that provides the infrastructure required to deliver waste water treatment services in a sustainable way. In terms of phasing, either solution would be needed in the early phases and potentially prior to the first main residential phase of development.

#### **WEL31 – Water Efficiency, Supply and Disposal**

**Proposals for each phase of development will be permitted only where they include suitable infrastructure to support sustainable water supply and the disposal and treatment of waste water.**

**All new residential development at Welborne will be designed to achieve good practice standards of water efficiency by ensuring that internal potable water consumption does not exceed 105 litres per person per day (l/p/d) in line with Code for Sustainable Homes Level 4.**

**Demand for water should be minimised in all new non-domestic development through the installation of water meters, water efficient fixtures and the appropriate re-use of water.**

#### **Water Quality and Aquifer Protection**

- 9.24 The development of Welborne offers the opportunity to improve water quality in the watercourses in the vicinity of the site. In addition, it will not result in any adverse effects to the quality of groundwater. This is especially important as there is an aquifer which supplies public drinking water to the east of the site which is designated as a Source Protection Zone (SPZ). In order to avoid the risk of contamination, run-off from the development should not be discharged or allowed to infiltrate the ground within SPZ 1. Within zones 2 and 3 of the SPZ, run-off can be discharged through the use of sustainable drainage systems.
- 9.25 In terms of watercourses, the River Meon is currently in a 'good' condition, but the River Wallington's current status is 'moderate'. The development of

Welborne will not be permitted to exacerbate water quality issues and should support improvements to the River Wallington.

### **WEL32 – Water Quality and Aquifer Protection**

**Development at Welborne must protect the quality of water through suitable pollution prevention measures. Proposals that could result in surface water run-off entering the Source Protection Zone or the watercourses must demonstrate how they will avoid any risk of contamination or deterioration of water quality through the Sustainable Drainage System or suitable pollution control. Opportunities should be taken to improve water quality where possible.**

### **Flooding and Sustainable Drainage Systems**

- 9.26 The Welborne site is situated between two rivers, the Meon and the Wallington, and generally slopes down towards the south. The site is not at risk of fluvial flooding, although there is a risk that if left unmitigated, the development could increase the risk of flooding downstream. Additionally, flooding from surface water run-off could potentially also be an issue. The majority of the site is underlain by permeable chalk, however the southern part of the site is underlain by impermeable clay which means that allowance for on-site water storage needs to be made in this part of the site.
- 9.27 Welborne will include a Sustainable Drainage System (SuDS) to ensure that surface water run-off from the development will not increase the risk of flooding, either on site or elsewhere. In addition, SuDS can offer opportunities to reduce pollution, improve water quality and enhance biodiversity, recreation and amenity.
- 9.28 A SuDS Strategy will be prepared and submitted with the outline planning application, ensuring that all surface water is contained within the site, with no net run off. The SuDS will need to be designed to accommodate a one hundred year rainfall event with a 30% allowance for climate change<sup>103</sup>. Planning applications for each phase will need to be supported by a detailed SuDS Strategy for that phase.
- 9.29 The strategic SuDS drainage ponds should be located to the south of the development (immediately north of the M27). This location is seen as the most suitable, because the majority of water drains in this direction and it is a defining principle of the 'meadows' character area. The strategic drainage ponds will provide improved biodiversity, enhanced landscape and good quality spaces for residents and businesses located in the 'Meadows'. There could be the need for additional ponds elsewhere on the site as part of the overall SuDS Strategy.
- 9.30 All SuDS features should be designed to have gently sloping, natural sides which can be left open and do not pose a hazard or require additional

<sup>103</sup> As endorsed by the Environment Agency.

protection measures to be installed. Where smaller SuDS features are proposed, these should be designed in a way so that they integrate into streets and spaces and become an attractive feature of the urban environment. Any existing drainage channels or watercourses on-site should be incorporated in to the SuDS scheme where possible, as these will form important existing natural flood management features on the site. The SuDS will be designed to meet the relevant standards to gain approval by the SuDS Approval Body.

- 9.31 SuDS will need to be constructed alongside each phase of the development to ensure that each is self-sufficient in meeting appropriate run-off rates. The strategic SuDS drainage ponds should be delivered in accordance with the strategic infrastructure phasing requirements set out in Chapter 11 of the Plan.
- 9.32 Development proposals will need to demonstrate that the long term management and maintenance measures for all existing and new water bodies and watercourses required to serve the development are in place to ensure their function as drainage, habitat and, where appropriate, public open space is retained and maintained for the long-term.
- 9.33 Where the flow of any existing ordinary watercourses located on the site (small watercourses and drainage ditches) is to be affected by any phase of development, Hampshire County Council, in its role as the Lead Local Flood Authority (LLFA), must be consulted regarding the need for an Ordinary Watercourse Consent.

### **WEL33 – Flooding and Sustainable Drainage Systems**

**The development of Welborne will reduce flood risk through the integration of a Sustainable Drainage System (SuDS).**

**The SuDS must:**

- i. Contain all surface water within the site, with no net run-off; and**
- ii. Be capable of accommodating a one hundred year rainfall event with a 30% allowance for climate change; and**
- iii. Be fully integrated with the green infrastructure network, with strategic drainage ponds located primarily within the ‘Meadows’ character area; and**
- iv. Meet the relevant standards to gain approval from the SuDS Approval Body.**

**The developer must agree a comprehensive site-wide SuDS Strategy showing the principles of delivery, future management and maintenance, before the commencement of development.**

**The developer must carry out a flood risk assessment for the development site, to demonstrate that the proposed development will not increase flood risk on the site or elsewhere.**

## Waste Management and Recycling

- 9.34 The management of domestic and non-domestic waste will form an important part in developing a sustainable new community. In order to help this aim succeed the provision of appropriate waste management infrastructure is required. In addition, design measures will need to be incorporated within the development, to make waste recycling straightforward for building users and residents.
- 9.35 *Household Waste Recycling Centre*  
In terms of waste management infrastructure, Hampshire County Council, as the Waste Disposal Authority (WDA), has identified the need for a new Household Waste Recycling Centre (HWRC) to be provided at the locality of Welborne due to capacity constraints at the three existing HWRCs that are located within a reasonable distance from the site. This need for additional capacity is supported by the infrastructure planning evidence base that underpins this plan.<sup>104</sup>
- 9.36 Although Welborne does not, on its own, give rise to the need for a new HWRC facility, it is the largest of the anticipated developments within the area. Therefore, it is considered appropriate to consider locating the new facility at Welborne in a location where it will be accessible to a large number of new and existing households.
- 9.37 The Concept Masterplanning has examined the site for an appropriate location and a 2.3 hectare area located immediately east of the A32 within the north of Welborne (See Appendix D.2) has been identified for this purpose. This area is a former sawmill site (known as 'Pinks Sawmill') on Crockerhill Industrial Park. It is currently in B2/B8 industrial uses, which includes waste storage and recycling. This site could readily accommodate a modern split-level HWRC alongside new, redeveloped or continuing B2 and B8 employment uses.
- 9.38 Therefore and in line with the County Council's policy on HWRC location, the Crockerhill Industrial Park is considered appropriate for the development of a new HWRC and is the Council's preferred location. The main reasons for this are that the site:
- Is located within a major new development area (Welborne) and would serve the needs of the new residents;
  - Has direct access to the A-road network (A32) and the Strategic Road Network (M27 junction 10 via the A32);
  - Would not require a change of use class;
  - Is classed as both Previously Developed Land and employment land and;
  - Offers a use which is compatible alongside B2/B8 employment.
- 9.39 Welborne is a suitable location for the HWRC, but the new facility will attract users from a wider area. Therefore the Welborne development will be expected to provide sufficient land and a proportionate financial contribution to

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<sup>104</sup> NCNF Infrastructure Delivery Plan Stage 1 Report (AECOM, February, 2013)

Hampshire County Council towards the design and construction costs of developing a new HWRC. The specific location within the former sawmill site and timing of the development will need to be agreed with the Council prior to the determination of any planning applications for the Crockerhill Industrial Park.

9.40 Recycling

The Council, as part of the Project Integra waste collection and disposal partnership, collects a range of dry mixed recyclables and green waste as part of its alternate weekly collection scheme from residential properties. To complement this service and facilitate increased levels of recycling in Welborne, all domestic properties should incorporate, as part of their design, storage facilities for recyclables both internally and externally. This storage should as a minimum be given equal preference in terms of access and space over non-recyclable disposal facilities. Provision for home composting areas within private gardens should be made. The design codes for the development will provide additional guidance for this provision.

9.41 There is currently no household food waste collection service by Project Integra. However, consideration of potential food waste storage within domestic properties should be given to allow for any future additional service which could be made available to Welborne residents.

9.42 Historically, the level of recycling from non-residential (office and industrial) premises has been low, primarily due to a lack of provision for recycling within such buildings. In Welborne, recycling provision must be incorporated within all non-domestic buildings as part of the internal design, alongside non-recyclable disposal. The potential for outside communal storage and composting facilities between office premises or at community buildings and schools should be explored, in order to both facilitate recycling and make the most efficient use of space.

9.43 The provision of small green-waste composting areas within each of allotment sites should be made. The provision of such areas would provide a local and sustainable disposal route for green waste arising from the maintenance of on-site green infrastructure, alongside green waste arising from allotments, and enable a compost material to be produced for re-use on allotments.

9.44 Construction waste

Hampshire produces around 2.35 million tonnes of construction, demolition and excavation (CDE) waste annually, a figure similar to the quantity of waste generated from all domestic and commercial properties in Hampshire.

9.45 It is therefore essential to consider, minimise and where unavoidable, recycle waste which derives from the construction of Welborne. This should be managed through the development of a Site Waste Management Plan (SWMP) for each phase or distinct area of development at Welborne. Each SWMP required should be compiled in line with best practice guidance, including, but not limited to the Designing Out Waste tool produced by Waste and Resources Action Programme (WRAP) or BRE's SMARTWaste tool.



- 9.46 The principal aim should be to reduce the initial level of materials required in the construction of buildings through efficient design. Where this is not possible, or the design process does not eliminate waste materials, targets should be set and measures incorporated for the re-use (in other phases or areas within Welborne), recycling and composting of waste materials.

#### **WEL34 - Waste Management and Recycling**

**Provision will be made as part of the Welborne development for additional Household Waste Recycling Centre (HWRC) capacity to meet the needs of the development.**

**By preference, a new HWRC will be developed as part of Welborne at the Crockerhill Industrial Park on land provided for this purpose by the site promoters. Delivery of a new facility on this site will depend on funding from a variety of sources, including but not limited to a financial contribution from the site promoters. The County Council will be responsible for ensuring that the total funding package is sufficient to deliver the new facility and will agree timing of delivery with the site promoters.**

**A HWRC delivered at Welborne will be subject to a planning application to the County Council as the Waste Planning Authority. The new facility proposed will be:**

- i. Provided on a site amounting to 0.8 hectares, suitable for a split-level facility at a location and to the specification agreed with the County Council;**
- ii. Appropriately designed and laid out so as to facilitate integration with existing or redeveloped B2/B8 employment use on the site;**
- iii. Accessed from the A32 in such a way as to avoid any adverse impacts on both A32 traffic flow and access to the site for neighbouring employment uses and;**
- iv. Expected to protect the local environment and the amenity of nearby residential properties.**

**Provision for the disposal and storage of recyclables will be provided in all domestic and non-domestic buildings. Outside storage space for recyclable materials awaiting collection will be provided for all domestic properties, whilst communal storage space will be provided for all non-domestic buildings. Composting facilities for garden green waste should be provided within all private gardens. Such provision should form an intrinsic part of the building design and make efficient use of space.**

**A Site Waste Management Plan should be submitted to and agreed by the Council, as part of the planning application for each distinct phase or area of the development.**

**Use the [online response form](#) to make comments on this draft plan.**

# Chapter 10

## Landscape and Heritage

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### Landscape

- 10.1 The Vision Statement for Welborne is for; *“a distinct new community set apart but connected to Fareham, whose spirit, character and form are inspired by its landscape setting”*. It is the landscape setting which gives the area its distinctive character, and it was the analysis of the landscape setting which was instrumental in defining the four character areas which make up Welborne.
- 10.2 The landscape qualities of the four different Welborne character areas are set out in the Landscape and Habitats Framework Plan (Appendix D.6). This plan identifies four distinctive types of landscape: the woodland to the north of the site; the chalk downland running through the middle of the site; the meadowland to the south of the site; and a campus typology framed by a strong woodland edge on the land east of the A32.
- 10.3 The landscape within which Welborne is set and which will be a strong influence, on the character and form of the proposed development and has been shaped by human activity over the preceding millennia. It retains the evidence of the historic development of this part of Fareham in respect of the historic landscape, the historic buildings and structures, and the archaeology below ground, all of which make up the historic context and assets which will help shape Welborne.
- 10.4 In assessing the site's capacity David Lock Associates undertook a visual and landscape sensitivity appraisal<sup>105</sup>. This study looked at both landscape quality and zones of visual sensitivity. The area currently proposed for Welborne was considered to be of medium to low sensitivity. However, the adjoining land to the north and the east of the site, which form an important part of the setting for Welborne are considered to be of high landscape sensitivity. Furthermore the land to the east of the A32 is clearly visible from Portsdown Hill, and will therefore require a sensitive approach to landscaping along this important edge.
- 10.5 The landscape assessment set out in the Landscape and Habitats Framework Plan identified four distinct character areas<sup>106</sup>; the woodland, the downland, the meadows and campus character areas. The distinctive landscape characteristics of each area were the key components in developing the concept masterplan, and each area will need its own landscape response to reinforce its unique character.

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<sup>105</sup> [Refining the Fareham SDA Capacity Analysis Study](#) (David Lock Associates, July 2009)

<sup>106</sup> Chapter 4 provides a fuller description of the four character areas and their importance.

## Structural Landscaping

- 10.6 The Landscape and Habitats Framework Plan illustrates the key landscape features that will be created within Welborne; including the new central park ('the Downs'), buffers to existing settlements, woodland belts to provide screening and to break views from the east of the A32, and enhancements to the visual separation of Wickham and Fareham . The Landscape and Habitats Framework Plan is closely informed by the NCNF Landscape Study<sup>107</sup>, which was undertaken as part of the Concept Masterplanning Options Study.
- 10.7 The Landscape and Habitats Framework Plan identifies the opportunities to reinforce the four character areas with a series of structural landscaping schemes, which:
- Reinforce the woodland character to the north of the site, including the creation of a strong woodland belt to physically and visually reinforce the separation of Welborne from Wickham;
  - Build upon existing tree cover in the Meadows running both north south, and east west to help screen Welborne from the motorway. Structural landscaping should also be used to soften the visual impact of the motorway when viewed from north Fareham;
  - Provide planting belts on land to the east of the A32, in a parkland/campus setting, to partially screen views from Portsdown Hill to the east of the site, and the motorway to the south.
- 10.7 Proposals for development at Welborne will therefore need to be supported by a structural landscaping scheme to enhance the landscape setting of Welborne and demonstrate how the key landscape features on the site will be delivered. Due to the length of time it can take for landscaping to become established and make an impact, the emphasis will be on ensuring the early implementation of the structural landscaping. Any structural landscape schemes submitted will need to be consistent with the Landscape and Habitats Framework Plan and with the Concept Masterplan.

### **WEL35 - Structural Landscaping**

**Proposals for development will only be permitted where they are accompanied by a structural landscaping scheme, which is consistent with the Landscape and Habitats Framework Plan (Appendix D.6). Any structural landscaping scheme submitted to the Council 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.**

<sup>107</sup> NCNF Landscape Study (LDA Design, July 2012)

## Detailed Landscaping

- 10.8 The objective to create a new garden community, which is based on the principles of the garden city movement, requires a strong emphasis on providing a 'green' public realm. This will require that significant tree cover is incorporated into the layout of the new streets and public spaces. The detail of the approach expected in relation to street trees will be contained in the Strategic Design Code<sup>108</sup>. However, at each phase of the development, the promoters of the site will be required to submit a detailed landscaping scheme, which sets out the location and species of the proposed tree, shrub and ground cover.
- 10.9 In accordance with garden city principles, it is also expected that Welborne will enjoy reasonable garden sizes. While private gardens can make a significant contribution towards 'greening' the environment and encouraging biodiversity, there would normally be very little control over the management of these spaces. Therefore, private gardens will not provide an acceptable alternative to the provision of sufficient 'green' public open space.

### **WEL36 - Detailed Landscaping**

**Proposals for development will only be permitted where they are accompanied by a detailed landscaping scheme, which sets out the species and location of the proposed tree, shrub and ground cover. Any detailed landscaping schemes submitted to the Council should be consistent with the Landscape and Habitats Framework Plan (Appendix D.6) and with the relevant sections of the Strategic Design Code.**

**Large private rear gardens including appropriate planting will be encouraged at Welborne. However, planting in private gardens will not be considered an acceptable alternative to creating a vibrant and green public realm.**

## Historic Environment

- 10.10 The National Planning Policy Framework advises local authorities that historic assets are an irreplaceable resource, which should be conserved in a manner appropriate to their significance. The historic assets present on or immediately adjoining the site of Welborne are set out within Chapter 3.<sup>109</sup>
- 10.11 The development provides an opportunity to draw upon the contribution made by the historic environment to the unique sense of place and local character of the new settlement. The heritage assets should therefore not be seen as a constraint to the development, but more as a catalyst for bringing cultural and educational benefits to Welborne. In this sense, they can form the 'bedrock' upon which Welborne is built.

<sup>108</sup> See Chapter 4: Urban Design and Character Areas

<sup>109</sup> See 'Constraints, Capacity and Opportunities' in Chapter 3.

- 10.12 Records indicate that there are no known archaeological sites of national importance<sup>110</sup>. However there is the potential for unidentified archaeological sites of more local significance to be impacted by the development. Where the impact of the development on archaeological sites of local and regional interest is identified, a strategy for preservation and/or mitigation will be required. This should include, where appropriate, mitigation through archaeological recording to enable further understanding and presentation of the historic environment to the community.
- 10.13 Site promoters will be expected to prepare and agree with the Council a heritage strategy and historic environment management plan. This will need to identify the significance of the heritage assets as well as how they and their setting will be preserved, enhanced and integrated into development. The future management of these identified assets will also need to be covered. For archaeological remains, the strategy and plan will guide the mitigation of the impact of the development which may include archaeological excavation, conservation of significant remains and incorporation into the green infrastructure, where appropriate.
- 10.14 Where appropriate and with the prior agreement of the local planning authority archaeological finds which cannot be retained in situ should be recorded and stored in a secure location.

#### **WEL37 - Protection and Enhancement of the Historic Environment**

**Development will be required to conserve the site's heritage assets in a manner appropriate to their significance. This conservation will take into account the:**

- i. Desirability of sustaining and enhancing the significance of the heritage assets;**
- ii. Positive contribution new development can make to local character and distinctiveness; and**
- iii. Importance of new uses being consistent with the conservation of heritage assets.**

**Where feasible and viable any important aspects of the historic environment, such as the historic landscape character and any significant archaeological finds which give clues to the past occupation of the site, should be positively incorporated into Welborne's green infrastructure.**

**Before commencing any development, the area will be assessed for its archaeological and historic environment potential. This should include an assessment of the built and designed heritage assets as well as the 'below ground' archaeological assets. Some archaeological field evaluation will be needed to establish the presence, nature and extent of any archaeological sites that may be present. The location, nature and method of the required field investigations should be agreed with the**

<sup>110</sup> [NCNF Archaeological Review \(Hampshire County Council, February 2012\)](#)

**Council in consultation with English Heritage.**

**Before development commences, a heritage strategy and management plan will be agreed with the Council. This will set out:**

- i. The significance of the heritage assets and their setting;**
- ii. How the heritage assets will be preserved and enhanced;**
- iii. The positive contribution that the conservation of heritage assets will make to a sustainable new community;**
- iv. The methodology for recording and storing archaeological finds of lesser importance;**
- v. How the results of any archaeological investigations and the retained heritage assets will be presented to the public.**

**Use the [online response form](#) to make comments on this draft plan.**

# Chapter 11

## Delivering the New Community

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- 11.1 This chapter sets out how Welborne will be delivered in terms of phasing and implementation. It also includes an initial consideration of development viability and how the Council will ensure that the Welborne development set out in the chapters above is deliverable and can respond to changes during the plan period. Finally, guidelines are set out for the way in which construction should be undertaken.

### Phasing of Development

- 11.2 Delivering a large and complex new development over a period of at least 25 years in a way that is both sustainable and economically viable requires a clear understanding of the way in which the development will evolve and progress. The emerging phasing approach set out below is informed by the extensive infrastructure planning and masterplanning that has been undertaken during the preparation of this plan<sup>111</sup>. It has taken into account the existing infrastructure and the need to provide sufficient new infrastructure, at the right time and in a cost-effective way, to ensure that the development of Welborne does not cause problems for existing communities in the area.
- 11.3 It is important to stress that the approach to phasing is still in development and will be subject to change as further detailed infrastructure planning and development viability evidence is concluded later in 2013. However, it has been included here to provide a starting point and to indicate some of the key principles that will underpin more detailed phasing and infrastructure planning that will accompany the Pre-Submission draft of this plan.
- 11.4 The proposed approach at this stage has involved dividing the Welborne development into four broad strategic phases, each of which would incorporate a number of development phases, which may overlap. This division is based on evidence, including the infrastructure planning and the concept masterplan. It also reflects discussions with the landowners, with the infrastructure providers and with others, including community representatives.
- 11.5 As a general principle, the phasing reflects the need to begin developing areas close to the A32 to avoid major new road infrastructure having to be provided before it would otherwise be required. This also helps to avoid the delivery of isolated parcels of development which would require additional significant infrastructure and would undermine the cohesion of the new community as a whole.

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<sup>111</sup> [NCNF Infrastructure Delivery Plan Stage 1 Report \(AECOM, February 2013\)](#) and NCNF Concept Masterplan Reports (LDA Design, [August 2012](#) and [April 2013](#))

## Draft Phasing Plan

### 11.6 Strategic Phase 1 (2015-2020)

The initial strategic phase will focus on areas close to the A32, including delivery of the critical elements of the District Centre. Providing the District Centre and its main facilities and services early will be crucial for establishing a sense of place for Welborne at the outset and providing a focus for new residents and visitors. It is anticipated that the development of the District Centre will include the main community building which will provide a range of community facilities that are needed to support the early residents. It is also anticipated that the main foodstore for Welborne will be developed during this phase which will both help support self-containment and will provide support for the development viability of this phase.

11.7 During Strategic Phase 1 a start may also be made on the construction of the Village Centre to the north of the Knowle Road, which would help support new residential development in that area. In total, approximately 650 home completions are anticipated during this phase, close to the A32 both north and south of the Knowle Road. In terms of timing, the infrastructure and site preparation works are likely to commence in 2015, broadly in line with the Core Strategy. Housing completions are expected to commence from 2016. This reflects the longer lead-in time for undertaking initial site preparation and utilities infrastructure than was anticipated at the time the Core Strategy was adopted. (See the housing trajectory in the next section for details of projected housing completions.)

11.8 In transport terms this phase will need to be supported by the first Bus Rapid Transit services that will initially be routed on the A32 to serve the early development on the site. In addition it is anticipated that the work on creating an all-moves Junction 10 will be undertaken during this phase, although that project may not be fully completed until the end of first Strategic Phase or the start of the second.

11.9 To the east of the A32, the first primary school will be delivered in Strategic Phase 1. This will replace the temporary primary school arrangements that will be required from the first housing completions in 2016-2018. Similar to the District Centres, delivery of the first school at Welborne will provide much needed community services to support the early residents. In order to ensure that the school can be accessed, the pedestrian and cycle bridge on the A32 will also be required during Strategic Phase 1.

11.10 Employment development during this phase will be focused on the District Centre to the west of the A32. Towards the end the phase, it is anticipated that development will commence on the employment area to the east of the A32, close to Junction 10.

11.11 During the first strategic phase Welborne's green corridor network will begin to be delivered, concentrating initially on enhancements to existing links which relate to the areas being developed at this stage. This will include provision for safe and convenient pedestrian and cycle access to Henry Cort College.



11.12 Strategic Phase 2 (2020-2025)

The second strategic phase will involve development extending west from the A32 and along the Knowle Road. Approximately 1,420 home completions are anticipated during this second phase and these will need to be supported by the fully-completed all-moves Junction 10 and by alterations to the BRT services to serve the Knowle Road and the first Welborne spine road parallel to the A32 and west of the District Centre.

11.13 This phase will also focus on developing the key Welborne employment areas. This will include substantially completing the employment area east of the A32 as well as making a start on the area to the south of the District Centre and Dean Farm. Ensuring that the main employment areas are developed early in the plan period will help to provide work opportunities early on for new residents and so support self-containment.

11.14 The green corridor network and the first significant green open spaces will be delivered during the second strategic phase. Towards the end of this period, work is anticipated to begin on formalising the main central park (The Downs) to ensure that the growing number of residents have sufficient formal green infrastructure.

11.15 Strategic Phase 3 (2025-2031)

The third strategic phase will involve delivering almost 2,000 new homes, in the central areas of the site and to the north of the Knowle Road. The large scale of residential development during this period will need to be supported by further educational facilities, including the completion of the secondary school to the east of the A32 and of the second primary school to the north of the Knowle Road.

11.16 This phase will involve significant delivery of green infrastructure, including the completion of The Downs central park and the laying out of community and school sports pitches, mainly to the east of the A32.

11.17 This strategic phase is likely to involve the final completion of the District Centre and of the Village Centre and also of the 'B1 Use Class' employment area west of the A32. At this stage Welborne, from the central park eastwards, will be substantially complete and will be beginning to mature. By the end of strategic phase 3 there will be over 4,000 households living at Welborne.

11.18 During this period, the main internal roads network will be developed, including the 'box' spine roads which will allow for the final routing of the BRT to be implemented by the end of this strategic phase. The completion of the main spine road network will also facilitate work to commence of the Local Centre to the west of Dean Farm.

11.19 Strategic Phase 4 (2031-2041)

The final strategic phase will see the full completion of Welborne. During this ten-year period, approximately 2,500 homes will be completed, mainly in the far south and west of the site, but also in the far north near Hoads Hill.

- 11.20 The development in the south and west will be supported during this period by the completion of the Local Centre west of Dean Farm and of the third primary school to the south of the Local Centre.

### **Further Infrastructure Phasing and Prioritisation Work**

- 11.21 The initial assessment of infrastructure requirements on which the approach to phasing set out above is based, has taken into account the emerging concept masterplan for the development as well as the various legislative requirements and policy aspirations for Welborne. Overall this infrastructure planning has allowed an initial position to be set out in this draft plan on infrastructure requirements, costs, thresholds for delivery and expected timescales for when it is required.
- 11.22 All of the outcomes of the initial infrastructure planning are subject to review to take into account further work that remains to be undertaken between the publication of this version of the plan and the publication of the Pre-Submission Welborne Plan later in 2013. This further work will include refinement of the concept masterplan and development of a robust phasing plan for the development. The need and priorities for the infrastructure set out in the Infrastructure Delivery Plan will also be tested with reference to continued pressure on development viability.

### **Housing Trajectory**

- 11.23 The following four tables set out the housing trajectory for Welborne, divided into the four broad strategic phases as set out above. This trajectory has been developed using a wide range of evidence sources, including the site capacity work undertaken through the concept masterplanning<sup>112</sup>, as well as the NCNF Housing Market Assessment<sup>113</sup> and the on-going site development viability work<sup>114</sup>. As with the phasing approach, the housing trajectory is subject to change in the coming months as the evidence base is refined and further discussions with the landowners and other interested parties make progress.

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<sup>112</sup> NCNF Concept Masterplan Reports (LDA Design, August 2012 and April 2013)

<sup>113</sup> NCNF Site Specific Housing Market Assessment (DTZ / Wessex Economics, March 2013)

<sup>114</sup> This work is not yet complete and will be published alongside the Pre-Submission version of the Welborne Plan.

**Table 11.1: Housing Trajectory for Strategic Phase 1**

	2015/16	2016/17	2017/18	2018/19	2019/20	TOTAL
Delivery projections	0	90	120	220	220	650
Cumulative delivery	0	90	210	430	650	

**Table 11.2: Housing Trajectory for Strategic Phase 2**

	2020/21	2021/22	2022/23	2023/24	2024/25	TOTAL
Delivery projections	220	300	300	300	300	1,420
Cumulative delivery	870	1,170	1,470	1,770	2,070	

**Table 11.3: Housing Trajectory for Strategic Phase 3**

	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	TOTAL
Delivery projections	300	300	320	320	360	360	1,960
Cumulative delivery	2,370	2,670	2,990	3,310	3,670	4,030	

**Table 11.4: Housing Trajectory for Strategic Phase 4**

	2031/ 32	2032/ 33	2033/ 34	2034/ 35	2035/ 36	2036/ 37	2037/ 38	2038/ 39	2039/ 40	2040/ 41	TOTAL
Delivery projections	320	320	320	320	320	200	200	200	140	130	2,470
Cumulative delivery	4,350	4,670	4,990	5,310	5,630	5,830	6,030	6,230	6,370	6,500	

### Development Deliverability

11.24 Development viability is a key consideration for Welborne. The infrastructure requirements are substantial, and delivering a successful, sustainable community will be a challenge. The National Planning Policy Framework requires plans to be deliverable and this means that the proposals set out in Welborne Plan should allow for competitive returns to willing landowners and site developers<sup>115</sup>. Ultimately, the development will only proceed if it is viable.

11.25 On the basis of the early findings of the on-going development viability work for Welborne, the Council remains confident that a viable and deliverable plan can be achieved. Nevertheless, the challenge posed by the current weakness in the housing market is acknowledged. Therefore, it is vital that every aspect of the proposals for Welborne is examined in terms of its impact on viability and the funding sources that are being assumed. The Council recognises this and is supplementing the ongoing assessment of infrastructure with work to deliver an Infrastructure Funding Strategy. The aim is for the Infrastructure Funding Strategy to provide a long-term blueprint for delivery of Welborne,

<sup>115</sup> [National Planning Policy Framework](#), paragraph 173 (DCLG, March 2012)

which will assist all parties in coordinating their actions beyond the formal planning process.

- 11.26 The funding strategy work builds upon the draft Infrastructure Delivery Plan by considering what options there are for funding the identified infrastructure and putting forward proposals to improve the finances and the quality of the development. There will be an ongoing process of considering infrastructure requirements, priorities for delivery, viability of the development and the availability of funding which will evolve with the concept masterplan for the new development. At this point, the infrastructure identified in the Infrastructure Delivery Plan is considerable, and the Council has to consider the options in the initial Funding Strategy work to determine what scope there is to improve the viability and deliverability of a successful new community. Ultimately, the final Funding Strategy will set out actions for each party to take in ensuring that the development is deliverable.
- 11.27 In addition to the Infrastructure Funding Strategy, the Council will undertake a robust exercise, in liaison with the site landowners and other interested parties, to address the viability of the early phases of the development in particular. This exercise will consider a number of approaches to improve development viability:
- Continued infrastructure planning will consider ways to reduce the overall cost of infrastructure requirements, whilst still allowing the necessary infrastructure to be delivered;
  - Further infrastructure phasing work will examine whether infrastructure can be provided at a later date than previously assumed without impacting on sustainable development or undermining the vision for Welborne;
  - Discussions with landowners will examine the potential to bring forward in time opportunities for delivery that are revenue positive;
  - Analysis will be undertaken to ensure that standards and policy targets being imposed through the Welborne Plan are necessary and justified, particularly where these give rise to additional costs on the development;
  - A flexible approach will be taken to the requirements for affordable housing to ensure that these are not a barrier to overall development deliverability.
- 11.28 On-going viability review  
Given the long period over which Welborne will be developed and in light of the prospect of gradually improving economic and housing market conditions, a phase by phase review of viability will be required. This will enable the plan to operate in a flexible way and will help to ensure that the overall comprehensive development can be delivered within the plan period.
- 11.29 This on-going review process, alongside normal plan monitoring, will be the starting point for negotiations with the landowners and infrastructure providers and will provide a basis for agreements to be reached on a range of aspects, such as, the precise timing of infrastructure delivery and the level of affordable housing at each phase.

## Developer Contributions

- 11.30 Developer contributions will be required as part of the overall funding package to deliver the infrastructure required to support Welborne. In addition, developer contributions will be required to mitigate the impacts of the development in other ways, such as funding off-site mitigation projects to reduce visitor impact, particularly at internationally protected sites on the Solent coastline. The nature and scale of the contributions required will be determined at the planning application stage and based on the policies within this Plan and the supporting evidence, some of which is yet to be completed as set out in the sections above.
- 11.31 Traditionally, Section 106 Planning Obligations<sup>116</sup> have been used to secure developer contributions. More recently, Community Infrastructure Levy (CIL) has been introduced to secure tariff-based developer contributions for all relevant development. The Council is bringing forward CIL and the charging schedule sets out how much CIL different types of development within the Borough will have to pay after that date<sup>117</sup>.
- 11.32 In introducing CIL, the Council has committed to an early review of CIL in line with the preparation of the Pre-Submission Draft Welborne Plan. The intention is to adopt the reviewed CIL charging schedule at the same time as the Welborne Plan in the second half of 2014. This review will ensure that the rate(s) at which Welborne development will need to pay CIL will be consistent with the infrastructure planning and development viability evidence that supports the adopted Welborne Plan. The aligning of the review of CIL and the examination and adoption of the Welborne Plan will also provide clarity about the roles of Section 106 Planning Obligations and CIL in terms of what each mechanism is intended to fund in connection with the Welborne development. This will ensure that there is no 'double charging' of developer contributions which would harm overall development viability and run counter to government guidance.<sup>118</sup>

## Development Construction Strategy

- 11.33 The phased construction of Welborne will occur over a 25 year time period. This will require the careful management of construction related activity and impacts, including construction traffic, noise and dust to ensure that the construction of Welborne does not significantly and adversely impact existing communities near the site. Planning applications will require conditions or suitably worded Section 106 agreements, prior to approval. These will cover:

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<sup>116</sup> This relates to agreements made under Section 106 of the Town and Country Planning Act 1990 (as amended).

<sup>117</sup> Details of FBC's CIL Charging Schedule can be found at:

[http://www.fareham.gov.uk/planning/local\\_plan/whatiscomminflev.aspx](http://www.fareham.gov.uk/planning/local_plan/whatiscomminflev.aspx)

<sup>118</sup> [Community Infrastructure Levy Guidance](#) (DCLG, December 2012)

- An indicative programme for carrying out the works;
- Management of traffic visiting the site, including which roads can be used for haulage and what areas can be used as holding areas;
- Off-site signage;
- Measures to minimise and mitigate dust on site;
- Measures to minimise the noise generated by the construction process;
- Design and provision of site hoardings;
- Provision of off road parking;
- Measures to prevent the transfer of mud and other materials onto the public highway;
- Measures to minimise the potential for the pollution of ground and surface water; monitoring of groundwater;
- Measures to manage waste produced on site (whether through demolition/site clearance or of new building materials) and to maximise the recycling and reuse of such materials<sup>119</sup>;
- Measures to minimise the impact of vibration from the construction processes;
- Location and design of site offices and construction vehicle access points;
- Arrangements for consultation and liaison during the construction process with the residents and businesses near and adjoining the site;
- An assessment of the impact on water quality, habitat management and aftercare of assets; and
- Measures to minimise impacts on biodiversity, including habitats and species along with connections with the wider environment.

### **Local Skills**

- 11.34 The long term nature of the development offers the opportunity to enhance local skills in the field of construction during the development period. The developers will be required to submit employment and training plans which demonstrate how local people will be able to participate in construction skills training and be employed in the construction of Welborne. This should relate to the full range of development proposed on site including homes, non-domestic buildings and infrastructure works.

### **Quality Control**

- 11.35 Delivering a high quality, successful community at Welborne will require a collaborative arrangement between the Borough Council, other public sector organisations and the community, as well as the developers. This plan has outlined a number of mechanisms to ensure quality of delivery is maintained over the plan period. The main quality controls include:
- The Welborne Plan and supporting concept masterplan provide the overall planning framework for the delivery of Welborne;
  - The Draft Infrastructure Delivery Plan and Infrastructure Funding Strategy will set out a framework to coordinate actions by the various parties to

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<sup>119</sup> See also the section on 'Construction waste' and Policy WEL34 within Chapter 9.

ensure arrangements are in place for the delivery of necessary infrastructure;

- The forthcoming Strategic Design Code will set out the principles for the appearance and layout of the new development, covering such elements as the design and layout of buildings and streets; and
- A framework of targets and indicators, based on the final draft plan, will be monitored and the results published regularly in the Authority Monitoring Report.

#### **WEL38 – Implementation, Phasing and Construction**

**The development of Welborne shall be implemented in accordance with the Phasing Plan and the Infrastructure Delivery Plan, unless it can be demonstrated that suitable relevant infrastructure is available and the development can be adequately serviced. Proposals which would deliver unsustainable and isolated development will not be acceptable.**

**The careful management of construction related activity and impacts will be delivered via planning conditions or suitably worded s106 agreements.**

**All development proposals must be accompanied by an employment and training plan demonstrating how local people can develop relevant construction skills and find employment in the development of Welborne.**

Use the [online response form](#) to make comments on this draft plan.

# Chapter 12

## Monitoring and Review

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### **The Monitoring Framework**

- 12.1 This chapter sets out how the Welborne Plan will be monitored following its adoption.
- 12.2 The adopted Core Strategy contains a series of high level targets in relation to Policy CS13 which represent the essential components for the delivery of Welborne. These targets however require review and refinement in order to bring them in line with the policies contained in this Welborne Plan. In addition, the production within this Welborne Plan of additional high level development principles and a suite of detailed policies to guide the development of Welborne will require new monitoring targets and indicators. These will supplement the reviewed targets within the Core Strategy and together will form the monitoring framework for Welborne.
- 12.3 The purpose of developing a monitoring framework is to provide a mechanism for assessing developmental progress of Welborne against the overall vision and objectives for the new community as set in the Welborne Plan. This is of particular relevance where development targets are set within the policies of this Plan, such as for the delivery of housing or employment space, or for the provision of specific community, education and recreation facilities. However it should be recognised that much of the finer detail will only come forward through the planning applications and the development management process over the lifetime of the project.
- 12.4 Implementing the policies in the Plan depends upon the actions of a number of stakeholders and cannot be directly controlled. Further detail on how the various stakeholders are expected to contribute towards the overall delivery of Welborne can be found in the Infrastructure Delivery Plan.
- 12.5 Assessment of the development progress of Welborne against the identified policy targets will be undertaken on a regular basis through the Authorities Monitoring Report (AMR). The AMR also contains targets and indicators for all parts of the Fareham Borough Local Plan and as such it provides a regular performance overview of the Borough's development strategy.

### **Triggers for a Review**

- 12.6 Monitoring of these indicators will establish the extent to which the vision for Welborne is being achieved. This will help to identify areas where further action is required from the Council or other agencies identified within the monitoring framework. Taken together the targets and indicators provide a robust framework for assessing delivery of the plan. However, given the scale and the



evolving nature of the project it is unlikely that failure to meet one target would indicate that the Plan needs reviewing. The Plan has been designed to operate in a flexible way and this should allow most circumstances where a target has not been met to be addressed. Should monitoring indicate that the overall vision and objectives of the plan are not being achieved, the Council will consider the need to formally review the Welborne Plan. The need for this review will be identified through the Authorities Monitoring Report.

**Use the [online response form](#) to make comments on this draft plan.**

# Glossary

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**Affordable Housing:** Social rented, affordable rented and intermediate housing provided to eligible households who cannot afford accommodation through the open market. Eligibility to affordable housing is determined by local incomes and local house prices. Delivery of affordable housing may involve some form of subsidy for the provider as the incomes received by the developer will likely be a rate lower than what the developer would achieve on the open market.

**Affordable rented:** A form of affordable housing which is let by local authorities or registered private providers of social housing (e.g. housing associations). Affordable rented housing is subject to rent controls which limit the rent chargeable to a maximum of 80% of the local market rent.

**All-moves junction:** A junction where vehicles are able to make movements in all directions.

**All-through School:** An educational establishment providing nursery, primary and secondary schooling on one-site which is run as a single school.

**Ancient woodland:** Areas of land that have been continuously wooded since at least 1600 AD.

**Authorities Monitoring Report (AMR):** Report on how the authority is performing in regards to the delivery of the Local Development Scheme and relevant targets set out in development plan documents. Indicates where any remedial action is required to be taken.

**Appropriate Assessment (AA):** An appropriate assessment (AA) is required under the Habitats Directive (92/43/EEC) for any plan or project likely to have a significant effect on European sites designated for nature conservation. It forms part of a Habitats Regulations Assessment and should seek to establish whether the plan will adversely affect the ecological integrity of European sites.

**Archaeological interest:** There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point.

**Assarted:** An area of land cleared of trees.

**At-grade crossing:** A pedestrian crossing which crosses a highway at the same level (i.e. not via a bridge or underpass).

**B Use Class:** Class of land and building use as defined by The Town and Country Planning (Use Classes) Order 1987 (as amended). Includes B1 (offices, research and development, light industry), B2 (general industrial), B8 (storage and

distribution).

**Biodiversity:** The variety and diversity of life in all its forms, within and between both species and ecosystems.

**Biodiversity Action Plan (BAP):** An action plan to aid the protection and recovery of the UK's most threatened species and habitats.

**Blackwater:** Waste water that has been partially treated, but not to potable standards. It can be used for flushing toilets or garden irrigation.

**BREEAM:** This stands for the Building Research Establishment's Environmental Assessment Method. This is the preferred way of measuring the environmental sustainability of non-domestic buildings.

**Brownfield Land:** Previously developed land, or land that contains or contained a permanent structure and associated infrastructure.

**Building Regulations:** National standards, separate to the planning system designed to uphold standards of public safety, health, and construction. These regulations will include the requirement for all new homes to be zero carbon from 2016.

**Bus priority measures:** Highways schemes which facilitate priority movement for buses such as the provision of bus lanes, bus priority traffic lights and improved protection and access to bus stops.

**Bus Rapid Transit (BRT):** Term given to public bus transportation systems which provide a service that is of a significantly higher quality than an ordinary bus service through the use of high quality vehicles on a limited network of routes with dedicated vehicles and busways, linking major communities and employment centres with frequent, limited stop services.

**Character area:** The identity given to a development sub-area which is likely to be derived and influenced from features on the site on which it is located and the landscape which surrounds it.

**Code for Sustainable Homes:** A national standard for the sustainable design and construction of new homes which includes a range of levels from 1 to 6, with levels 5 and 6 representing zero carbon.

**Combined Heat and Power (CHP):** The use of a power generating facility to simultaneously generate both electricity and heat. The heat can then be used to supply heat and/or hot water via a network of pipes to nearby buildings.

**Community building:** A community building which provides flexible space that is able to accommodate a wide range of different community uses and services including community groups, sports and fitness classes, office uses, childcare and evening entertainment.

**Community Infrastructure Levy:** A planning charge on new development. The rate(s) (at pounds per square metre) is set in a charging schedule which balances the estimated total cost of infrastructure required to support development and the overall potential effects of the levy on the economic viability of development. The infrastructure needed to support new development, which CIL can help to pay for includes roads, schools and recreational facilities.

**Comparison Goods:** Retail items that tend to be purchased at infrequent intervals, whereby purchasers will 'compare' similar products on the basis of price and quality before making a purchase. These goods include clothing, household goods, leisure goods and personal goods and are sometimes termed 'durable' or 'non-food' goods.

**Comprehensive Masterplan:** A detailed depiction of a development that will include the layout of streets and buildings and open spaces.

**Concept Masterplan:** A visual depiction of the character, capacity and constraints of the site, as well as the broad distribution of land uses and the extent of the site area necessary to provide the required scale of the development. It provides a clear basis for a more 'comprehensive masterplan' that will be developed by the site promoters to accompany future planning applications.

**Convenience Goods:** Retail items that tend to be purchased frequently and regularly. Primarily foodstuffs and food products, but also includes day-to-day purchases such as cigarettes or newspapers, although it excludes food and drink for consumption on the premises and hot food for consumption off the premises.

**Core Strategy Policy CS13:** Policy CS13 is located within the adopted Core Strategy (Local Plan Part 1) for the Borough and sets out the broad principles for Welborne (Formerly the New Community North of Fareham (NCNF) and before that, the North of Fareham Strategic Development Area). The approach of the Welborne Plan (Local Plan Part 3) must be in general consistency with Policy CS13.

**Designated heritage asset:** World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under relevant legislation.

**Developer contributions:** Contributions made by a developer to remedy the impact of development, either by paying for work to be carried out or by directly providing facilities or works either on or off-site. Traditionally achieved through a Section 106 agreement, more recently these are being achieved through the Community Infrastructure Levy.

**Development Plan:** The Borough's Development Plan sets out the parameters for all development in the Borough. It comprises of the Fareham Local Plan (Parts 1, 2 and 3) and the Hampshire Minerals and Waste Development Framework.

**Development Plan Document (DPD):** Spatial planning documents that have development plan status. They cover a range of policy areas that will undergo a process of consultation and are subject to revision following independent examination by the Planning Inspectorate.

**District Centre:** The main centre and focal point within Welborne, consisting of shops and facilities, as well as essential community infrastructure. It is positioned below Fareham Town Centre in the hierarchy of centres, but above local centres.

**Duty to Cooperate:** The Localism Act 2011 requires that Local Planning Authorities work collaboratively with other bodies to ensure that strategic priorities across local administrative boundaries are properly coordinated and clearly reflected in individual Local Plans. A duty to cooperate statement will accompany the Pre-Submission Welborne Plan.

**Eco-town:** Policy introduced in 2007 to deliver new towns with high standards of sustainable living. "Planning Policy Statement: Eco-towns - A supplement to PPS1" (2009), set out standards for Eco-towns to meet. Although not formally revoked yet by the NPPF, it has been almost entirely superseded by it.

**Employment Areas:** A combination of adjacent employment sites that together form a larger area that significantly contributes towards the provision of employment and economic development.

**Employment Sites:** Individual buildings or plots that contribute towards economic development. This may be an office block; an open storage yard; an industrial unit; a warehouse etc. A number of adjacent employment sites combined may form an employment area.

**Energy Service Company (ESCo):** A business delivering energy solutions to a community, usually with benefits of improved energy efficiency, reduced carbon emissions or cheaper bills. An ESCo may be public, private, hybrid or community owned organisations.

**Environment Agency:** An executive non-departmental public body responsible to the Secretary of State for Environment, Food and Rural Affairs who are principally responsible for managing air, land and water quality, as well as flood management.

**European Sites:** Defined in regulation 8 of the Conservation of Habitats and Species Regulations 2010 these include a range of ecological sites designated for the protection of rare, endangered or vulnerable natural habitats and species of exceptional importance within the European Union. Designations consist of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) whilst Ramsar sites in England are also protected as European sites.

**Evidence studies:** The information gathered to support the preparation of the Welborne Plan and underpin the plan's policies. It includes both quantitative (numerical values) and qualitative (feelings and opinions) data.

**Extra-care housing:** Housing that gives older people the opportunity to live independently in a home of their own, but with other services on hand if they need them. These extra facilities vary depending on the site, but can include 24-hour access to emergency support and an on-site care team, rehabilitation services and day centre activities.

**Family homes:** Homes large enough to accommodate families. These are usually houses rather than flats and generally incorporating 3 or more bedrooms.

**Flood zones:** Defined by the Environment Agency, these are areas which are located within floodplains that would naturally be affected by flooding if a river rises above its banks, or high tides and stormy seas cause flooding in coastal areas. Areas designated as flood zone 3 have a 1% or greater (1 in 100) chance of being flooded by a river each year. Areas designated as flood zone 2 are outlying areas which are likely to only be affected by a major flood and have a 0.1% (1 in 1000) chance of being flooded each year.

**Framework Travel Plan:** Submitted alongside a planning application, this comprises an action plan of costed transport measures which need to be implemented as part of the proposed development.

**Garden City:** A development and design principle for planned new communities developed by Ebenezer Howard in the 19<sup>th</sup> century which aims to enhance the natural environment, provide high quality affordable housing and locally accessible jobs. Key principles include community ownership of land and long term stewardship of assets, high quality imaginative design including homes with gardens, mixed tenure homes which are affordable for ordinary people, a strong local jobs offer with a variety of employment opportunities within the garden city and easy commuting distance of homes, generous green space linked to the wider countryside, access to strong local cultural, recreational and shopping facilities, integrated and accessible transport systems and local food sourcing, including allotments.

**Green buffer:** An undeveloped, area of green space located between developments to prevent the coalescence of a new settlement with existing settlement areas.

**Green corridor:** A strip of land that provides a habitat sufficient to support wildlife, often through or around an urban environment. They also allow walkers; cyclists and horse riders to use them as routes of access or for recreation. Can include railway embankments, river banks and roadside grass verges.

**Greenfield:** Land that has not previously been developed.

**Green Infrastructure:** A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental, accessibility and quality of life benefits for local communities. Green infrastructure may consist of parks and gardens; natural and semi-natural open space; wooded areas; cycleways and rights of way; outdoor sports facilities; amenity greenspace and recreation space; domestic gardens; village greens; play areas; allotments; community gardens; urban farms; cemeteries and churchyards; river and canal corridors and green roofs and walls.

**Greywater:** Wastewater generated from domestic activities such as washing machines, dish washers, sinks and baths.

**Hampshire County Council:** The county tier authority in which Fareham Borough is located. Hampshire County Council is also the statutory planning authority for highways, minerals and waste developments in non-unitary and non-national park local authority areas.

**Habitats Regulations:** Refers to the Habitats and Conservation of Species Regulations 2010 which provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.

**Habitats Regulations Assessments (HRA):** The European Habitats Directive requires an 'appropriate assessment' of plans that either alone or in combination with other plans and projects are likely to have a significant impact on European designated sites.

**Heritage asset:** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Household Waste Recycling Centre:** A small waste management facility provided and operated by Hampshire County Council to facilitate the disposal, recycling or composting of bulky or specialist domestic waste.

**Housing Benefit:** A government paid benefit that can help to pay housing rent for those on a low income or unemployed.

**Infrastructure:** The facilities and services needed for a place to function. This includes roads and utilities, as well as schools, GP surgeries, libraries and other community facilities.

**Intermediate housing:** A form of affordable housing which comprises homes which are for sale or rent and are provided at a cost below market levels, but above social rented values. Commonly this type of housing consists of shared ownership and as with other types of affordable housing, availability to it relies on meeting the qualifying criteria set by local authorities.

**Knowledge Economy:** An economy characterised by the increasing importance of science, research, technology and innovation in knowledge creation and the use of computers and the internet to generate, share and apply knowledge.

**Lifetime Homes:** A standard comprising of 16 design criteria intended to make homes more easily adaptable for lifetime use at minimal cost. The UK Government has an intention to work towards all new homes being built to Lifetime Homes Standards by 2013.

**Listed buildings:** A building that is included on a list of buildings which are considered to be of sufficient historic or architectural interest to merit special protection.

**Local centre:** Local Centres deliver basic services which meet the localised everyday needs of residents. They include a variety of small scale retail and employment uses, alongside local community, leisure and education facilities.

**Local Development Documents:** A term referring to both Development Plan Documents and Supplementary Planning Documents.

**Local Development Scheme (LDS):** A timetable setting out the programme of preparation of local development documents, as required by The Planning and Compulsory Purchase Act 2004, as amended by the Planning Act 2008 and the Localism Act 2011.

**Local Plan Part 1 (Core Strategy):** This is the Council's overarching planning document, which defines how and where development will be located in the Borough. Together with Local Plan 2 (Development Sites and Policies) and this document, it forms the Development Plan for the Borough.

**Local Plan Part 2 (Development Sites and Policies):** This will be the Council's document which sets out the preferred approach to managing and delivering development for the Borough to 2026, as set out in the Core Strategy. The Local Plan 2 will allocate sites principally for housing, employment, retail and community facilities, review and designate planning areas (for example settlement boundaries and strategic gaps), and set out development management policies.

**Local road network:** All roads not part of the Strategic Road Network. These include non-primary A-roads, B-roads and C-roads. These are managed by the local highway authority (Hampshire County Council) and include the A32.

**Local Transport Plan:** Plans that set out the local highway authority's (HCC) policies and strategy on transport. They are submitted to central Government, which approves and provides funding for the measures contained in the plan. The currently adopted plan is LTP3.

**Localism Act 2011:** An act of parliament which introduces changes to the planning system, including the revocation of the Regional Spatial Strategies (subject to SEA), the introduction of neighbourhood planning and changes to the Community Infrastructure Levy (CIL).

**Mixed Use:** Development which combines two or more types of land use such as residential, office, industrial, retail, service, community or leisure.

**Montague Review:** Report published in August 2012 which encourages greater investment in build-to-let and specifically, investment in the large-scale development of homes built specifically for private rent by professional organisations.

**Multi-Utility Services Company (MUSCo):** A business delivering energy, water, telecommunications and other utility services to a community, usually with benefits of improved energy efficiency, reduced carbon emissions or cheaper bills. A MUSCo may be a public, private, hybrid or community owned organisation.



**National Planning Policy Framework (NPPF):** Introduced in March 2012, this new framework sets out the Government's planning policies for England and how these are expected to be applied. It provides the framework within which local councils can produce local plans, which reflect the needs and priorities of their communities.

**Natural England:** An executive non-departmental public body responsible to the Secretary of State for Environment, Food and Rural Affairs, whose purpose is to protect and improve England's natural environment and encourage people to enjoy and get involved in their surroundings.

**New Community North of Fareham (NCNF):** The name formerly given to the new community development before it was changed to Welborne in April 2013.

**Nursery / pre-school:** Facilities providing a range of childcare and/or semi-structured early education for pre-school age children.

**Ordinary Watercourse:** A watercourse that is not part of a main river and includes rivers, streams, ditches, drains, cuts, culverts, dikes, sluices, sewers (not public sewers) and passages through which water flows. They are the responsibility of the Lead Local Flood Authority which is Hampshire County Council.

**Partnership for Urban South Hampshire (PUSH):** A partnership of the 11 local authorities in the South Hampshire Sub-Region set up to co-ordinate economic development, transport, housing and environmental planning policy.

**Passivhaus:** An energy efficient building standard which provides a high level of occupant comfort while using very little energy for heating and cooling. Named after the German homes which first adopted this approach.

**Planning Inspectorate (PINS):** An executive agency of the [Department for Communities and Local Government](#) (DCLG) which deals with planning appeals, national infrastructure planning applications, examinations of local plans and other planning-related and specialist casework in England and Wales.

**Planning Obligation:** An action that must be undertaken by a developer/landowner or a financial contribution that must be paid as a consequence of a legal agreement signed under Section 106 of the Town Country Planning Act 1990 (as amended).

**Planning Policy Statements (PPS):** Subject specific Government guidance, advice and policies on national land use planning in England which replaced Planning Policy Guidance (PPGs) notes. PPSs have been predominantly revoked through the adoption of the National Planning Policy Framework.

**Policies Map:** Forms part of the Fareham Local Plan and will, once this plan is adopted, 'fix' key elements of the Welborne development including; the extent of the plan boundary, the extent of the built development, the location of the principal vehicular access points for the site, the location of the secondary school and relevant policy and environmental designations. It was formerly known as the 'Proposals Map'.

**Pre-Submission Draft:** Name given to a specific stage of the plan making process, established by Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012. The next draft of this plan will be the Pre-Submission Draft.

**Previously Developed Land (PDL):** Land which is or was occupied by a permanent structure and any associated fixed surface infrastructure. There is no presumption that PDL is necessarily suitable for housing development, or that the whole of the land curtilage should be developed.

**Primary Care Centre:** A local health centre building housing GPs and nurses potentially alongside other healthcare provision such as dentists, opticians, therapists and a pharmacy.

**Private rented housing:** Houses on the open market available for rent from a private landlord or letting agency.

**Public Transport Plan:** A description of the public transport services that a development area will provide over a certain time period including details of service provision, routes, any operational subsidy, the timing of provision in relation to development phasing, and measures to promote (and subsequently increase if required) use of the service during the life of the development.

**Ramsar sites:** Internationally important wetland areas given international protection under the Ramsar Convention 1971 and statutory protection in the UK under the Habitats and Conservation of Species Regulations 2010 ("Habitats Regulations").

**Rat-running:** Using a shortcut on secondary or local residential roads instead of using the intended main route in order to avoid heavy traffic and/or other traffic delays.

**Scheduled Ancient Monument:** Nationally important site or monument given legal protection by the Ancient Monuments and Archaeological Areas Act 1979, through being placed on a list, or 'schedule'.

**Section 106 agreement:** A legally-binding agreement between a local planning authority and a land-developer/applicant in order to legally secure provision of a particular aspect/item of infrastructure as required by planning permission. The name refers to Section 106 of the Town and Country Planning Act 1990 (as amended) which provides the power to make these legal agreements.

**Self-contained community:** A development which enables people to live, work and undertake leisure and recreation activities in the same place, therefore reducing the need to travel and to use cars.

**Semi-natural greenspace:** Accessible greenspace which is natural and enhances natural features and conserves biodiversity. These spaces should be clean, litter free, well signed and with clear footpaths.

**Settlement buffer (or gap):** An area of generally undeveloped and open land between two settlements that is important for maintaining the physical separation of settlements or the perception of settlement separation. Settlement gaps can be used for a variety of things, including agriculture or green infrastructure, but their use should not reduce the open nature of the land. The term 'settlement gap' is generally synonymous with 'strategic gap'.

**Sheltered accommodation:** Independent, self-contained homes for older people often within a block or small estate, with a dedicated warden.

**Site of Importance for Nature Conservation (SINC):** A local site which has high nature conservation importance but is not covered by statutory national and international designations. The SINC system in Hampshire is managed by Hampshire County Council on behalf of the Hampshire Biodiversity Partnership.

**Site of Special Scientific Interest (SSSI):** A site of special scientific interest is identified by English Nature under section 28 of the Wildlife & Countryside Act 1981 as requiring protection from damaging development on account of its flora, fauna, geological and/or physiological features.

**Smart ticketing:** The use of one-ticket to enable travel on a range of different public transport types and routes.

**Smarter Choices:** A package of measures aimed at influencing travel behaviour with the overall aim of reducing reliance on single occupancy car trips and promoting sustainable travel behaviour.

**Social infrastructure:** Comprises core public infrastructure and service provision such as doctors, dentists, schools, libraries, community centres and places of worship. Social infrastructure provision is integral to the creation of sustainable communities as it contributes to holding communities together; it provides services and facilities that meet the needs of residents, helps promote social interaction and contributes to enhancing the overall quality of life within a community.

**Social rented:** A form of affordable housing which is owned by local authorities or registered private providers (e.g. housing associations). Through the national rent regime, rents are set at artificial levels which are significantly lower than the market value. This form of affordable housing has now been largely replaced by 'affordable rented' homes.

**Solent Disturbance and Mitigation Project:** A project to determine visitor access patterns around the coast and how their activities may influence the internationally protected populations of overwintering wading and wildfowl birds along the Solent coastline.

**Solent Enterprise Zone:** Designated employment zone based around Daedalus Airfield in Fareham and Gosport. Solent Enterprise Zone was in the second wave of enterprise zones which were introduced by central Government in 2011, as areas to attract high-quality employment due to the implementation of superfast broadband, lower taxes, and low levels of regulation and planning controls.

**Source Protection Zone (SPZ):** Areas defined by the Environment Agency around groundwater sources such as wells, boreholes and springs which are used for public drinking water supply. Development is restricted within the zones in order to reduce the risk of contamination to the groundwater supply from any land use activity.

**South East England Regional Assembly (SEERA):** Former regional governance tier for the South East England region, which was responsible for the development of the South East Plan. SEERA was dissolved in March 2009 with its functions being assumed by a new organisation, the South East England Partnership Board, a conglomeration of various regional tiered governance bodies.

**South East Plan:** The Regional Spatial Strategy for the South East of England which was adopted in May 2009, but which has recently been revoked by the Government. It consisted of a strategic planning document which sets out the long term spatial planning framework for the South East Region over the period 2006-2026.

**South Hampshire Sub-Region:** The name given to the urban conurbation located around the south coast cities of Portsmouth and Southampton. The South Hampshire Sub-Region is an important economic area which was formed in 2003, to ensure that economic success was underpinned by consistent and effective planning to provide adequate housing, facilities and services.

**Special Areas of Conservation (SACs):** Internationally important areas of wild animals, plants and habitats which have been given international protection under the EU Habitats Directive and in the UK under the Habitats and Conservation of Species Regulations 2010 ("Habitats Regulations") due to their status being rare, endangered or under particular threat.

**Special Protection Areas (SPAs):** Internationally important areas for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries which have been given international protection under the EU Birds Directive 1979. These sites are given enhanced protection in the UK through the Site of Special Scientific Interest (SSSI) status that all SPAs also hold.

**Spine streets:** Name for a main road which provides a strategic route through an area or between areas.

**Statement of Community Involvement (SCI):** Sets out the standards to which the local planning authority will involve and consult with the community in the preparation, alteration and continuing review of local development documents and also on policy applications and how these standards will be achieved. All local development documents must reflect upon how, in their preparation, they have complied with the SCI.

**Strategic Development Area (SDA):** Major new housing and employment settlements that will have a variety of types, sizes and tenures of new housing

together with supporting health, community, social, retail, education, recreation and leisure facilities, green space and other identified requirements. The inception of Welborne was through its identification as the North of Fareham Strategic Development Area in the South East Plan.

**Strategic Environmental Assessment (SEA):** An internationally used term to describe the environmental assessment to be applied to plans, policies and programmes.

**Strategic Gap:** Areas of open land/countryside between existing settlements, with the aim to protect the setting and separate identity of settlements, and to avoid coalescence; retain the existing settlement pattern by maintaining the openness of the land. The term 'strategic gaps' is generally synonymous with 'settlement gaps'.

**Strategic Road Network (SRN):** The network of motorways and primary A (trunk) roads in England. The SRN is managed by the Highways Agency and includes the M27.

**Suitable Alternative Natural Greenspace (SANG):** Existing open greenspace that can be enhanced to provide an attractive and local environment for people as an alternative to using nearby European sites (in the case of Fareham, the Solent Special Protection Area and Ramsar site).

**Supplementary Planning Document (SPD):** Provides additional guidance on development plan policies for a specific area or a specific topic which the local planning authority wishes to provide detailed policy guidance. SPDs do not create new policies; they only provide more detailed guidance on existing policies.

**Sustainability Appraisal (SA):** An assessment of the impact of policies from environmental, economic and social perspectives, to ensure that all policies and proposals reflect sustainable development policies.

**Sustainable Community:** Planned or modified communities which promote sustainable living through enabling environmental and economic sustainability, through the provision of appropriate transport, utilities and communications infrastructure. The promotion of social equity also forms an important part of a sustainable community.

**Sustainable Development:** Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

**Sustainable Drainage Systems (SuDS):** A solution which manages surface and groundwater sustainably by mimicking natural drainage regimes and avoiding the direct channelling of surface water through networks of pipes and sewers to nearby watercourses. SuDS aim to reduce surface water flooding, improve water quality and enhance the amenity and biodiversity value of the environment.

**Traffic management measures:** Schemes to either reduce the flow or speed of vehicular traffic, which may include introducing speed limits, traffic calming, vehicle weight restrictions, and parking restrictions.

**Transport Assessment:** A comprehensive and systematic process that sets out transport issues relating to a proposed development. It should identify what measures will be taken to deal with the anticipated transport impacts of a scheme and how accessibility and safety for all modes of travel, particularly alternatives to the car such as walking, cycling and public transport can be improved.

**Transport hub:** A transport interchange for range of different public transport types including a waiting area, a ticket purchasing facility and timetable information.

**Transport infrastructure:** The physical structures which facilitate the movement of people, goods and services. Transport infrastructure includes roads, railways, waterways and airports.

**Transport model:** The technique of using a computer programme to forecast and analyse future traffic flows and movements for both existing and new road developments.

**Transport for South Hampshire (TfSH):** A partnership body with executive powers for transport matters for South Hampshire headed by the three Executive Members for transport at Portsmouth City Council, Hampshire County Council and Southampton City Council.

**Transport Strategy:** Overarching scheme which sets out the proposed accessibility and movement options for an area, setting the priority for public and private transport options and associated infrastructure development.

**Urban Extension:** Involves the planned expansion of a city or town and can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure including access to a range of facilities, and when developed at appropriate densities.

**Use Classes Order:** The Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class. In practice changes between use classes are likely to require planning permission.

**Village Centre:** Village centres deliver basic services which meet the localised everyday needs of residents. They include a variety of small scale retail and employment uses similar to the Local Centre provision, but potentially alongside a limited number of larger scale community, leisure and education services.

**Waste water treatment works (WWTW) / Sewage Treatment Works (STW):** A plant treating domestic sewage effluent to enable a 'clean' discharge to be released or re-used in some non-potable uses, such as toilet flushing and watering gardens.

**Welborne Plan:** This is the name given to this planning document which sets out how the new community of Welborne. This document will also provide the framework against which all future planning applications for Welborne will be assessed. The

Welborne Plan will form Part 3 of Fareham's Development Plan (The 'Local Plan'). This plan was formerly known as the New Community North of Fareham Area Action Plan, and before that, the North of Fareham Strategic Development Area Action Plan.

**Use the [online response form](#) to make comments on this draft plan.**

# Appendix A

## Review of the High Level Development Principles within Policy CS13 of the Core Strategy

Current high level development principles (contained within Policy CS13)	New high level development principles (as set out in Policy WEL1) which is proposed to replace the development principles within Core Strategy Policy CS13	Rationale for proposed changes
<ul style="list-style-type: none"> <li>the new development will create an inclusive and cohesive community, built upon the principles of sustainability</li> <li>the development will be an exemplar of sustainable design, and resource efficiency, and will minimise water consumption and carbon emissions arising from operational energy use in new and existing buildings and infrastructure within the SDA</li> </ul>	<ul style="list-style-type: none"> <li>The new development will create an inclusive and sustainable community that incorporates high standards of sustainable design, and resource efficiency and is resilient to climate change. Development will minimise energy usage, water consumption and carbon emissions.</li> </ul>	<p>The need to ensure the development will be 'cohesive' is a concept that was considered better expressed in the additional development principles covering design and character (set out in Policy WEL2) and so was removed here to avoid duplication.</p> <p>The emphasis in the technical evidence<sup>120</sup> and in early engagement on the draft plan was for the creation of a sustainable community, incorporating robust standards of energy and water efficiency and sustainable design. The evidence also pointed clearly to the need for Welborne to be resilient to climate change and this has been incorporated into the new principle. Reflecting the above and the need to ensure that overall development viability is maintained, the reference to the creation of an 'exemplar of sustainable design...' was removed as it is no longer considered to be deliverable and is therefore not consistent with</p>

<sup>120</sup> And in particular, the [NCNF Eco-Opportunities Study \(LDA Design and Parsons Brinckerhoff, August 2012\)](#).



Current high level development principles (contained within Policy CS13)	New high level development principles (as set out in Policy WEL1) which is proposed to replace the development principles within Core Strategy Policy CS13	Rationale for proposed changes
		<p>national policy as expressed in the NPPF.</p> <p>The commitment to reduce water use and carbon emission from existing buildings on site was not considered deliverable as the plan has assumed that at least some of these existing buildings will remain unchanged. The reference to 'infrastructure' was considered unclear in this context and has been removed.</p> <p>The above changes made it appropriate to merge the first two high level principles into one.</p>
<ul style="list-style-type: none"> <li>the development will provide up to 90,750 sq.m of employment floorspace, in a range of employment opportunities which contribute to sub-regional economic development objectives and contribute towards creating a high level of self containment and accessibility to reduce the need for commuting</li> </ul>	<ul style="list-style-type: none"> <li>the development will provide up to 78,650 sq.m of employment floorspace, in a range of highly accessible employment opportunities which reduce the need for commuting and contribute towards self containment.</li> </ul>	<p>Evidence work on the economic development strategy<sup>121</sup> and on the capacity of the site<sup>122</sup> has underpinned the new target for employment floorspace in line with the overall quantum of residential development.</p> <p>The principle has also been revised to emphasise the need for the employment areas to be highly accessible and to reduce the need for commuting, as reflected in the economic development strategy. Although, the evidence suggests that employment provision within</p>

<sup>121</sup> [Employment and Workspace Paper \(HJA, April 2013\)](#)

<sup>122</sup> [NCNF Concept Masterplan Reports \(LDA Design, August 2012 and April 2013\)](#)

Current high level development principles (contained within Policy CS13)	New high level development principles (as set out in Policy WEL1) which is proposed to replace the development principles within Core Strategy Policy CS13	Rationale for proposed changes
		<p>Welborne will contribute to self-containment, the extent to which 'high levels of self containment' can be created is questionable and may prove undeliverable.</p> <p>The emphasis within the economic development strategy and the reduced overall level of provision points to the employment floorspace meeting the needs of Welborne and local existing residents, rather than meeting wider sub-regional economic development objectives. This element has therefore been removed from the principle.</p>
<ul style="list-style-type: none"> <li>the layout will create a connected network of Strategic Green Infrastructure, open spaces and recreational facilities that respects and enhances the landscape qualities of the area and meets the needs of the new community; and avoids or mitigates the potential ecological impacts of the development, and provides a net gain in biodiversity in the area. The basis for developing a Green Infrastructure Strategy will be to conserve and enhance the existing landscape, historic and ecological</li> </ul>	<ul style="list-style-type: none"> <li>The layout will create a connected network of Strategic Green Infrastructure, open spaces and recreational facilities that respects and enhances the landscape qualities of the area and meets the needs of the new community; and avoids or mitigates the potential ecological impacts of the development, and provides a net gain in biodiversity in the area. The Green Infrastructure Strategy is based on the need to conserve and enhance the existing landscape, historic and ecological features on the site and adjacent areas, whilst linking new and established green</li> </ul>	<p>A minor wording change was required to reflect that the Welborne green infrastructure strategy has now been prepared and is based on the factors set out in the principle.</p>

<b>Current high level development principles (contained within Policy CS13)</b>	<b>New high level development principles (as set out in Policy WEL1) which is proposed to replace the development principles within Core Strategy Policy CS13</b>	<b>Rationale for proposed changes</b>
<p>features on the site and adjacent areas, whilst linking new and established green spaces within the built environment and connecting the urban area to its wider rural hinterland</p>	<p>spaces within the built environment and connecting the urban area to its wider rural hinterland.</p>	
<ul style="list-style-type: none"> <li>the provision of Green Infrastructure to meet the recreational needs of additional residents, to contribute to the access networks to the natural environment and BAP targets to achieve a net gain for biodiversity, to make a positive contribution towards implementing the Partnership for Urban South Hampshire Sub-Regional Green Infrastructure Strategy, and to ensure that any potential adverse effects on nationally and internationally protected sites identified through the SA/ HRA work are avoided. Where adequate mitigation or avoidance measures cannot be achieved on site through the provision of Green Infrastructure a financial contribution will be sought to</li> </ul>	<ul style="list-style-type: none"> <li>The provision of Green Infrastructure to meet the recreational needs of additional residents, to contribute to the access networks to the natural environment and Biodiversity Action Plan (BAP) targets to achieve a net gain for biodiversity, to make a positive contribution towards implementing the Partnership for Urban South Hampshire Sub-Regional Green Infrastructure Strategy, and to ensure that any potential adverse effects on nationally and internationally protected sites identified through the Habitat Regulations assessment (HRA) work are avoided. Where adequate mitigation or avoidance measures cannot be achieved on site through the provision of Green Infrastructure a financial contribution will be sought to provide off-site mitigation measures such as managing access to nationally or internationally important sites or the provision of off-site Green</li> </ul>	<p>The reference to the Sustainability Appraisal (SA) was removed as the potential impacts of the development on nationally and internationally protected sites has been identified through the Habitat Regulations Assessment (HRA) and not the SA. No other changes made.</p>

Current high level development principles (contained within Policy CS13)	New high level development principles (as set out in Policy WEL1) which is proposed to replace the development principles within Core Strategy Policy CS13	Rationale for proposed changes
provide off-site mitigation measures such as managing access to nationally or internationally important sites or the provision of off-site Green Infrastructure	Infrastructure.	
<ul style="list-style-type: none"> <li>green buffers will be incorporated into the layout to prevent coalescence with Knowle, Wickham, Funtley and Fareham</li> </ul>	<ul style="list-style-type: none"> <li>Green buffers will be incorporated into the layout to prevent coalescence with Knowle, Wickham, Funtley and Fareham.</li> </ul>	No changes made.
<ul style="list-style-type: none"> <li>the AAP and masterplan will be developed in accordance with the Emerging Transport Strategy, which is based on the following key principles; <ul style="list-style-type: none"> <li>The SDA will have high levels of self containment;</li> <li>The SDA will address a significant proportion of trips through the development of robust reduce and manage policies;</li> <li>Bus Rapid Transit (BRT) will form a key component of the access strategy;</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Based on the revised Transport Strategy, the following key principles apply in relation to transport: <ul style="list-style-type: none"> <li>To support the sustainability of the new community, the aim will be to create high levels of self containment;</li> <li>The development will address a significant proportion of trips through the development of robust reduce and manage policies;</li> <li>Bus Rapid Transit (BRT) will form a key component of the access strategy;</li> <li>Access will be via the A32 and junction 10 of the M27;</li> <li>The rate of development will be linked</li> </ul> </li> </ul>	<p>The first part of this principle was revised to reflect the progress made on the Welborne Plan, the concept masterplanning and the revised transport strategy.</p> <p>References to 'SDA' have been replaced with 'development' to reflect the stage the plan has reached.</p> <p>The transport<sup>123</sup> and economic development<sup>124</sup> evidence indicate that the development may not be able to deliver 'high levels of self-containment' with any degree of certainty. As the commitment is potentially undeliverable, it needed to be revised to be consistent with</p>

<sup>123</sup> See the [NCNF Transport Strategy \(Parsons Brinckerhoff, March 2013\)](#)

<sup>124</sup> [Employment and Workspace Paper \(HJA, April 2013\)](#)

Current high level development principles (contained within Policy CS13)	New high level development principles (as set out in Policy WEL1) which is proposed to replace the development principles within Core Strategy Policy CS13	Rationale for proposed changes
<ul style="list-style-type: none"> <li>○ Access will initially be via the A32 and junction 10 of the M27;</li> <li>○ At a later stage a link road may be required from the A32 to junction 11 of the M27;</li> <li>○ A phasing plan will be agreed, setting out how the rate of development will be linked to the funding and provision of the necessary transport infrastructure</li> </ul>	<p>to the funding and provision of the necessary transport infrastructure;</p> <ul style="list-style-type: none"> <li>○ Carefully designed transport interventions will minimise the traffic impacts on the local and strategic road network and mitigate any environmental impacts.</li> </ul>	<p>national policy. However, self-containment remains a key aspiration for the development and this is reflected in the overall approach of the transport and economic development strategies and the approach to community facilities on the site. The revised principle sets out this aspiration.</p> <p>In line with the transport strategy, the revised principle clarifies that access will be via the A32 and Junction 10 and not just for the initial phases.</p> <p>The reference to the potential need for a link road to Junction 11 has been removed, in line with the preferred option for development as set out in this plan and in the most recent Welborne Concept Masterplan<sup>125</sup>.</p> <p>Reference to the need to agree a phasing plan has been removed. A draft phasing plan has been included within this version of the plan and this will form the basis of an agreed phasing plan in the Pre-Submission Welborne Plan.</p>

<sup>125</sup> NCNF Concept Masterplan Preferred Option Report (LDA Design, April 2013)

Current high level development principles (contained within Policy CS13)	New high level development principles (as set out in Policy WEL1) which is proposed to replace the development principles within Core Strategy Policy CS13	Rationale for proposed changes
		This principle has been merged with the following one, on mitigating the impacts of development traffic, and this has been shortened to remove the reference to the BRT which is already covered in this principle.
<ul style="list-style-type: none"> <li>the longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic road network and fully mitigate any environmental or traffic impacts. It will also need to help facilitate an effective Bus Rapid Transit system</li> </ul>		This principle has been merged into the previous one as set out above.
<ul style="list-style-type: none"> <li>a balanced package of measures will be introduced to encourage smarter transport choices to meet the needs of the new development, and maximise the opportunities for sustainable travel; including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access the adjoining area; connection to the Bus Rapid Transit system; and effective measures to mitigate the transport impacts of the proposed</li> </ul>	<ul style="list-style-type: none"> <li>The development will incorporate a balanced package of measures to encourage smarter transport choices to meet the needs of the new development, and maximise the opportunities for sustainable travel; including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access the adjoining area; connection to the Bus Rapid Transit system; and effective measures to mitigate the transport impacts of the proposed development on the strategic and local road network.</li> </ul>	The first few words of this principle have been revised to clarify the meaning. No other changes made.

Current high level development principles (contained within Policy CS13)	New high level development principles (as set out in Policy WEL1) which is proposed to replace the development principles within Core Strategy Policy CS13	Rationale for proposed changes
development on the strategic and local road network		
<ul style="list-style-type: none"> <li>the development will provide supporting social and physical infrastructure; including a range of convenience and comparison shopping, local employment, health, community and leisure facilities centred around a new district centre, together with provision for pre-school, primary and secondary education. Up to three local centres will be provided to act as neighbourhood hubs for the provision of social infrastructure and local employment opportunities</li> </ul>	<ul style="list-style-type: none"> <li>The development will provide supporting social and physical infrastructure; including a range of convenience and comparison shopping, local employment, health, community and leisure facilities centred around a new district centre, together with provision for pre-school, primary and secondary education. Up to three local centres will be provided to act as neighbourhood hubs for the provision of social infrastructure and local employment opportunities.</li> </ul>	No changes made.
<ul style="list-style-type: none"> <li>the layout will provide for a range of housing types, sizes and tenures to meet the needs of the new community and aim to provide between 30-40% affordable housing</li> </ul>	<ul style="list-style-type: none"> <li>Each residential phase of the development will provide for a range of housing types, sizes and tenures, including affordable housing, to meet the needs of the community. The overall aim is to deliver between 30-40% affordable housing, subject to development viability and funding being available.</li> </ul>	<p>Reference to phases of development has been added to reflect the need for these aspects to be achieved throughout the full build-out of Welborne and not only within one or two phases. Specific reference has been made to the need for each phase to include an element of affordable housing.</p> <p>The overall affordable housing target has been made subject to viability and the availability of funding. This change was made in order to be</p>

Current high level development principles (contained within Policy CS13)	New high level development principles (as set out in Policy WEL1) which is proposed to replace the development principles within Core Strategy Policy CS13	Rationale for proposed changes
		consistent with national policy in light the on-going weakness in the housing market which puts pressure on overall development viability.
<ul style="list-style-type: none"> <li>a Sustainable Drainage System will be fully integrated into the network of open spaces, to mitigate potential flood risk, allowing the SDA to adapt to climate change whilst providing biodiversity benefits and enhanced recreational opportunities. The development must also provide sewerage infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Each main phase of the development will fully integrate Sustainable Drainage Systems into the network of open spaces, to mitigate potential flood risk, allowing the new community to adapt to climate change whilst providing biodiversity benefits and enhanced recreational opportunities. The development must also provide for both on-site and off-site sewerage infrastructure.</li> </ul>	<p>Reference to phases of development has been added to reflect the need for these aspects to be achieved throughout the full build-out of Welborne and not only within one or two phases.</p> <p>The reference to 'SDA' has been removed.</p> <p>Clarification has been provided that both on-site and off-site sewerage infrastructure will be needed. This reflects the infrastructure planning evidence<sup>126</sup> and consultation evidence from sewerage undertakers.</p>

Use the [online response form](#) to make comments on this draft plan.

<sup>126</sup> NCNF Infrastructure Delivery Plan, Stage 1 Report (AECOM, February 2013)



# Appendix B

## Masterplan Options: Summary of Evaluation

The Concept Masterplan Options Study Report<sup>127</sup> provided the basis for the development of a range of options for taking the Welborne development forward. These options were used to create the Options Consultation document<sup>128</sup> that the Council published for consultation between 2<sup>nd</sup> and 31<sup>st</sup> July 2012. The options considered in that document and included in this assessment are as follows:

- Four overall masterplan and transport options;
- Four alternative locations for the District Centre;
- Two alternative locations for the secondary school;

Following the July 2012 consultation and alongside the second phase of concept masterplanning work, the following key factors were taken into account in analysing the various options:

- The July 2012 Options Consultation responses from the community and interested parties;
- The emerging Welborne Vision and the existing Core Strategy Vision;
- The Government's Garden City initiative and Creating Quality Places Standing Conference workshop held at FBC in January 2013;
- The Draft Sustainability Appraisal undertaken on the options being considered;
- The initial traffic modelling work undertaken in autumn 2012;
- The emerging Green Infrastructure Strategy including the mitigation of potential impacts of European protected sites on the Solent;
- Landowner aspirations;
- The infrastructure planning and emerging viability evidence work;
- Other completed and emerging evidence studies, including the Retail Study; the sports facilities assessment; the Smarter Choices and Parking Study and; the Employment Strategy.

### Evaluation criteria

The analysis of the different options taking into account the factors listed above used the following criteria to assess the various options:

- **Emerging vision:-** Compatibility with the emerging vision of a stand-alone community that draws heavily on its surrounding landscape for quality and place-making, but with a strong relationship to Fareham. This involves a shift in character from wetland meadows and 'campus' influences in the south through more dense development with wide open spaces to wooded development in the north;

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<sup>127</sup> NCNF Concept Masterplan Options Study Report (LDA Design, August 2012)

<sup>128</sup> NCNF Options Consultation (Fareham Borough Council, July 2012)

- **Core Strategy:-** Compliance with the Core Strategy vision and principles;
- **Consultation:-** Public consultation in July 2012 and on-going engagement with landowners and interested parties;
- **Green Infrastructure:-** Ability to deliver on-site green infrastructure including the mitigation of potential impacts of protected sites on the Solent;
- **Deliverability:-** The ability to deliver necessary site infrastructure and the overall viability of the development and;
- **Sustainability Appraisal:-** the performance of the option under the Draft Sustainability Appraisal which incorporates a draft Strategic Environmental Assessment.

### Recommended Preferred Options

On the basis of the detailed assessment undertaken, a summary is provided below as a 'traffic light assessment'. The assessment recommended that the following options should be taken forward within the Welborne Plan:

- Option 3 is the preferred overall masterplan and transport option;
- Location 1 is the preferred location for the District Centre;
- Neither of the two locations is recommended for the secondary school and a third alternative would need to be identified and assessed;

### Key to the traffic light colours

Green	= More positive points than negative points
Amber	= A balance between positive and negatives
Red	= More negative points than positive points

## Overall Masterplan and Transport Options

	Masterplan /Transport Option 1	Masterplan /Transport Option 2	Masterplan /Transport Option 3	Masterplan /Transport Option 4
<b>Emerging Vision</b>	<ul style="list-style-type: none"> <li>• Provision of a new link road, together with easy access to M27 J10 &amp; J11 makes this option too motorway focused, rather than Fareham focused.</li> <li>• Employment around J11 reduces the feeling of an integrated stand-alone community and would likely compromise sustainable movement patterns.</li> <li>• The A32 link road physically separates Welborne from the countryside to the east, making it harder for Welborne to relate and access the landscape.</li> <li>• Questionable whether employment at J11 could achieve design which is sympathetic with the immediate landscape (Portsdown Hill).</li> </ul>	<ul style="list-style-type: none"> <li>• As Option 1, but the lack of an A32 link road allows a more positive relationship with the countryside to be maintained.</li> <li>• However, the lack of an A32 link also makes the J11 employment land even more remote and increases the anticipated unsustainable reliance on the car.</li> </ul>	<ul style="list-style-type: none"> <li>• Focus on J10 and A32 improves perception of Welborne as a place that is functionally related to Fareham, due to its more compact nature and physical connections.</li> <li>• No employment at J11 allows a better connection to exist between Welborne and the countryside.</li> <li>• Developing Welborne on both sides of the A32 forces the issue of severance to be addressed and forcing east-west movement infrastructure to be planned for.</li> </ul>	<ul style="list-style-type: none"> <li>• The lack of any development to the east of the A32 removes the need to plan for any connections across it - effectively causing it to become a by-pass and a barrier to east-west movement.</li> <li>• The lack of any east-west connections restricts the relationship that this option has with the surrounding landscape and green infrastructure network.</li> <li>• The more limited size of development provided by this option is likely to restrict the level of supporting infrastructure which can be provided, therefore possibly making it more difficult to achieve a sense of cohesive community and increasing reliance on existing services and infrastructure in Fareham.</li> </ul>

	Masterplan /Transport Option 1	Masterplan /Transport Option 2	Masterplan /Transport Option 3	Masterplan /Transport Option 4
<b>Core Strategy</b>	<ul style="list-style-type: none"> <li>The quantity of housing provided by this option is in line with what is prescribed in the Core Strategy.</li> <li>Employment space however is short of the Core Strategy target, but opportunities for additional jobs will exist at the development, particularly in retail, which would more than compensate for the employment space shortfall.</li> <li>The provision of employment at J11, along with the A32 link does not represent local self-containment or sustainable access and would attract people from a wider catchment.</li> <li>Any development at J11 would struggle to complement the local topography, landscape and historic structures.</li> </ul>	<ul style="list-style-type: none"> <li>Option 2 has the same housing and employment land-uses as option 1, but there is no A32 link to J11.</li> <li>As such, without the A32 link, this scheme represents an even less self-contained scheme than option 1, albeit with some slight access improvements.</li> <li>The employment area at J11 would operate largely in isolation from the main development which was a risk raised by the Inspector in removing reference to J11 development from the Core Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>This option provides housing numbers which could reach the lower level of the range given in the Core Strategy.</li> <li>Employment space however is short of the Core Strategy target, but opportunities for additional jobs will exist at the development, particularly in retail, which would more than compensate for the employment space shortfall.</li> <li>The more compact layout of this option makes it more sustainable and integrated than options 1 &amp; 2 which include development at J11.</li> <li>There is enough space to create an employment area of sufficient size for it to play both a sub-regional and local role.</li> </ul>	<ul style="list-style-type: none"> <li>Housing numbers and employment space falls far below of Core Strategy requirement.</li> <li>Employment space could be further reduced to allow housing numbers to increase, but that would leave an employment area that was of insufficient size to play a sub-regional role.</li> <li>Option 4 would be the most compact and integrated development due to a lack of road severance.</li> <li>The scale of this option is such that some of the facilities and services required by a self-contained community might not be viable due to a lack of funding availability.</li> </ul>

	Masterplan /Transport Option 1	Masterplan /Transport Option 2	Masterplan /Transport Option 3	Masterplan /Transport Option 4
<b>Consultation</b>	<ul style="list-style-type: none"> <li>Option 1 was preferred by the majority of public consultees on the basis of delivering the maximum number of homes and jobs in one location.</li> <li>The focus on J11 would enable better access to Fareham and would mean that the A32 could be downgraded.</li> <li>This option also represents the best separation of employment from housing, although others felt this to be a significant disadvantage (lack of sustainability).</li> <li>This option was preferred by PUSH, but was opposed by one of the two main landowners.</li> </ul>	<ul style="list-style-type: none"> <li>This option was supported by the fewest public consultees.</li> <li>There was some support for the high number of homes and jobs which would be balanced by lower financial and environmental costs than option 1.</li> <li>Concern was expressed about the separation of employment from Welborne.</li> <li>Option was opposed by both main landowners.</li> </ul>	<ul style="list-style-type: none"> <li>Few public consultees supported this option.</li> <li>There was support for the balance between the large scale of development and the ability to integrate housing and employment on the same site.</li> <li>There was support for the viability of the development and its corresponding ability to deliver supporting infrastructure.</li> <li>Concerns about the capacity of J10 to accommodate the traffic generated [<i>since proved unfounded by modelling</i>].</li> <li>Concern about overcoming the severance of the A32.</li> <li>This option was supported by other key stakeholders, including Winchester CC.</li> <li>One of the two main landowners supported a combination of options 3 and 4.</li> </ul>	<ul style="list-style-type: none"> <li>Lots of public support for this option, second only to option 1, on the basis that this option has a comparatively small environmental impact.</li> <li>Support for the smaller scale of development was felt to be more in keeping with Fareham's needs [<i>despite the Core Strategy requirements</i>].</li> <li>Some concern from those who felt that the scale of development would be inadequate to pay for the required supporting infrastructure.</li> <li>One of the two main landowners supports option 4, but in part because of a stated belief that the other landowner would prefer this option [<i>which was not the case</i>].</li> </ul>

	Masterplan /Transport Option 1	Masterplan /Transport Option 2	Masterplan /Transport Option 3	Masterplan /Transport Option 4
<b>Green Infrastructure</b>	<ul style="list-style-type: none"> <li>Higher level of housing would increase the level of green infrastructure required and this is not likely to be deliverable due to third party land ownerships.</li> <li>Extension of the development to the east of A32 makes it easier to deliver green infrastructure links through to Portsdown Hill.</li> <li>Inclusion of both sides of the A32 forces development to overcome the severance issue, improving east-west movement in the process.</li> <li>The new A32 link would however form a substantial new barrier to access the Wallingford valley.</li> <li>Relatively poor viability would make it harder to deliver the off-site green infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>Would not suffer from the additional severance from a new A32 link like option 1 and therefore also increasing the viability of this option.</li> <li>Delivery of off-site green infrastructure still likely to remain an issue however for option 2, due to the relatively poor viability.</li> </ul>	<ul style="list-style-type: none"> <li>Not as well connected to the east as options 1 and 2, but better overall viability should assist in providing the sufficient quantity of green infrastructure.</li> <li>Development to the east of the A32 addresses the severance issue as with option 2, which should enable decent access to be provided from Welborne to the Wallingford Valley.</li> <li>Lower level of housing reduced overall green infrastructure require which helps to ensure it can be delivered within land ownerships controlled by site promoters.</li> </ul>	<ul style="list-style-type: none"> <li>The lack of development to the east of the A32 means there is no need to address east-west connections across the A32 which will isolate the community from the east.</li> <li>The need to find room for all land uses west of the A32 in this option places pressure on land availability and it may not be possible to deliver sufficient green infrastructure within land ownerships controlled by the site promoters.</li> </ul>

	Masterplan /Transport Option 1	Masterplan /Transport Option 2	Masterplan /Transport Option 3	Masterplan /Transport Option 4
<b>Deliverability</b>	<ul style="list-style-type: none"> <li>• The greater population and higher number of employees would maximise the viability of BRT and other services.</li> <li>• However, the development at J11 and the construction of the A32 link are extremely expensive items and have a very detrimental effect on viability.</li> <li>• Traffic modelling has demonstrated that use of J11 is the primary access would have significant adverse impacts on the strategic road network, including at J12.</li> <li>• Option 1 is the least viable option due to the high cost of the A32 link and improvements at J11.</li> </ul>	<ul style="list-style-type: none"> <li>• More viable than option 1 due to the lack of the A32 link road, but still not as viable as 3 and 4.</li> </ul>	<ul style="list-style-type: none"> <li>• More viable than options 1 and 2 and comparable with 4.</li> <li>• The higher housing numbers in option 3 compared to option 4 enable its relative viability to increase, if the proportion of market housing is increased.</li> <li>• The higher population and employee numbers make the viability of BRT and provision of other community infrastructure and services more viable than option 4.</li> </ul>	<ul style="list-style-type: none"> <li>• Overall viability is comparable to option 3, but this option may not be able to provide the range of community infrastructure that option 3 could, due to the reduced housing numbers.</li> </ul>

	Masterplan /Transport Option 1	Masterplan /Transport Option 2	Masterplan /Transport Option 3	Masterplan /Transport Option 4
<b>Sustainability Appraisal</b>	<ul style="list-style-type: none"> <li>Option 1 was found to be the least sustainable due to a range of factors, including the isolation of employment at J11, the landscape sensitivity of land at J11 and the potential for flooding in the River Wallington floodplain.</li> </ul>	<ul style="list-style-type: none"> <li>Option 2 performed in a very similar way to Option 1 in the Sustainability Appraisal, but was even less sustainable due to the lack of a link road to J11.</li> </ul>	<ul style="list-style-type: none"> <li>Option 3 performed better than Options 1 and 2 overall.</li> <li>The key sustainability issues highlighted included the potential for some landscape and biodiversity impact east of the A32 and the potential for the A32 to act as a barrier to walking and cycling.</li> </ul>	<ul style="list-style-type: none"> <li>Option 4 performed the best out of all the options for sustainability.</li> </ul>

### Location of the District Centre

	District Centre Location 1	District Centre Location 2	District Centre Location 3	District Centre Location 4
<b>Emerging Vision</b>	<ul style="list-style-type: none"> <li>Would facilitate creation of a strong feature at the main access point to Welborne which provides strong connections with Fareham and a focus and landmark for residents and visitors.</li> </ul>	<ul style="list-style-type: none"> <li>Similar to Location 1, but the focus of Welborne would be moved further north weakening the links with Fareham.</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide a strong focus for those entering Welborne</li> <li>Weakens the link to Fareham and creates more of a link to Knowle</li> </ul>	<ul style="list-style-type: none"> <li>Creates a clear focus for the heart of Welborne</li> <li>Link with Fareham is weak and there is no focus provided for those entering Welborne.</li> </ul>



	District Centre Location 1	District Centre Location 2	District Centre Location 3	District Centre Location 4
<b>Core Strategy</b>	<ul style="list-style-type: none"> <li>Capable of complying with the Core Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>Capable of complying with the Core Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>Capable of complying with the Core Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>This location would make it difficult to ensure the centre was available until the later phases of Welborne.</li> </ul>
<b>Consultation</b>	<ul style="list-style-type: none"> <li>Fewer people thought this option was the best as it was not the most central location.</li> <li>Location was supported by one of the two main landowners [<i>and has since been supported by the other main landowner</i>]</li> </ul>	<ul style="list-style-type: none"> <li>Few people chose this location and those that did referred to its good accessibility for both Welborne and existing Knowle and Wickham residents.</li> <li>Some considered this location too peripheral to the development</li> </ul>	<ul style="list-style-type: none"> <li>A significant number opted for this location as they considered it was central for Welborne and could be accessed easily by all parts of the development.</li> </ul>	<ul style="list-style-type: none"> <li>Similar to Location 3, this was chosen by many due to its central location.</li> <li>Some opted for Location 4 as they considered it would reduce the prospect of new and existing residents using the A32 to access the centre.</li> </ul>
<b>Green Infrastructure</b>	<ul style="list-style-type: none"> <li>Allows the centre to be fronted onto the central park.</li> </ul>	<ul style="list-style-type: none"> <li>Location does not benefit from frontage onto the central park and is therefore harder to link into the green corridor network.</li> </ul>	<ul style="list-style-type: none"> <li>Allows the centre to be fronted onto the central park.</li> </ul>	<ul style="list-style-type: none"> <li>Allows the centre to be fronted onto the central park.</li> </ul>

	District Centre Location 1	District Centre Location 2	District Centre Location 3	District Centre Location 4
<b>Deliverability</b>	<ul style="list-style-type: none"> <li>• Close proximity of the centre to employment areas would help support its viability.</li> <li>• Access from adjacent A32 increases viability of the centre through passing trade and use by residents in existing settlements.</li> <li>• Location allows early development of the centre which helps to improve viability.</li> </ul>	<ul style="list-style-type: none"> <li>• Further away from employment areas weakens the viability of a centre at this location.</li> <li>• Other points are similar to Location 1.</li> </ul>	<ul style="list-style-type: none"> <li>• There would be some viability support from Knowle for a centre at this location.</li> <li>• Further away from employment areas and from A32 weakens the viability of a centre at this location.</li> </ul>	<ul style="list-style-type: none"> <li>• Centre would be unlikely to attract any trade from outside of Welborne and so provides the weakest viability prospect.</li> <li>• Distance and lack of clear connection with the employment areas also harms viability.</li> </ul>
<b>Sustainability Appraisal</b>	<ul style="list-style-type: none"> <li>• This location was not considered to raise any significant sustainability issues.</li> <li>• It was considered to be a marginally less sustainable location than Location 4.</li> </ul>	<ul style="list-style-type: none"> <li>• Performed least well in the Sustainability Appraisal due to the more peripheral location and greater difficulty of accessing a centre at this location by foot or cycle.</li> </ul>	<ul style="list-style-type: none"> <li>• As with Location 1, this location was not considered to raise any significant sustainability issues.</li> <li>• It was considered to be a marginally less sustainable location than Location 4.</li> </ul>	<ul style="list-style-type: none"> <li>• This location was considered to be most sustainable as it was central to Welborne.</li> </ul>

## Location of the Secondary School

	Secondary School Location 1	Secondary School Location 2
<b>Emerging Vision</b>	<ul style="list-style-type: none"> <li>• Location would provide a clear link between Fareham/Funtley and Welborne.</li> <li>• Provides some potential for an education cluster with the new primary proposed to the north of the Location 1.</li> <li>• No clear connection could be achieved with any of the district centre locations.</li> </ul>	<ul style="list-style-type: none"> <li>• Also provides a link between Fareham and Welborne, although this would be focused more on access by motor vehicles</li> <li>• Provides some potential for an education cluster with Boundary Oak School</li> <li>• No clear connection could be achieved with any of the district centre locations.</li> </ul>
<b>Core Strategy</b>	<ul style="list-style-type: none"> <li>• Capable of complying with the Core Strategy, although location would be likely to result in the later delivery of a secondary school due to the need to create new roads to access the site.</li> </ul>	<ul style="list-style-type: none"> <li>• Capable of complying with the Core Strategy.</li> </ul>
<b>Consultation</b>	<ul style="list-style-type: none"> <li>• This was the more popular location with many people approving of the links with Fareham and considering that the other location was too peripheral to Welborne.</li> </ul>	<ul style="list-style-type: none"> <li>• This was less favoured and a significant number of people thought that a secondary school at this location would be too peripheral and too close to the motorway.</li> </ul>
<b>Green Infrastructure</b>	<ul style="list-style-type: none"> <li>• It would be relatively easy to link a school at this location to the green corridor network.</li> <li>• However, the constraints on land within the main body of Welborne would limit the areas available for landscaping</li> </ul>	<ul style="list-style-type: none"> <li>• Allows for an effective integration of the secondary school with the countryside to the east.</li> <li>• Provides some potential for integration with the green corridor network east of the A32, but more difficult to access areas west of the A32.</li> <li>• As land east of the A32 is less constrained, there would be more potential for landscaping and additional green infrastructure linked to the school.</li> </ul>

	<b>Secondary School Location 1</b>	<b>Secondary School Location 2</b>
<b>Deliverability</b>	<ul style="list-style-type: none"> <li>Location 1 would be difficult to access early in the Welborne development and this may delay delivery of the secondary school.</li> </ul>	<ul style="list-style-type: none"> <li>Proximity to A32 allows for early delivery of a secondary school.</li> </ul>
<b>Sustainability Appraisal</b>	<ul style="list-style-type: none"> <li>This location performed marginally better than Location 2.</li> <li>The key issues were the better potential for pedestrian and cycle links to the main body of Welborne and to Fareham and due to the reduced potential here for impacts on landscape and site biodiversity.</li> </ul>	<ul style="list-style-type: none"> <li>Although this location did not perform poorly in sustainability terms, there were issues in relation to the impact on biodiversity and landscape east of the A32. This would apply equally to any development proposed in this location and a school, with substantial playing fields and landscaping, could offer better mitigation than other forms of development.</li> <li>The location was considered to be less easily accessible by foot and cycle than Location 1.</li> </ul>

Use the [online response form](#) to make comments on this draft plan.

# Appendix C

## List of Evidence and Background Documents

### Evidence Documents

These documents have been specifically commissioned by Fareham Borough Council and produced on their behalf (largely by consultants) in order to specifically support the development of the Welborne Plan. All evidence documents are currently unpublished (unless indicated by \*) and will be made publically available at the beginning of the public consultation on 29 April (unless indicated by \*\*).

<b>Title</b>	<b>Date finalised</b>	<b>Author</b>
Outcomes of the Chelmer Demographic Model for the NCF	2011 & 2012	Cambridge Econometrics
Employment and Workspace Paper	April 2013	Hardisty Jones Associates (HJA)
Dynamic Demographic Analysis of the New Community North of Fareham	June 2012	Cambridge Econometrics
Fareham Borough Housing Needs Assessment Update	August 2012	DTZ
Fareham Retail Study 2012 – NCF Supplementary Retail Paper	December 2012	GVA
Refining the Fareham SDA Capacity Analysis Study*	July 2009	David Lock Associates
Habitat Regulations Assessment for the North of Fareham SDA Area Action Plan: Baseline Data Review Report*	May 2012	Urban Edge
Habitat Regulations Assessment for NCF: Screening Statement	April 2013	Urban Edge
Fareham SDA Infrastructure Funding Position Statement	April 2011	Almondree Consulting
Fareham SDA Infrastructure Funding Factfile Update	February 2012	Almondree Consulting
NCF Archaeological Review	February 2012	Hampshire County Council
NCF Concept Masterplan Options Report	August 2012	LDA Design
NCF Concept Masterplan Preferred Option Report	April 2013	LDA Design

<b>Title</b>	<b>Date finalised</b>	<b>Author</b>
NCNF Eco-Opportunities Study	August 2012	LDA Design & Parsons Brinckerhoff
NCNF Indoor and Outdoor Sports Facilities Assessment	October 2012	KKP
NCNF Infrastructure Delivery Plan Stage 1 Report	February 2013	AECOM
NCNF Landscape Study	July 2012	LDA Design
NCNF Site Specific Housing Market Assessment	March 2013	DTZ / Wessex Economics
NCNF Transport Strategy	March 2013	Parsons Brinckerhoff
NCNF Viability Appraisals**	Ongoing	GVA
North Fareham SDA Smarter Choices Study	January 2012	Campbell Reith / ITP
North Fareham SDA Parking Study	January 2012	Campbell Reith / ITP
Sustainability Appraisal for NCNF: Options Assessment	April 2013	Urban Edge
Sustainability Appraisal of the Area Action Plan for the North of Fareham Strategic Development Area: Scoping Report*	July 2009	Urban Edge
Sustainability Appraisal for the North of Fareham SDA Area Action Plan: Scoping Report*	May 2012	Urban Edge
Welborne Infrastructure Funding Strategy (Stage 1)	April 2013	GVA

### Background Documents

These are published documents which are publically available (unless indicated by \*\*) and which the Welborne Plan refers to or relies upon for evidence, but which were not produced specifically for the development of the Welborne Plan, unless otherwise indicated.

<b>Title</b>	<b>Date published</b>	<b>Author</b>
By Design: Urban Design in the Planning System - Towards Better Practice	May 2000	DETR & CABE
Community Infrastructure Levy Guidance	December 2012	DCLG
Developers' Contributions Towards Children's Services Facilities	December 2011	Hampshire County Council
Fareham Housing Strategy 2010-2015	April 2010	Fareham Borough Council

<b>Title</b>	<b>Date published</b>	<b>Author</b>
Fareham Local Development Scheme	March 2012	Fareham Borough Council
Fareham Local Plan Part 1: Core Strategy	August 2011	Fareham Borough Council
Fareham Local Plan Part 2: Development Sites and Policies DPD (Draft)	October 2012	Fareham Borough Council
Fareham Statement of Community Involvement	January 2011	Fareham Borough Council
Green Infrastructure Strategy for the Partnership for Urban South Hampshire	June 2010	Partnership for Urban South Hampshire
Hampshire County Council Infrastructure Statement - Version 1	December 2012	Hampshire County Council
Housing Provision for Older People in Hampshire: Older Persons Housing Study	November 2009	Hampshire County Council
National Planning Policy Framework	March 2012	DCLG
Welborne Interim Consultation Statement <sup>129</sup>	April 2013	Fareham Borough Council
PADHI: HSE's land use planning methodology	May 2011	HSE
PUSH Strategic Flood Risk Assessment: Final Report	December 2007	Atkins
Review of the barriers to institutional investment in private rented homes (The Montague Review)	August 2012	DCLG
School Places: Framework and Analysis 2012-2016	November 2012	Hampshire County Council
SDMP Phase II Final Report: Predicting the impact of human disturbance on overwintering birds in the Solent	February 2012	Stillman, R. A.; West, A. D.; Clarke, R.T. & Liley, D.
Solent Disturbance and Mitigation Project (Phase III)**	Unpublished	Footprint Ecology
South Hampshire Strategy: A framework to guide sustainable development and change to 2026	October 2012	Partnership for Urban South Hampshire
Urban Design Compendium	2007	English Partnerships
Winchester City Council Local Plan Part 1	March 2013	Winchester City Council

<sup>129</sup> This document was produced to support the Draft Welborne Plan and will be updated and re-published at the Pre-Submission Welborne Plan stage.

# Appendix D

## Maps and Diagrams

- D.1 - Constraints Plan
- D.2 - Concept Masterplan
- D.3 - Combined Green Infrastructure Plan
- D.4 - Green Infrastructure Uses Plan
- D.5 - Pedestrian and Cycle Linkages (Movement Framework plan)
- D.6 - Landscape and Habitats Framework Plan

Use the **online response form** to make comments on this draft plan.