

Local Plan Part 3: The Welborne Plan

Schedule of Main Modifications to The Welborne Plan Submission Version (June 2014)

January 2015

Introduction

This document comprises the schedule of all Main Modifications that are proposed to the Welborne Plan Submission Version (June 2014) (SD01).

The Main Modifications that are proposed by the Council are changes to the Plan that are considered necessary to enact the Main Modifications that are identified by the Inspector in his Preliminary Findings letter. The identified changes all relate to the soundness of the plan.

All Main Modifications are subject to a six-week period for public representations commencing on 26 January 2015 until 9 March 2015. All comments that are received will be forwarded to the Inspector who will consider them as part of the Examination.

All changes are shown with additional text underlined and deleted text ~~struck through~~.

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
MM1	Page 8 - Paragraph 1.29	<p>PUSH has committed to undertake a review and update of the South Hampshire Strategy, to take account of the most up-to-date background evidence, including the Strategic Housing Market Assessment (SHMA), and to extend the timeline of the Strategy to 2036. At their meeting of 25th March <u>2014</u>, the PUSH Joint Committee resolved to commence a proposed programme of work on the update commencing in April 2014, with publication of the final Strategy predicted for early 2016. The Council's commitment to an early review of the Local Plan is reiterated in the Local Development Scheme.</p> <p><u>The Council is committed to review the Local Plan, and this is set out in the Council's Local Development Scheme (Revised September 2014), which was agreed at Fareham Borough Council's Executive Meeting on the 1st September 2014. The Council's timetable for the Local Plan Review allows the Authority to take account of the current review of the South Hampshire Strategy. The timetable for the review of the Local Plan is as follows:</u></p> <ul style="list-style-type: none"> • <u>Summer 2016 – Consultation on Draft Plan (Regulation 18)</u> • <u>Summer 2017 – Publication of Proposed Submission Plan (Regulation 19)</u> • <u>Autumn 2017 – Submission to Secretary of State (Regulation 22)</u> • <u>Winter 2017 – Examination (Regulation 24)</u> • <u>Spring/Summer 2018 – Adoption of Local Plan (Regulation 26)</u> <p><u>The Local Plan review undertaken by the Council will be comprehensive in nature, updating and reviewing the adopted Core Strategy, Development Sites and Policies and Welborne Plans together, to form one Local Plan.</u></p>	To provide commitment to a review of the Borough's Local Plan.	<i>Discussed during the Issue 1 hearing session and subsequently proposed by the Council in Actions Arising Statement CD-32.</i>
MM2	Page 20 - Policy WEL2; 1 st bullet & 6 th bullet	<p><i>Insert a new 1st bullet point in WEL2:</i></p> <ul style="list-style-type: none"> • <u>The new development through its location, layout, housing and employment offers, transport links and social, economic and environmental aspects will form a functional part of Fareham and the wider South Hampshire area;</u> 	To emphasise the relationship between Welborne and Fareham to the south, and for grammatical clarity.	<i>Proposed in the Council's Further Actions Arising Statement CD-46.</i>

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
		<p>Amendment to the 6th bullet point (4th sub-bullet):</p> <ul style="list-style-type: none"> • Based on the revised Transport Strategy, t <u>The following key principles apply in relation to transport:</u> <ul style="list-style-type: none"> ○ 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 <u>principally to / from the south</u> 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; 		<p><i>Proposed in the Council's Actions Arising Statement CD-40.</i></p>
MM3	Page 38-39, Policy WEL5	<p><i>Insertion of clarification text below paragraph 2 of Policy WEL5</i></p> <p><u>Planning applications will be accompanied by site sections through the respective settlement buffers to demonstrate that the visual and physical separation will be achieved. The width of the settlement buffers in each case shall be no less than stipulated below and should be increased to a width of no less than 75 metres in the following circumstances:</u></p> <ol style="list-style-type: none"> i. <u>Where development located immediately adjacent to a settlement buffer is greater than 2-storeys or 8.5 metres in height;</u> ii. <u>Where noise-generating uses are proposed to be located immediately adjacent to a settlement buffer or;</u> iii. <u>Where a 50 metre wide settlement buffer would not enable a 75 metre separation between buildings in Welborne and buildings within a neighbouring settlement.</u> 	<p>To provide clarification on settlement buffers to decision-makers and applicants as to when a settlement buffer of more than 50 metres may be required.</p>	<p><i>Proposed in the Council's Further Actions Arising Statement CD-46.</i></p>

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
MM4	Pages 44-45, Policy WEL6	<p><i>Insertion of additional criterion to end of list:</i></p> <p><u>v. the issues of noise, light pollution and air quality have been considered in developing proposals, and shall set out the measures necessary to mitigate any likely impacts.</u></p>	<p>To ensure noise, light pollution and air quality are considered in the design principles.</p>	<p><i>Proposed in the Council's Statement Issue 3 CD-10</i></p>
MM5	Pages 44-45, Policy WEL6	<p><i>Amendment to criterion iii. of Policy WEL6:</i></p> <p><u>iii. The layout and design will help to create safe well-connected neighbourhoods, and have particular regard for ensuring that proposals maximise opportunities to prioritise pedestrian and cyclist movement across the A32;</u></p>	<p>To reflect the importance of pedestrian/cycle movement across the A32.</p>	<p><i>Proposed in the Council's Additional Material Statement CD-33.</i></p>
MM6	Pages 46-47, Policy WEL7	<p><i>Amendment to 1st, 3rd and 4th paragraphs of policy WEL7:</i></p> <p><u>Strategic design codes shall be prepared by the site promoters, to cover at least the areas within their own control. The strategic design codes shall be submitted for approval by the Council either, accompanying initial outline, reserved matters or detailed planning applications or alongside any applications for detailed consent or reserved matters for the relevant phase or development. Where the strategic design codes are not submitted with initial outline planning applications, high-level development principles shall be submitted with the Structuring Plan, in accordance with the Welborne Design Guidance Supplementary Planning Document.</u></p> <p><u>Planning permission will be granted for subsequent applications proposals which are in accordance with the design principles set out within the Welborne Strategic Framework, the relevant comprehensive masterplan and the strategic design codes. The Design and Access Statement which accompanies planning applications for each phase of the development shall clearly set out how the relevant sections of the strategic design codes approved with the initial applications have been complied with.</u></p> <p><u>The strategic design codes shall be subject to review and revision, as</u></p>	<p>To clarify the process and triggers for reviewing the Strategic Design Codes.</p>	<p><i>Discussed during the Issue 3 hearing session and subsequently proposed in the Council's Additional Material Statement CD-38.</i></p>

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
		required by the Local Planning Authority, throughout the course of the development period to ensure that they remain up to date and relevant, and to ensure that they support and do not harm the deliverability of each development phase.		
MM7	Page 54, Paragraph 5.17	<i>Addition to end of paragraph 5.17:</i> <u>However, if office proposals come forward on any of the land allocated for employment uses earlier than anticipated, they will be supported from the outset, provided that the proposals are otherwise in accordance with the Plan.</u>	To clarify the approach towards office provision.	<i>Proposed in the Council's Statement on Inspector Issue 4 CD-11.</i>
MM8	Page 61, Policy WEL10 - 6 th paragraph Page 63, Policy WEL11 - 4 th paragraph	<i>Amendment to 6th paragraph (Policy WEL10):</i> The scale and type of retail <u>and leisure</u> development at the District Centre shall be appropriate to the centre's function and position within Fareham's retail hierarchy of centres. All retail <u>and leisure</u> development proposals will require an impact assessment to demonstrate that they can comply with policies within the Local Plan and that they do not adversely impact in Fareham <u>T</u>own <u>C</u>entre or Wickham. <i>Amendment to 4th paragraph (Policy WEL11):</i> Robust<u>Comprehensive</u> impact assessments shall be undertaken to accompany planning applications for all retail and leisure proposals to demonstrate that they will not give rise to significant adverse impacts on Fareham's Town Centre or Wickham's centre and range of services proposed at the Local Centre will be consistent with the role of the Local Centre and its place within Fareham's hierarchy of centres serve to complement the function of Welborne's District Centre and will not adversely complete with it or with Wickham's centre.	To provide clarity on how impact assessments for retail and leisure will be assessed.	<i>Proposed in the Council's Statement on Inspector Issue 5 CD-12.</i>
MM9	Page 74, Policy WEL16	<i>Amendment to Policy WEL16 to allocate a single site for a secondary site:</i> One minimum 7 form entry secondary school shall be provided on a site of at	To reflect the Inspector's advice to allocate	<i>Initial amendments proposed in the</i>

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
		<p>least 9 hectares at the broad location <u>adjacent to the new district centre in the west of Welborne</u> as indicated on the Fareham Policies Map and on Appendix B.3 of this plan.</p> <p>The school shall be phased to enable an initial intake of pupils by the end of Main Phase 3, or as agreed with the Council <u>in consultation with Hampshire County Council as Local Education Authority</u>. In the period prior to the first intake at the Welborne School, site promoters shall work positively with Hampshire County Council to ensure that the capacity at surrounding schools is sufficient to meet the needs of Welborne, including contributing to the delivery of temporary additional capacity, where required by the Welborne development.</p> <p>The secondary school site shall be:</p> <ul style="list-style-type: none"> i. Large enough to enable appropriate landscaping to minimise the visual impact of the school into the Knowle Triangle and Knowle itself; Designed and laid out to ensure it is appropriately related to the district centre, in a sympathetic manner taking into account surrounding uses and constraints; ii. Well and safely connected to new and existing pedestrian and cycle routes, including to Welborne's green corridor network; iii. Provided with or in very close proximity to bus stops for conventional bus services and for BRT; iv. Be transferred by the developers to Hampshire County Council or to the relevant education provider at the time agreed with the Council and in a form consistent with the relevant site transfer requirements. <p>Detailed proposals for the school's layout shall ensure that all of the school buildings can be accommodated within the plan boundary. The intended uses within Knowle Triangle shall be consistent with the role of that land as a settlement gap between Welborne and Knowle, as set out within Winchester City Council's Local Plan Part 1.</p>	<p>a single location for the Secondary School close to the District Centre.</p>	<p><i>Council's Statement on Inspector Issue 6 CD-13. Policy discussed further during the Issue 6 hearing session with the subsequent changes proposed in the Council's Additional Material Statement CD-35.</i></p>

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
MM10	Page 81, Policy WEL18	<p><i>Clarification of Policy WEL18 regarding affordable housing provision:</i></p> <p>Development at Welborne shall provide a total of 30% affordable housing. (approximately 1,800 homes) with an initial tenure split of 70% affordable or social rent and 30% intermediate tenures. The tenure split will be kept under review based on evidence of need.</p> <p><u>Each residential phase of development shall be expected required to meet the target of 30% affordable housing provision unless a robust and transparent viability appraisal proving this not to be possible is accepted by the Council.</u></p> <p><u>In exceptional circumstances where viability considerations require, the minimum affordable housing numbers on any phase will be 10% (subject to viability and the implications for other infrastructure) and the maximum required will not normally exceed 40%.</u></p> <p><u>Where it is agreed that a residential phase will not meet the 30% target of affordable housing, the subsequent phase or phases will be expected required to meet that shortfall in addition to the 30% target if possible in viability terms.</u></p> <p><u>The initial tenure split will be 70% affordable or social rent and 30% intermediate tenures. The tenure split will be kept under review phase by phase based on evidence of need and viability.</u></p> <p>A range of affordable housing types, sizes and tenures shall be delivered within each residential phase. The precise number and mix of affordable homes within each phase shall be agreed with the Council, having regard to the nature of the phase to be developed, and the identified need for affordable homes <u>and its viability</u> at the time the phase comes forward.</p> <p>Approximately 15% of all affordable homes delivered within each phase of the development shall be designed to meet higher accessibility standards equivalent to the Lifetime Homes standards. The precise proportions shall reflect evidence of <u>need demand</u> at the time the phase comes forward and will be subject to the need</p>	<p>To remove reference of JVHC from policy and provide clearer guidance on Council's approach to delivering affordable housing.</p>	<p><i>Initial amendments proposed in the Council's Statement on Inspector Issue 10 CD-17. Policy discussed further during the Issue 10 hearing session with the subsequent changes proposed in the Council's Additional Material Statement CD-43.</i></p>

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
		<p>to ensure that the phase remains economically viable.</p> <p>Planning permission will be granted for affordable homes that are integrated with the market housing, within the overall limits set out below, and are designed and will be constructed to the same or higher standards. Affordable housing may be clustered in small groups.</p> <p>Each residential phase of development shall be expected to meet the target requirements (set out in the first paragraph of this policy) unless a robust and transparent viability appraisal proving this not to be possible is accepted by the Council. In such cases, the Council will consider alternative delivery mechanisms including the Joint Venture Housing Company (JVHC). Where such alternative delivery mechanisms are not viable, feasible or desirable, flexibility may be applied to the target level requirements within this policy, consistent with the Council's deferral of contributions policy (See WEL41 and the Welborne Planning Obligations SPD). Where a case for deferral is accepted, the absolute minimum level of affordable housing within any residential phase of development will be 10%.</p> <p>Where an agreed deferral of affordable housing results in any residential phase of the development not meeting the 'normal' target requirements of this policy, subsequent phases will be expected to provide affordable housing deferred from the previous phase(s). This will be in addition to meeting that phase's own normal 'target' provision, but will be subject to an overall maximum level of 40% of the housing within any one phase being delivered as affordable housing.</p>		
MM11	Page 92, Policy WEL23 - item iii.	<p><i>Amendment to criterion iii. to promote development that looks to the south for its main highway links:</i></p> <p>iii. <u>Achieves a development which is southwards-facing in transport terms through the masterplan layout and delivery of access via the A32 and an improved junction 10 of the M27;</u></p>	To ensure that the Plan promotes development that looks to the south for its main highway links.	<i>Proposed in the Council's Additional Material Statement CD-40 and Further Actions Arising Statement CD-46.</i>

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification						
MM12	Page 94, Paragraph 7.24 - 1 st sentence	<i>Amendment to 1st sentence:</i> The spine streets will use Knowle Road as the northern edge of a network box. This access will link back to the A32 at 4 <u>a number of</u> locations (including Knowle Road / A32 junction).	To introduce flexibility regarding access links to the A32.	<i>Proposed in the Council's Statement on Inspector Issue 7 CD-14.</i>						
MM13	Pages 94-95, Paragraph 7.27 – list item 1.	<i>Amendment to the final sentence of item 1. to provide clarification regarding traffic management on the A32:</i> It is likely that junction signals will be required. <u>Whilst some works may be required at this junction to discourage additional traffic movements travelling north through Wickham, it may be more appropriate to manage this additional demand through traffic management measures in the town centre and appropriate measures will need to be identified and locally agreed.</u>	To clarify traffic management measures for the A32	<i>Proposed in the Council's Statement on Inspector Issue 7 CD-14.</i>						
MM14	Page 97, Policy WEL25 - 1 st sentence	<i>Amendment to the 1st paragraph to provide clarification regarding the principal access being from the south:</i> The principal vehicular access to Welborne will be from the <u>south via the A32</u> and junction 10 of the M27.	To clarify the principal vehicular access to Welborne.	<i>Proposed in the Council's Additional Material Statement CD-40.</i>						
MM15	Page 106, Policy WEL29 - table	<i>Amendment to allotment row in table to provide clarification regarding allotment provision:</i> <table border="1"> <thead> <tr> <th>Type of open space of GI</th> <th>Minimum standard (per 1,000 population)</th> <th>To include</th> </tr> </thead> <tbody> <tr> <td>Allotments</td> <td>0.34 0.13 hectares</td> <td></td> </tr> </tbody> </table>	Type of open space of GI	Minimum standard (per 1,000 population)	To include	Allotments	0.34 0.13 hectares		To correct error in allotment provision.	<i>Discussed in the Issue 8 hearing session and subsequently proposed in the Council's Additional Material Statement CD-41.</i>
Type of open space of GI	Minimum standard (per 1,000 population)	To include								
Allotments	0.34 0.13 hectares									
MM16	Page 114, Policy WEL33	<i>Insertion of additional paragraph after the 1st paragraph to confirm how structural planting schemes will be expected to protect long-distance views, including from Portsdown Hill:</i>	To provide further clarity over the expected	<i>Discussed in the Issue 8 hearing session and subsequently</i>						

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
		<p><u>Structural landscaping schemes will show how they respond positively to areas of high landscape quality to the north and east of the site and take into account any material impact on long distance views of the site from Portsdown Hill to the east and across the site from the south.</u></p>	<p>protection for areas of high landscape sensitivity and long-distance views (Portsdown Hill).</p>	<p><i>proposed in the Council's Additional Material Statement CD-41 and Actions Arising Statement CD-46.</i></p>
MM17	Page 117, Policy WEL36	<p><i>Amendment to criteria ii. to provide clarification on optimising energy efficiency:</i></p> <p>ii. Achieve <u>high</u> energy efficiency standards for all buildings, including <u>meeting the Passivhaus Standard</u> if appropriate; and</p> <p><i>Amendment to final sentence to provide clarification on optimising energy efficiency:</i></p> <p><u>Proposals for residential development shall incorporate 10% of dwellings built to 'Passivhaus' sStandard, unless it can be demonstrated to be unviable, by means of a financial assessment which clearly demonstrates the maximum proportion of dwellings built to Passivhaus Standard which can be achieved.</u></p>	<p>To provide clarification on the level of energy efficiency and delivery of passivhaus expected.</p>	<p><i>Discussed in the Issue 9 hearing session and subsequently proposed in the Council's Additional Material Statement CD-42.</i></p>
MM18	Page 120, Policy WEL37	<p><i>Amendment to 2nd paragraph, insertion of new 3rd paragraph and amendment to last paragraph to provide clarification on water efficiency, supply and disposal:</i></p> <p>Proposals for each phase of development shall be permitted only where they include the provision of infrastructure for <u>adequate sustainable potable water supply.</u></p> <p><u>Planning application(s) for development will only be permitted where they include details of a comprehensive and waste water conveyance and treatment solution for Welborne, including details on the phasing of new waste water infrastructure. Development of any phase must which meets the required environmental standards and not result in an adverse impact in water quality or increase the risk of sewer flooding as a result of the waste water flows from the development.</u></p>	<p>To provide additional clarity on waste water conveyance and disposal.</p>	<p><i>Discussed in the Issue 9 hearing session and subsequently proposed in the Council's Additional Material Statement CD-42.</i></p>

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
		<p>Proposals for residential development at Crockerhill Industrial Park should demonstrate how the existing nearby dwellings <u>at Crockerhill</u> may be connected to the Welborne sewerage <u>waste water</u> network.</p>		
MM19	Page 123, Policy WEL39	<p><i>Amendment to whole policy to provide clarification on flood risk and sustainable drainage systems:</i></p> <p>The site promoters shall carry out <u>Initial or outline planning applications for Welborne must include a site-specific flood risk assessment for the development site, to demonstrate that the proposed development will not increase flood risk on the Welborne site or elsewhere.</u></p> <p><u>The development of Welborne shall manage flood risk, in accordance with the findings of the site-specific flood risk assessment through the integration of Sustainable Drainage Systems (SuDS). A comprehensive site-wide SuDS Strategy showing the principles of delivery, future management and maintenance across Welborne, shall be prepared and submitted with the initial planning applications.</u></p> <p>The type of SuDS proposed at Welborne, based on <u>by the site-wide SuDS Strategy, shall:</u></p> <ol style="list-style-type: none"> <li data-bbox="414 1034 1608 1139">i. <u>Manage surface water arising from the development within the site, with no net increase, and where possible, a reduction in run-off rates and volumes; and</u> <li data-bbox="414 1145 1608 1216">ii. <u>Control run-off and prevent flooding for up to a 1 in 100 year rainfall event with a 30% allowance for climate change; and</u> <li data-bbox="414 1222 1608 1292">iii. <u>Follow the SuDS management train and be fully integrated with the green infrastructure network; and</u> <li data-bbox="414 1299 1608 1369">iv. <u>Be designed and built to the appropriate adoptable standard, as agreed with the Council and the appropriate SUDS Adoption Body.</u> <p>The site promoters shall carry out a flood risk assessment for the development site, to demonstrate that the proposed development will not</p>	<p>To provide additional clarification on flood risk and sustainable drainage systems:</p>	<p><i>Discussed in the Issue 9 hearing session and subsequently proposed in the Council's Additional Material Statement CD-42.</i></p>

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
		increase flood risk on the Welborne site or elsewhere.		
MM20	Page 125, Policy WEL40	<p data-bbox="416 296 1608 363"><i>Amendment to facilitate the location of the household waste recycling centre only to the west of the A32:</i></p> <p data-bbox="416 408 1608 587"><u>A new HWRC Household Waste Recycling Centre will shall be developed as part of at Welborne within the main employment areas in the south of Welborne, either east or west of the A32. The location of the Household Waste Recycling Centre shall be shown on the comprehensive masterplan that supports the initial planning applications.</u></p> <p data-bbox="416 632 1608 810"><u>Subject to securing the full funding package, land to locate the HWRC shall be completed by the end of Main Phase 3 made available to enable delivery of a fully operational HWRC on completion of 1000 dwellings, or as agreed with the Council in consultation with the County Council, as waste disposal authority.</u></p> <p data-bbox="416 855 842 887">The new facility will require:</p> <ul style="list-style-type: none"> <li data-bbox="416 887 1608 957">i. A site amounting to 0.8 hectares, which is suitable for a split-level facility and at a location agreed with the Council; <li data-bbox="416 957 1608 1027">ii. Appropriate design and layout to facilitate integration alongside B1, B2 or B8 employment uses; <li data-bbox="416 1027 1608 1098">iii. Direct highway access which avoids any adverse highways impacts on the A32, <u>M27 junction 10</u> or to internal site routes; <li data-bbox="416 1098 1608 1168">iv. <u>to not be located directly adjacent to existing or proposed residential areas;</u> <li data-bbox="416 1168 1608 1238">ivv. To be designed to avoid adverse impacts on the amenity of any nearby residential areas; and <li data-bbox="416 1238 1608 1359">vvj. To incorporate landscape screening to ensure that the facility is not intrusive into significant views from the surrounding area and from the M27 motorway. <p data-bbox="416 1404 1608 1474">Storage space for domestic waste and recyclable materials awaiting collection must be provided for <u>at</u> all domestic and non-domestic buildings.</p>	To ensure that a HWRC is delivered in a suitable location, to the west of the A32.	<i>Proposed in the Council's Statement on Inspector Issue 9 CD-16 and discussed in the Issue 9 hearing session with modifications subsequently proposed in the Council's Additional Material Statement CD-42.</i>

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
MM21	Page 126-129, Paragraphs 10.6 – 10.23	<p data-bbox="416 228 1189 260"><i>Amendment of Phasing Plan paragraphs 10.5 – 10.23:</i></p> <p data-bbox="416 300 618 331">Phasing Plan</p> <p data-bbox="416 376 1603 775"><u>10.6a The delivery of housing and employment floorspace is dependent upon a range of factors including market conditions. The Council recognises that the site promoters have aspirations for the early delivery of employment floorspace which is in excess of the indicative employment development trajectory set out in Table 10.2 of this Plan. The Council is supportive of early delivery of employment floorspace should sufficient market demand exist and suitable infrastructure is in place. However, the Phasing Plan set out below, and the monitoring framework in Chapter 11 is based on the indicative trajectory for employment floorspace which has arisen from the evidence available in the Welborne Employment Strategy and set out in Table 10.2. The description of employment land phasing is not an absolute cap on what may be achievable in each phase.</u></p> <p data-bbox="416 818 1491 887"><u>10.6b 40.5 Main Phase 1 (2015 – 2019)</u> <u>Commencement on site, initial major infrastructure and local road mitigation.</u></p> <p data-bbox="416 930 640 962"><u>Key outcomes –</u></p> <ul data-bbox="416 970 1603 1190" style="list-style-type: none"> <li data-bbox="416 970 1603 1034">• <u>Approximately 500 homes located adjacent to the District Centre and to the north of Knowle Road.</u> <li data-bbox="416 1042 958 1074">• <u>1,000 sq. m employment floorspace</u> <li data-bbox="416 1082 1603 1145">• <u>District Centre commencement including the foodstore, and initial community facility</u> <li data-bbox="416 1153 869 1185">• <u>Local Centre commencement</u> <p data-bbox="416 1233 734 1265"><u>Critical Infrastructure –</u></p> <ul data-bbox="416 1273 1603 1458" style="list-style-type: none"> <li data-bbox="416 1273 1603 1337">• <u>Initial works to Junction 10 of M27, including access from the A32 and associated roads</u> <li data-bbox="416 1345 999 1377">• <u>Local Highway Network Improvements</u> <li data-bbox="416 1385 824 1417">• <u>Enhanced public transport</u> <li data-bbox="416 1425 824 1457">• <u>Pedestrian and cycle links</u> 	New phasing plan following a request from the Inspector.	<i>Discussed in the Issue 11 hearing session with modifications subsequently proposed in the Council's Additional Material Statement CD-44.</i>

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
		<ul style="list-style-type: none"> • <u>Initial utilities strengthening</u> • <u>Diversion of large diameter water mains</u> • <u>Initial primary school provision</u> • <u>Green Infrastructure, including SANGS</u> • <u>Initial structural planting</u> • <u>Sustainable Drainage systems</u> 		
		<p><u>10.6c 40.7 This main phase represents initial site preparation and the delivery of infrastructure required to unlock the early stages of development. Increased capacity in utilities infrastructure and the road network will be required before the next phase can be commenced. For roads, this will include site accesses from the A32 and Knowle Road, as well as initial improvements to the existing eastbound on-slip to Junction 10 of the M27. In relation to utilities, the primary electricity sub-station required to serve Welborne will need to be completed as well as the provision of sufficient foul water disposal capacity to serve at least the initial and following main phase, potentially including a new trunk sewer to Peel Common Waste Water Treatment Works. In addition, Portsmouth Water will have to divert an existing large diameter water main to allow this site to be developed. The works along the A32 provide the opportunity for a service corridor to be delivered at the same time as the proposed road improvements. Similarly, a high pressure water main to the south of the site is likely to require diversion in this or the next phase of development with the new north-south link providing the opportunity for a service corridor to be created in this part of the site.</u></p>		
		<p><u>10.6d 40.8 Development within this initial phase will focus on areas close to the A32, with commencement to the District Centre likely. A start may also be made on the construction of the Local Centre, to the north of the Knowle Road, which would help support new residential development in that area. In total, approximately 500 home completions are anticipated during this main phase, close to the A32 both north and south of the Knowle Road and around the Local and District Centres, and will entail the delivery of residential, employment and retail floorspace. North of Knowle Road, the Local Centre will start to be developed, commencing with some initial retail units and residential areas. In the southern part of the site, the District</u></p>		

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
		<p><u>Centre will be commenced with the foodstore, some shops and initial community facility. The initial community facility may be used for the delivery of health care services on site in the first phase of development. Initial primary school provision will be made. Some 1,000 sq. m of employment floorspace is anticipated in this phase in the southern part of the site, west of the A32. An early start of employment space for small businesses, including the incubation centre is envisaged, which will help support self-containment. In total, approximately 500 home completions are anticipated during this main phase, close to the Local and District Centres. If more homes and employment space can be delivered over this period this will be encouraged.</u></p> <p><u>10.6e 40.9 During this 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 and securing key green infrastructure assets, including pedestrian and cycle links to important destinations including secondary schools off site. Sufficient SANGS will need to be delivered, in this and subsequent phases prior to residential development, to support the avoidance or mitigation of potential damage to sensitive sites. Similarly, complementary green infrastructure, including open space and playing fields will need to be delivered in each phase to serve the growing community.</u></p> <p><u>10.6f 40.10 Main Phase 2 (2019-2022)</u> <u>Completion of Junction 10 of the M27, development around the district and local centres.</u></p> <p><u>Key outcomes –</u></p> <ul style="list-style-type: none"> • <u>1,000 homes</u> • <u>5,850 sq. m employment floorspace</u> • <u>District Centre completed</u> • <u>Local Centre completed</u> <p><u>Critical Infrastructure –</u></p> <ul style="list-style-type: none"> • <u>Upgrade to Junction 10 of M27 complete</u> 		

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
----------	-----------	----------------------------	-------------------	------------------------

- Physical works required to deliver BRT to the site
- Enhanced public transport
- District Community Centre
- Pedestrian and cycle links
- Initial playing pitches and sports provision
- Green Infrastructure, including SANGS
- Sustainable Drainage systems

10.6g ~~10.6~~ The second main phase will see the pace of development and investment in infrastructure increase. Key pieces of infrastructure required in this phase are the first primary school, early in the phase and the upgrade to Junction 10 of the M27 to provide an all-moves junction, by the end of the phase will be the completion of the upgrade to Junction 10 of the M27 to provide an all-moves junction. ~~Both~~ This will be required to be fully operational before the next main phase can commence. The main internal road network will begin to take shape during this phase.

10.6h ~~10.9~~ During the second main phase, development will continue north of Knowle road, including at both the District and Local Centres which will be at least partially completed by the end of the phase. It is also anticipated that the redevelopment of the Crockerhill site will commence during this phase Local Centre and near the District Centre, both of which will be at least partially completed by the end of the phase. By the end of this phase some 1,500 dwellings will have been completed at Welborne.

10.6i ~~10.10~~ Employment development during this phase will be focused south of the District Centre, to the west of the A32, with the ~~potential for a Business Incubation Centre to promote~~ promoting indigenous economic growth within the new community, supported by a training and skills programme. Development of this part of the site provides the opportunity to lay out the new north-south link and other elements of the new internal road network, providing the opportunity to move water mains and other services to suitable alignments.

10.6j ~~10.11~~ The first primary school is expected to be delivered relatively early in

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
----------	-----------	----------------------------	-------------------	------------------------

~~this main phase, located adjacent to the Local Centre. It is anticipated that the development of the District Centre during this main phase will include the main community building, linked to shared facilities in the primary school which will provide a range of community facilities that are needed to support the early residents, including the opportunity for health care and other services to be provided at Welborne prior to bespoke facilities being constructed. 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 economic viability of development. Providing these facilities and services early during these early phases will be crucial for establishing a sense of place for Welborne at the outset and providing a focus for new residents and visitors. This phase also provides the first opportunity to deliver a Household Waste Recycling Centre.~~

~~10.6k 40.12 The green corridor network and the first significant green open spaces will be delivered during this second strategie main phase. Towards the end of this period, local work is anticipated to begin on formalising the main central park to ensure that the growing number of residents have sufficient formal green infrastructure. ~~In addition, Fareham Common will need to be laid out to achieve SANGS standards out during this this phase, with access provided from Welborne and from north Fareham.~~~~

~~10.6l 40.13 Main Phase 3 (2022-2026)~~

~~Central part of the site and main internal road network~~

~~Key outcomes –~~

- ~~• 1,360 homes~~
- ~~• 18,500 sq. m employment floorspace~~
- ~~• District Centre development~~
- ~~• Local Centre development~~

~~Critical Infrastructure –~~

- ~~• Enhanced public transport~~
- ~~• Primary care centre~~

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
		<ul style="list-style-type: none"> • <u>Secondary School</u> • <u>Second primary school</u> • <u>Pedestrian and cycle links</u> • <u>Green Infrastructure, including SANGS</u> • <u>Central Park</u> • <u>Sustainable Drainage systems</u> 		
		<p><u>10.6m</u> The third main phase will see the development start to take shape as significant residential and employment areas and community facilities are delivered. Key pieces of infrastructure required by the end of this main phase include the second primary school, the primary care health centre(s), the central park and the on-site routing for the Bus Rapid Transit (BRT) service. These will all be required before the next main phase can commence.</p>		
		<p><u>10.6n 40.14</u> Residential development during the third main phase will continue to the north and east of the central park, and will begin to develop to the west of the park, with the main internal spine road network route providing access and BRT services to key areas including the new secondary school <u>mainly be located in the centre of the site, taking shape around the central park. The new north-south route parallel to the A32 will also be completed. The main internal spine road network route providing access and BRT services to key areas will be delivered, including the new north-south route parallel to the A32.</u> During this phase, at least one supported housing scheme, such as extra care accommodation, is expected to be completed. <u>Residential development at the Crockerhill Industrial Park, to the east of the A32, is also anticipated in this phase.</u> Overall, by the end of this main phase, some 2,860 homes will have been delivered at Welborne.</p>		
		<p><u>10.6o 40.15</u> The main employment areas to the south of the central park will continue to be developed during the third main phase. This is likely to focus on the area to the west of the A32, potentially including the employment areas closest to the District Centre. The District Centre itself (as well as the Local Centre) should have been completed by the end of this phase.</p>		

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
		<p>10.16 This phase also provides the first opportunity to deliver a Household Waste Recycling Centre within one of the employment areas to the west of the A32.</p> <p><u>10.6p</u> 10.17 The green corridor network will be continued during this main phase and the central park will be expected to be substantially complete by the end of this phase to ensure both that the growing number of residents benefit from this key strategic open space and also to ensure that the new secondary school is well connected by sustainable travel routes to the completed housing areas east of the park.</p> <p><u>10.6q</u> 10.18 Main Phase 4 (2026-2030) <u>Completion of residential development to the west of the A32 and commencement to the east</u></p> <p><u>Key outcomes –</u></p> <ul style="list-style-type: none"> • <u>1,360 homes</u> • <u>24,500 sq. m employment floorspace</u> • <u>District Centre development</u> • <u>Local Centre development</u> <p><u>Critical Infrastructure –</u></p> <ul style="list-style-type: none"> • <u>Third primary school</u> • <u>Community hub</u> • <u>Pedestrian and cycle links</u> • <u>Green Infrastructure, including SANGS</u> • <u>Sustainable Drainage systems</u> <p><u>10.6r</u> Main Phase 4 is anticipated to involve considerable residential development to the west of the central park and is also likely to see the completion of residential areas north of Knowle Road and north of the site. In addition, the areas of housing east of the A32 are likely to be commenced during this main phase. Finally, the redevelopment of the Dean Farm area from employment to residential is expected to take place during this main phase. By the end of Main Phase 4 about 4,220</p>		

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
		<p>homes will have been completed at Welborne. <u>Development of the western part 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.</u></p> <p><u>10.6s 10.19</u> With respect to <u>other</u> infrastructure, the key items to be delivered during this phase include the third primary school and the completion of the Community Hub. This phase will also need to include the completion of a range of green infrastructure assets, including the community playing pitches and the laying out of the strategic green infrastructure areas, adjacent to the Welborne site, to SANGS standards.</p> <p><u>10.6t 10.20</u> A significant quantity of employment floorspace is likely to be completed during Main Phase 4, potentially amounting to about 24,500 square metres. However, the net employment floorspace added during this period <u>At some point in the development, the total employment net floorspace delivered</u> will be reduced due to the expected loss of about 14,000 square metres to residential development at Dean Farm.</p> <p><u>10.6u</u> In addition, development will also commence to the east of the A32, with main road infrastructure and residential development commencing to the north of Roche Court.</p> <p><u>10.6v 10.21</u> Main Phase 5 (2030-2036) <u>Development of eastern part of the site</u></p> <p><u>Key outcomes –</u></p> <ul style="list-style-type: none"> • <u>1,780 homes</u> • <u>25,000 sq. m employment floorspace</u> • <u>District Centre development</u> • <u>Local Centre development</u> <p><u>Critical Infrastructure –</u></p>		

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
----------	-----------	----------------------------	-------------------	------------------------

- Enhanced public transport
- Pedestrian and cycle links
- Green Infrastructure, including SANGS
- Sustainable Drainage systems

10.6w ~~The final strategic phase will see Welborne substantially completed, with residential development at the west and north of the site being finalised, in addition to the completion of housing east of the A32, residential development to the east of the A32 completed both north and south of Roche Court. By the end of Main Phase 5, approximately 6,000 homes will have been completed.~~

10.6x ~~40.22~~ Employment land will continue to be developed during Main Phase 5, both east and west of the A32. Depending on take up, it is expected that by the end of this phase a net additional employment floorspace of about 60,000 square metres will have been completed at Welborne. However, even with strong take-up, it is not likely that all of Welborne’s employment development will have been completed by 2036. Therefore, it is expected that a further 23,500 square metres of floorspace will be completed in the years following Main Phase 5.

10.6y ~~40.23~~ There are no other strategic infrastructure items phased to be completed during Main Phase 5. ~~However, if any infrastructure from earlier phases has been delayed for any reason, this phase provides the opportunity to deliver these. In addition, where specific sites within Welborne have been ‘safeguarded’ in accordance with Policy WEL42 below, those sites may be released for alternative uses at the start of this phase.~~

Amendment to paragraphs 1-4 of Policy WEL41:

Page 133,
Policy WEL41

Initial planning applications for development at Welborne shall be accompanied by a detailed phasing plan and ~~strategy for implementation of infrastructure delivery plan~~ for the whole Welborne development. This phasing plan and infrastructure delivery plan ~~implementation strategy~~ will be guided by the Phasing Plan (set out within the Concept Masterplan Phasing

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
		<p>Plan Chapter 10 of the Welborne Plan) and by the Infrastructure Delivery Plan that supports this plan. Once approved by the Council, the detailed phasing plan and infrastructure delivery plan implementation strategy will be kept under review over the life of the development, with changes being submitted to the Council for approval alongside relevant planning applications.</p> <p>The phasing of development <u>and associated infrastructure</u> at Welborne shall be in accordance with the agreed detailed phasing plan and infrastructure delivery plan implementation strategy, unless it can be demonstrated that suitable appropriate infrastructure is available and the development can be adequately serviced.</p> <p>Some overlapping between one main phase and another may be acceptable, providing it can be demonstrated that the earlier main phase has been substantially completed and that any key infrastructure items, upon which the later phase depends, have been fully delivered.</p> <p>Proposals which would result in the delivery of unsustainable and isolated development, or that would place an adverse impact on the amenity of existing residents, for example by creating an infrastructure deficit, will be refused.</p>		
MM22	Page 133, Policy WEL41	<p><i>Deletion of final paragraph of Policy WEL41:</i></p> <p>Where, following an independently tested viability assessment, a deficit in the infrastructure (or affordable housing) provision necessary to serve any main phase of the development is accepted, the Council will employ its ‘deferral of contributions policy’, as set out within the Welborne Planning Obligations SPD. The objective of this policy will be to claw back any agreed deficit, subject to market conditions improving sufficiently to trigger the claw-back element of the policy.</p>	To remove references to the deferral of infrastructure contributions and to improve clarity.	<i>Proposed in the Council’s Statement on Inspector Issue 11 CD-18.</i>

Mod Ref:	Plan Ref.	Proposed Main Modification	Reason for Change	Source of modification
MM23	Pages 138, Paragraphs 11.5 - 11.6	<p><i>Amendments to provide clarification on monitoring and review:</i></p> <p>11.5 Monitoring the outcomes of the policies in the Welborne Plan will be undertaken on a regular basis to enable early action to be taken to overcome any barriers to delivery of the plan's objectives and policies. The Phasing Plan contained within Chapter 10 of this document sets out the <u>key outcomes and critical infrastructure</u> identified for each of the main phases of development. This has been produced to inform the understanding of the Plan, using the best information available. It should be recognised that the mechanism which will deliver Welborne, including critical infrastructure, will be the phasing plan, infrastructure delivery plan and s106 planning agreement approved alongside planning application(s) for the site. Nonetheless, the phasing plan in Chapter 10 provides a useful guide to the Council's expected outcomes, including infrastructure.</p> <p>11.6 Where appropriate, Borough-wide targets which are monitored through the Council's Authority Monitoring Report (AMR) will be broken down and applied to the Welborne Plan area, so that the contribution of Welborne to Borough-wide targets can be seen on a local scale. Strategic Group meetings will be undertaken on a regular basis throughout the year to enable early action to be taken to overcome any barriers to delivery of the Plan's objectives and policies. Particular reference will be made to the <u>key outcomes and critical infrastructure</u> listed in the Phasing Plan in Chapter 10 of this Plan. Any risk to the timely delivery of either will be reported as an entry in the Delivery Risk Register which will be created and reviewed at the Group meetings. Given the wider public interest in the delivery of the Welborne project, it will be appropriate for changes in the Delivery Risk Register for Welborne to be reported to the Welborne Standing Conference as and when they arise and included in the Council's Authority Monitoring Report.</p>	<p>To reflect the Inspector's concern that the Monitoring and Review section of the Plan should be made clearer, the Council has made significant modifications which set out the key elements of the monitoring and review mechanism for the project.</p>	<p><i>Discussed in the Issue 11 hearing session with modifications subsequently proposed in the Council's Additional Material Statement CD-44.</i></p>