

# Welborne Standing Conference

## Workshop on the Publication Draft Welborne Plan

25 February 2014

# Welborne Standing Conference

**Welcome**

# Welborne Standing Conference

## **Overview of Plan-making and Application process for Welborne**

# NPPF Tests of soundness

- **Examining Local Plans**

182. The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. A local planning authority should submit a plan for examination which it considers is “sound” – namely that it is:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

# Welborne SC workshop on publication plan

## Two key outputs for today's workshop

- Items for an SC letter to the Inspector – positive, uncertain, negative?
- Items to be developed in more detail to include but which will need to be resolved at planning application stage eg road design

*Keep in mind what we have said before e.g. in workshop on draft plan*

# Welborne SC workshop on publication plan

## Topics we raised before

- Green Infrastructure – strategic
- SUDS and southern gateway
- Size of district centre and mix of uses
- Schools – close to centre
- Phasing
- Green buffers

# Welborne SC – Items to raise now?

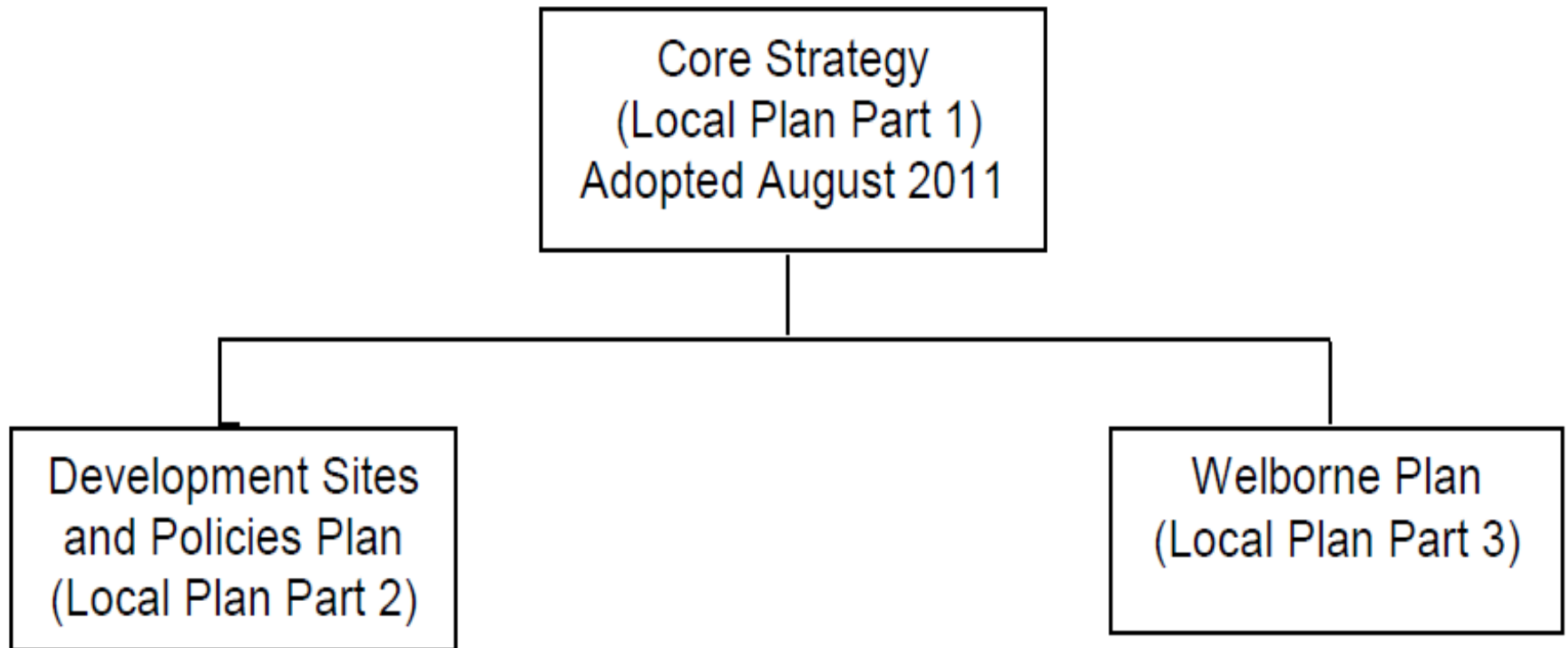
- Viability - infrastructure dependency on that?
- What will Phase 1 look like?
- Transport funding and local impacts
- Impacts on boundary settlements eg Funtley
- Green infrastructure – is it enough?
- Size of the District Centre
- Crime in new developments
- Flooding and water management

# Introduction

- Welborne Plan is 3<sup>rd</sup> of 3 documents in Fareham Local Plan
- Covers plan period to 2036
- Sets out planning framework for the delivery of Welborne
- Proposals for homes, employment, retail, community infrastructure, transport and significant green space.
- Material consideration in determining planning applications



# Relationship between Plans



# Consultation

- Draft Welborne Plan presented to Executive April 2013
- Consultation took place April-June 2013
- Ongoing engagement with the Standing Conference
- Work steered by Member Working Group
- Discussions with key bodies, including statutory agencies, the County Council, ATLAS, major landowners, etc.

# Features of Plan

- Delivery of 6,000 dwellings for a range of needs
- Approximately 20 hectares of employment land
- Four schools, all west of the A32
- Retail in new district and local centres
- Upgrade of Junction 10 of the M27 and BRT
- Buffers to neighbouring settlements
- Sustainable drainage systems
- Substantial on and off site green infrastructure
- Improved energy and water efficiency
- A new household waste recycling centre

# Strategic Framework

- Policies in Plan and the Strategic Framework Diagram form Strategic Framework for considering applications.
- Provides flexibility in considering planning applications
- The Council's Concept Masterplan shows one way this can be achieved
- The Developers must show how their proposals meet the Strategic Framework.
- They will prepare Structuring Plan, showing cross-site issues, and produce work (Transport Assessment, Energy Strategy, Infrastructure Plan) in support of their proposals

# Evidence

- Habitats Regulations Assessment
- Sustainability Appraisal
- Range of supporting evidence studies, including:
  - Employment Study
  - Transport Strategy
  - Green Infrastructure Strategy
  - Concept Masterplan
  - Infrastructure Delivery Plan
  - Viability Assessment

# Delivering Welborne

- Viability Study based on Council's Concept Masterplan and Infrastructure Delivery Plan highlights issues, particularly with up-front costs
- Consider specific delivery circumstances of each phase
- Infrastructure Funding Strategy look at funding options
- Emphasis on first phase

# Implementation

*In support of first phase / initial applications, promoters must*

- Prepare Comprehensive Masterplan
- Prepare Transport Assessment showing impacts and mitigation both on and off site
- Finalise design of Junction 10 of M27
- Sustainable Drainage Strategy
- Detailed Phasing Plan and Implementation Strategy

# Timetable

- 6-week representation period: 28 February to 11 April 2014
  - Submit to Secretary of State: by 31 May 2014
  - Examination in Public: early Autumn 2014
  - Adoption: Winter 2014/15
- 
- Infrastructure Funding Strategy
  - Welborne Design Guidance SPD
  - Welborne Planning Obligations SPD



# Examination

- Welborne Plan and Development Sites and Policies Plan submitted end May
- *Then under Inspectorate (nominal dates):*
  - Pre Hearing meeting 15 July
  - Statements on Matters 11 August
  - Hearings sessions 26 August
  - Inspector's report 8 December

(All dates subject to change, e.g. could be brought forward 5 weeks)
- Both Plans adopted March 2015

# Questions?

# Welborne Standing Conference

## **Overview of the main changes to the Masterplan**

# Previous masterplan



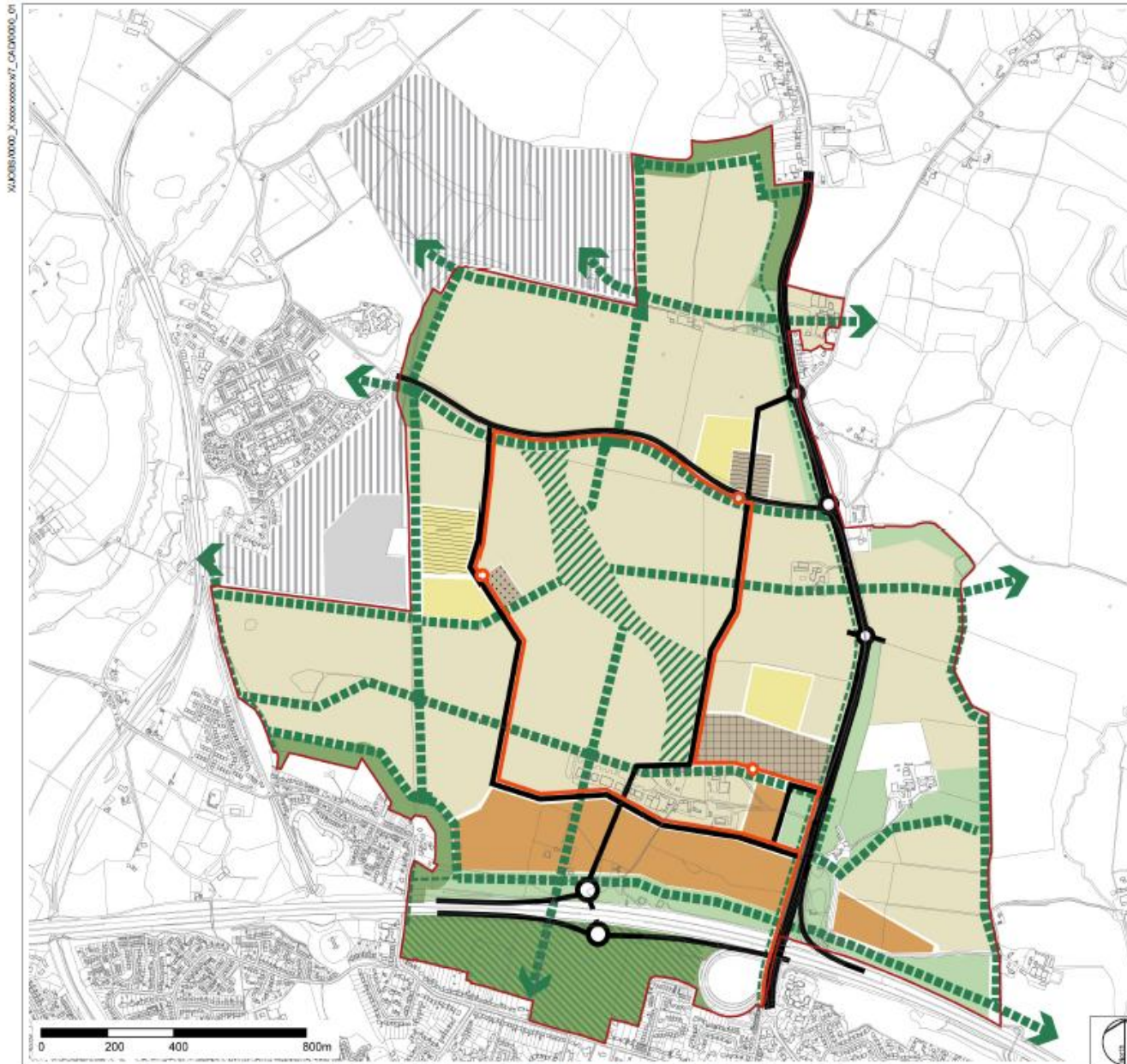
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# Strategic Framework Diagram



- LEGEND**
- Residential land
  - District Centre
  - Village Centre
  - Community Hub
  - Employment land
  - Primary school site
  - Secondary school site
  - Potential school playing fields in the Knowle Triangle
  - Landscape buffers
  - Settlement buffers
  - Potential SANGS and Settlement Buffer
  - Strategic green infrastructure corridor
  - Primary street network
  - BRT route
  - BRT stop
  - Key pedestrian/cycle link
  - Potential SANGS and settlement gaps in the Winchester District

REV.	DESCRIPTION	APP. DATE
D	Update to junction, scale and status	PC 20/01/14
C	Updates in accordance with email dated 07/01/14	PC 09/01/14
B	General updates to plan graphics	PC 23/12/13
A	General Updates	PC 19/12/13

**LDĀ DESIGN**

PROJECT TITLE  
WELBORNE PLAN, FAREHAM

DRAWING TITLE  
Strategic Framework Diagram

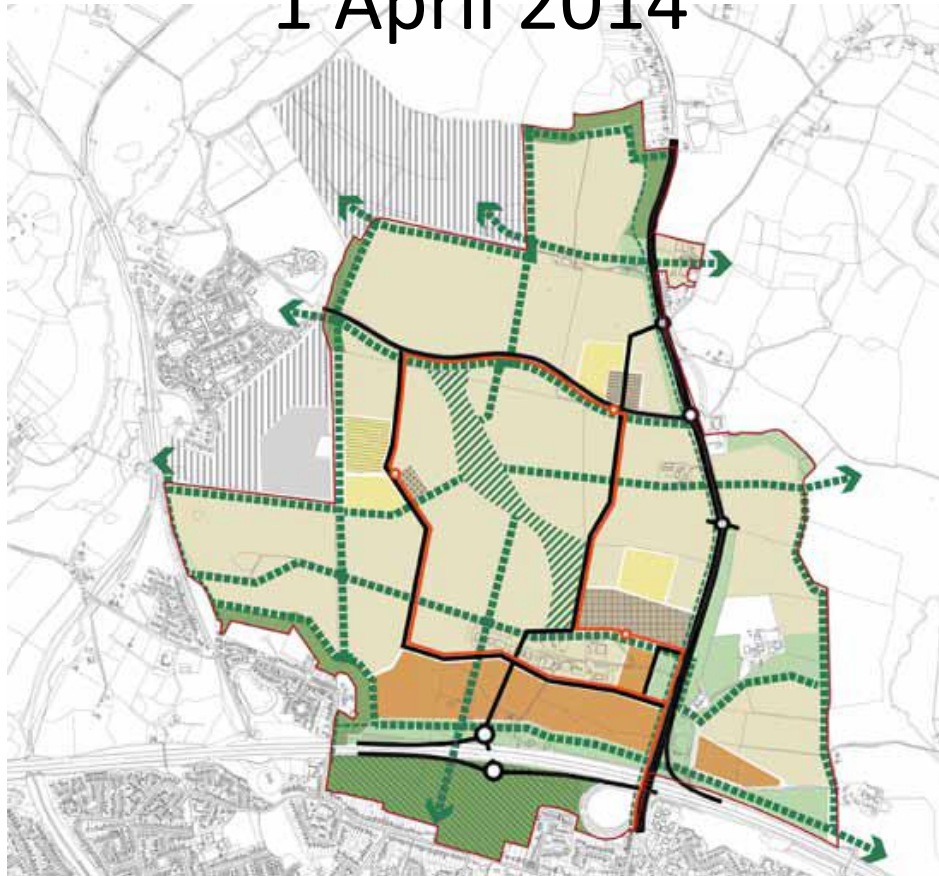
ISSUED BY	Exeter	T: 01392 260430
DATE	Dec 2013	DRAWN DWE
SCALE	A3 NTS	CHECKED PC
STATUS	Final	APPROVED BF

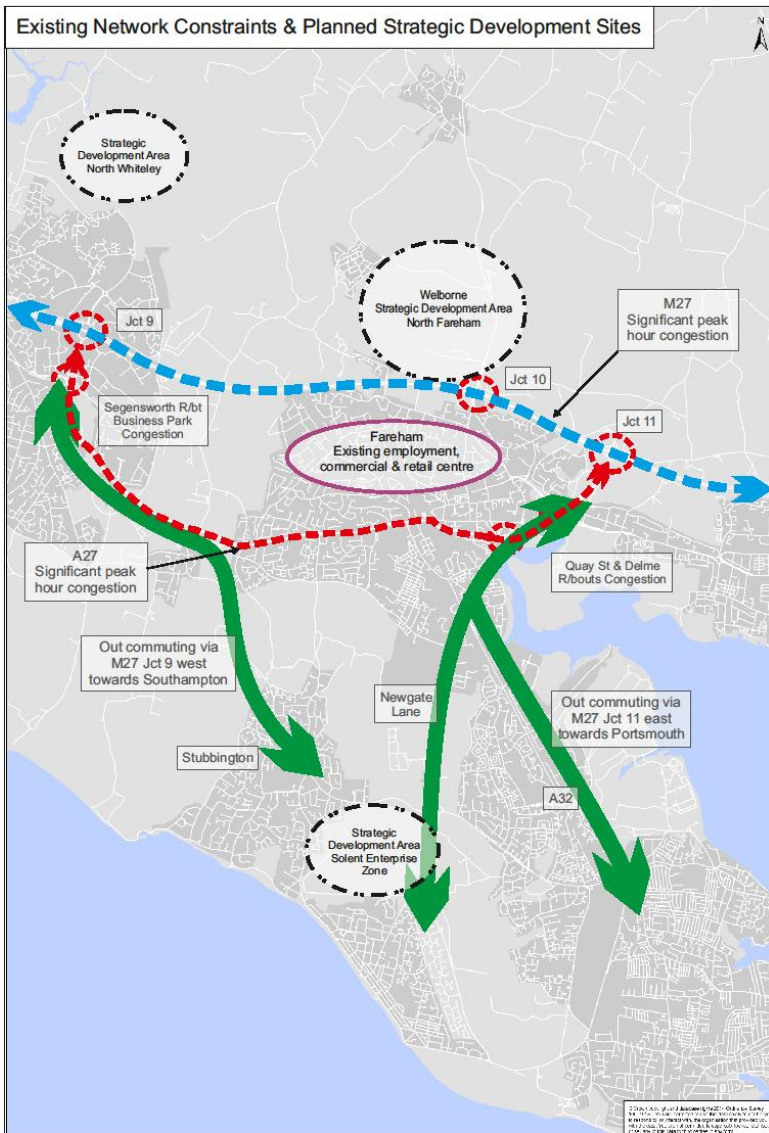
**DWG. NO. 3609\_402\_Rev D**

No dimensions are to be scaled from this drawing. All dimensions are to be checked on site. Area measurements for indicative purposes only.  
© LDA Design Consulting LLP. Quality Assured to BS EN ISO 9001 : 2008  
Source: Ordnance Survey...



# Welborne Standing Conference Transport Update 1 April 2014

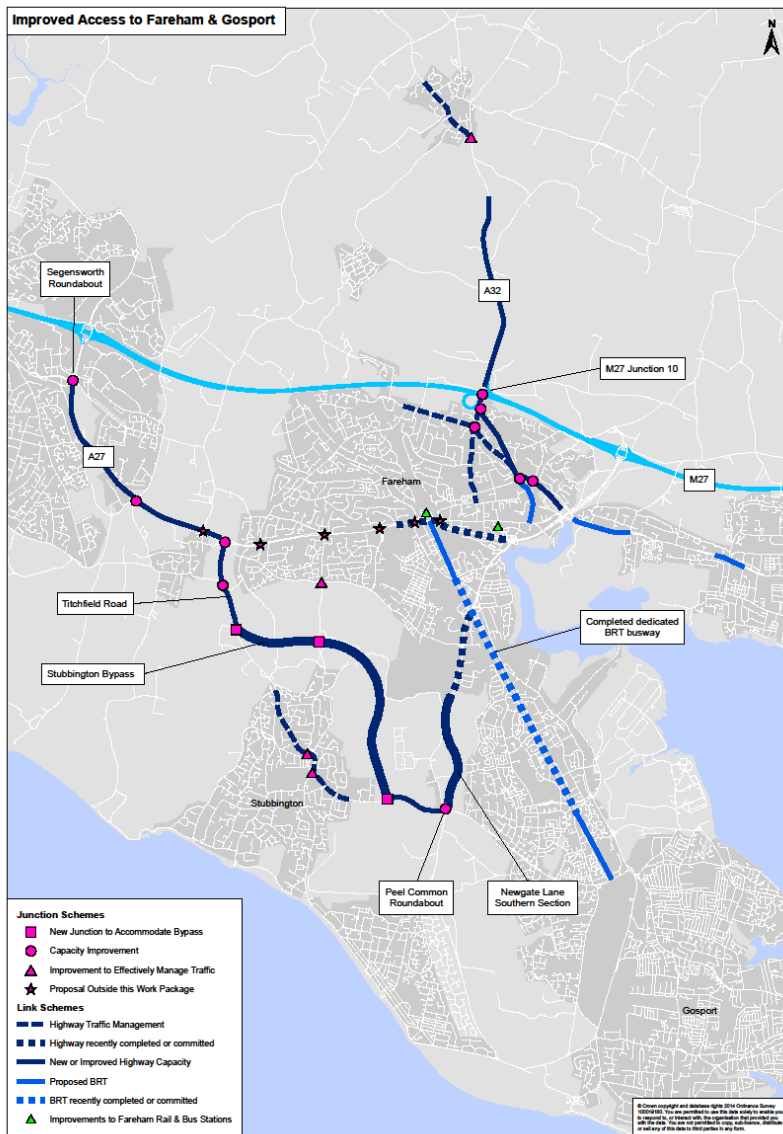




## Key Issues

- Existing Peak Hour congestion on M27, A27, A32 and in town centre
- Background traffic growth and cumulative impact of new developments will mean that these problems will more traffic in the future
- Mitigation is needed with or without development
- Need to manage network accordingly





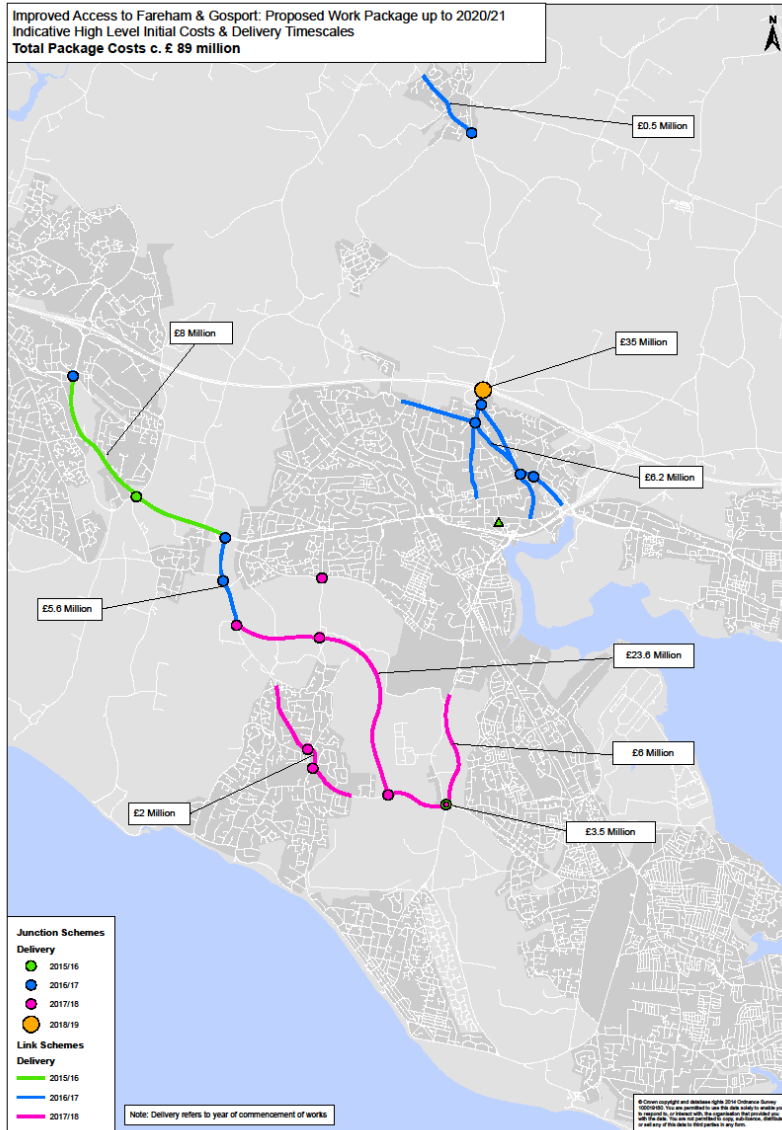
# Overarching Strategy for Fareham and Gosport

Significant Investment in the area:

M27 Junction 10/ Access to Welborne

Improved Access to Fareham and Gosport

BRT



# Solent Local Enterprise Partnership



Devolved Major Scheme Funding  
 Single Growth Pot

Two part £90m package Bid:

1. M27 Junction 10 / Access to Welborne
2. Improved Access to Fareham and Gosport – Stubbington Bypass

# What has been done since the last presentation?

1. M27 Jct 10 – strategic and detailed modelling /HA advice sought
  2. Local Road network – areas for mitigation identified - workshops
  3. Public Transport – BRT / Bus Network and stops
- 
4. Transport Strategy - revised
  5. Pedestrian + Cycles – links to surrounding communities
  6. Travel Planning – On site
  7. Where Next

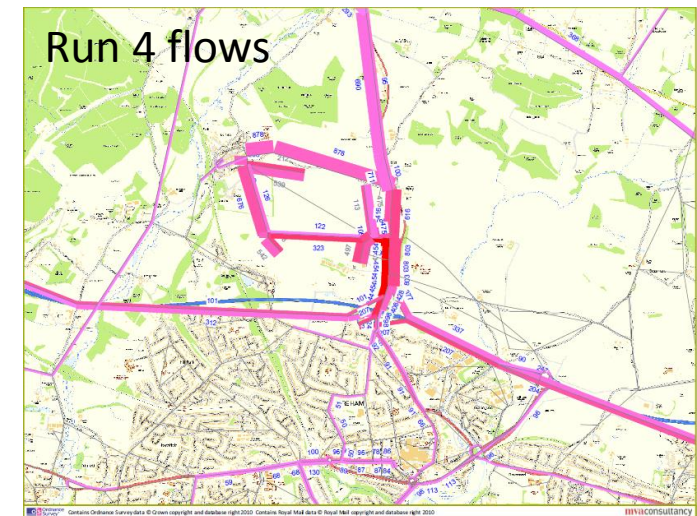
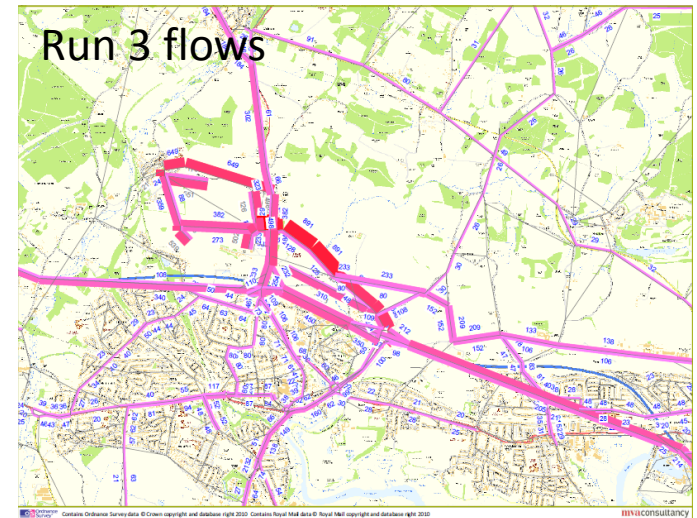
# Strategic Transport Modelling Previously Reported

Run 1 – 2031 no Welborne

Run 2 – 2031 + Welborne BUT no infrastructure improvements

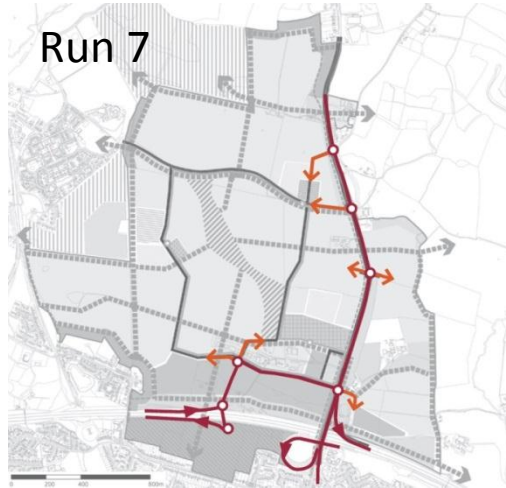
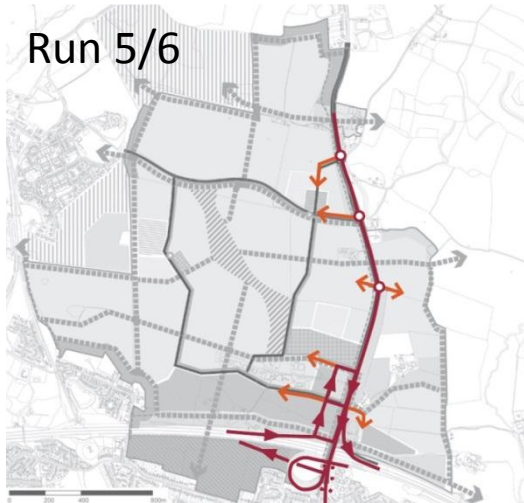
Run 3 – 2031 + Welborne + link road to M27 Jct 11

Run 4 – 2031 + Welborne + Jct 10 all moves





# M27 Junction 10



- Highways Agency and Highway Authority support principal of an all moves Jct 10
- FBC and developer options have been considered and modelled
- Runs 5/6 and 9 signal based and Runs 7 and 9 roundabout based solutions
- Key issues : minimising traffic congestion; cost; land ownerships; development viability, different perspectives between developers and FBC

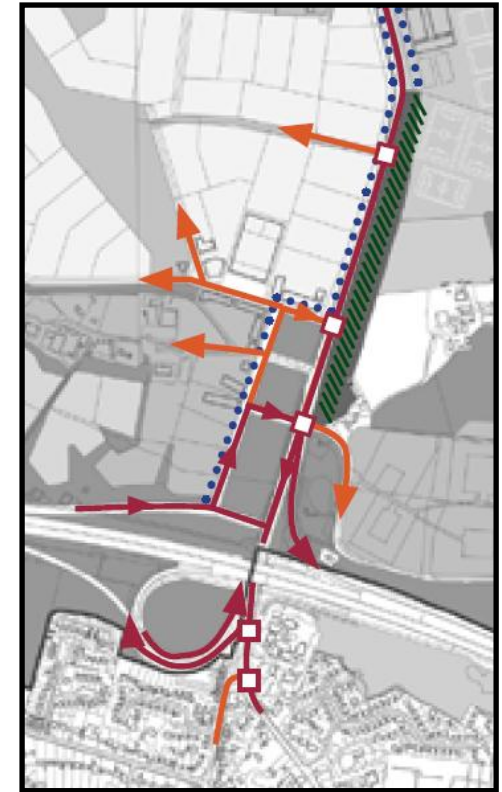
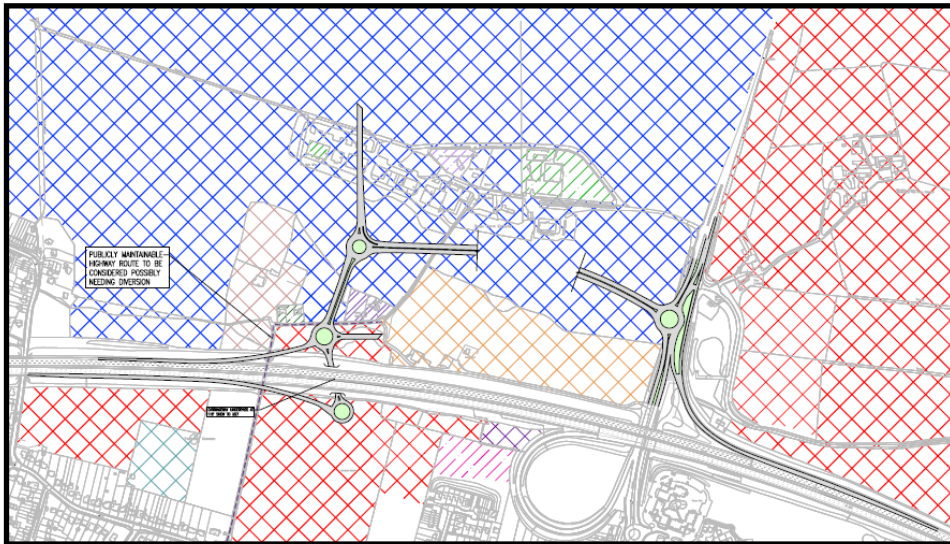
# Strategic modelling

## Run 5/6 – Signalised gyratory

2036 + Welborne + Jct 10 signals all moves

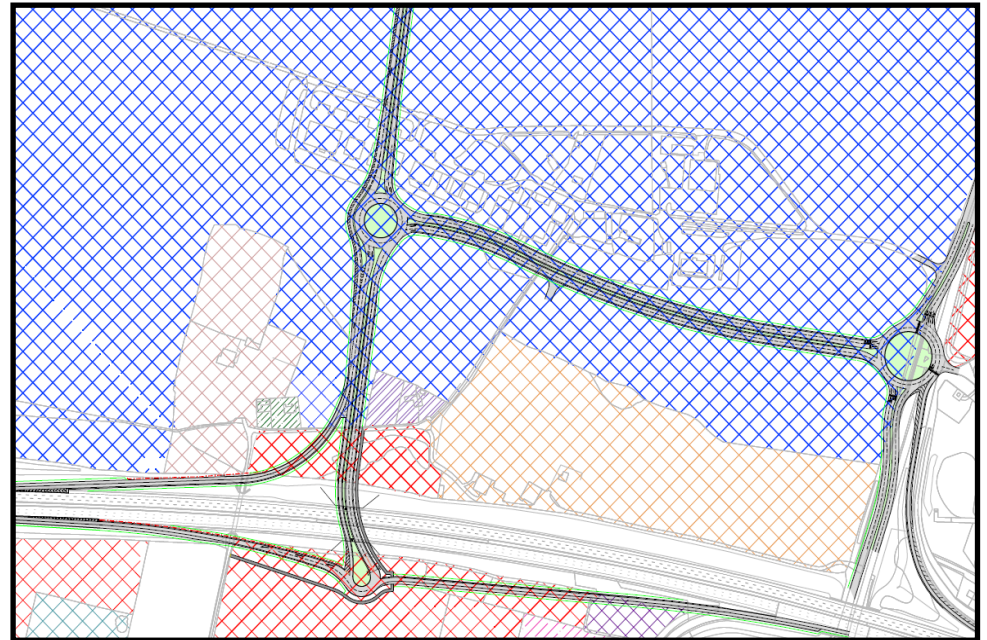
## Run 7 – Roundabouts with retained loop

2036 + Welborne + Jct 10 roundabouts all moves (dumb bell east facing slips)

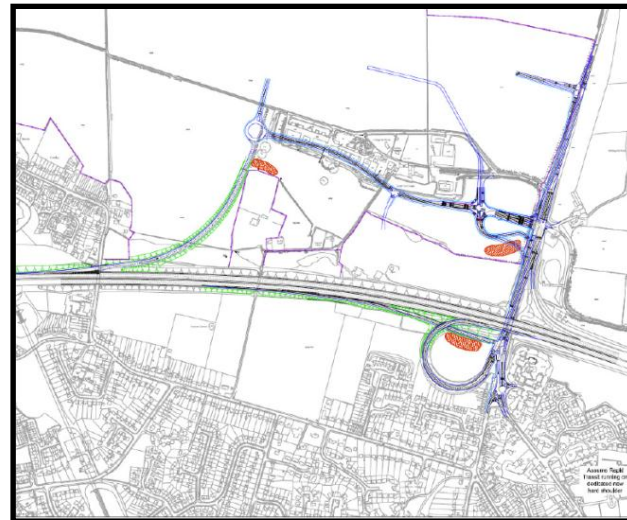


# Strategic modelling

**Run 8 – Roundabouts with no loop**  
2036 + Welborne + Jct 10  
roundabouts all moves (dumb  
bell east facing slips, with new  
west bound slip to replace loop)



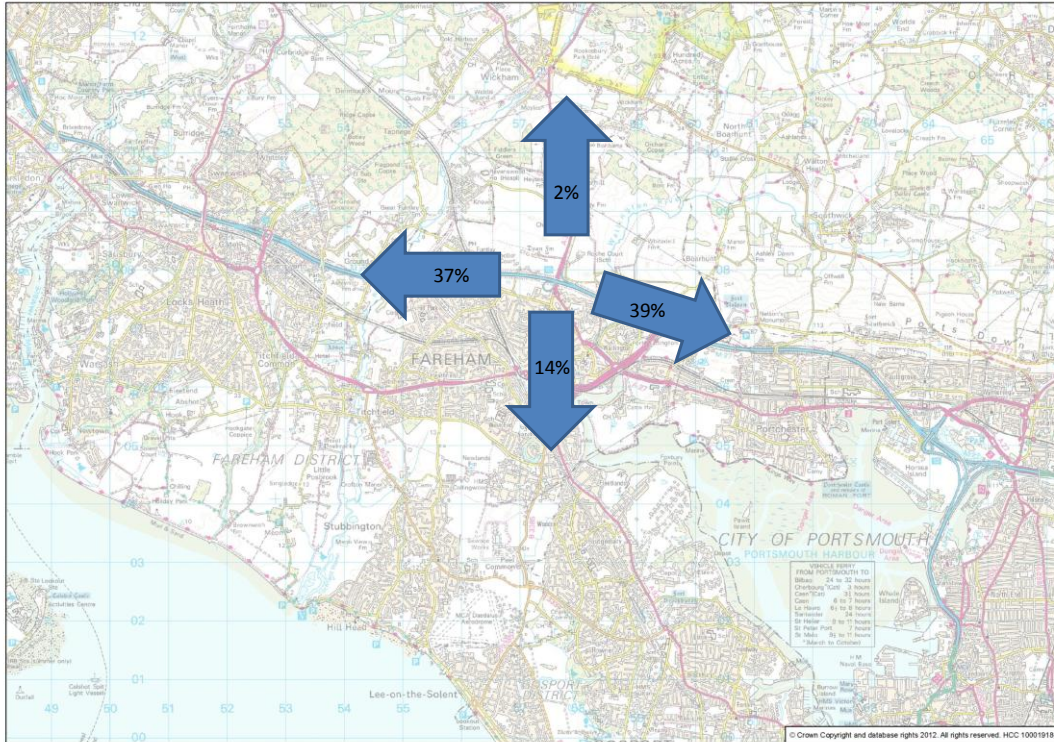
**Run 9 Signals / part gyratory**  
2036 Welborne + Jct 10 signal  
based gyratory all moves





# Strategic modelling

## Predicted traffic distribution from Welborne

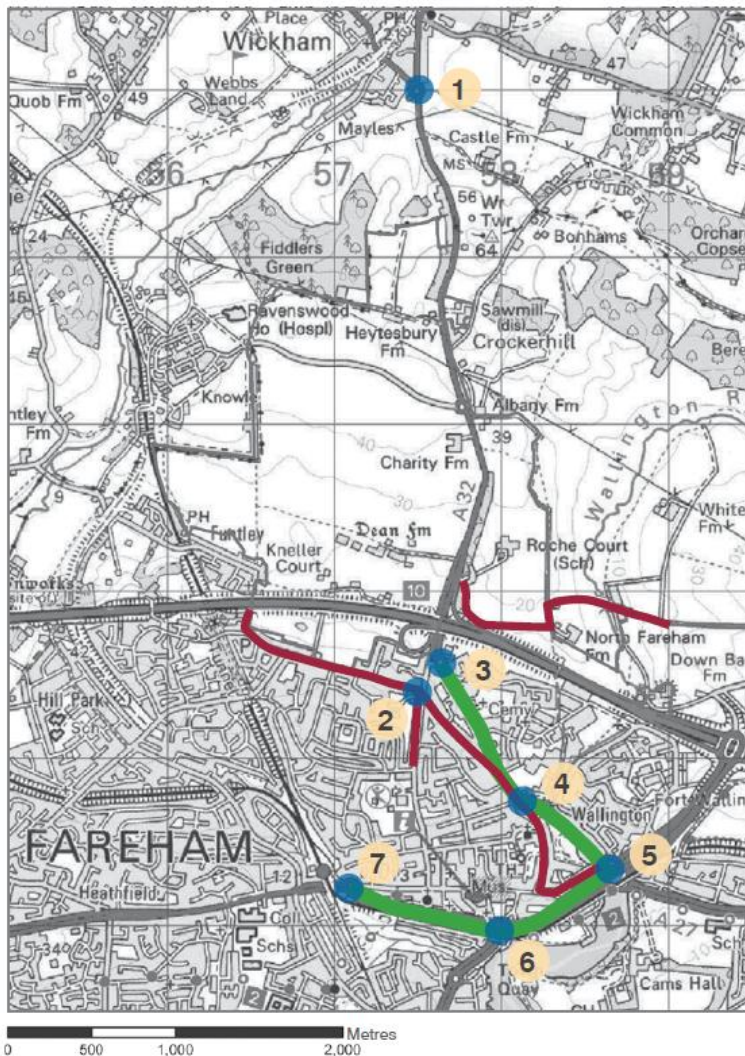


- Majority of traffic will head east or west on M27
- Self containment needs to be taken into account
- All runs show limited additional traffic heading north on A32 and to Wickham
- More iterative work needed to determine mitigation solutions
- Local junctions on A27 and A32 and other local roads will need improvement

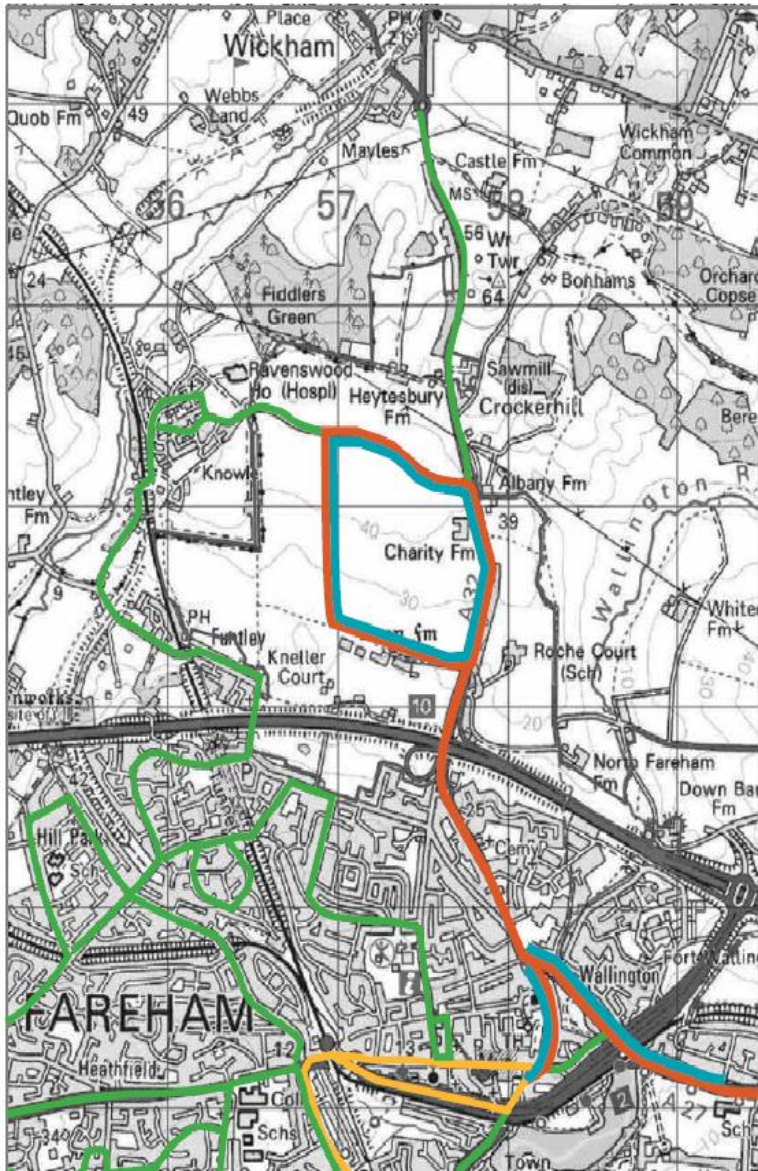




# Local road network



- Key links and junctions have been identified and include the A27, A32 north and south of Junction 10
- Transport Modelling work is currently underway to identify impacts of predicted traffic from Welborne upon local road networks
- More detailed modelling will be required to identify the nature of mitigation required at these locations
- Focused working groups will be set up to discuss the mitigation with key residents groups including Wickham and North Fareham



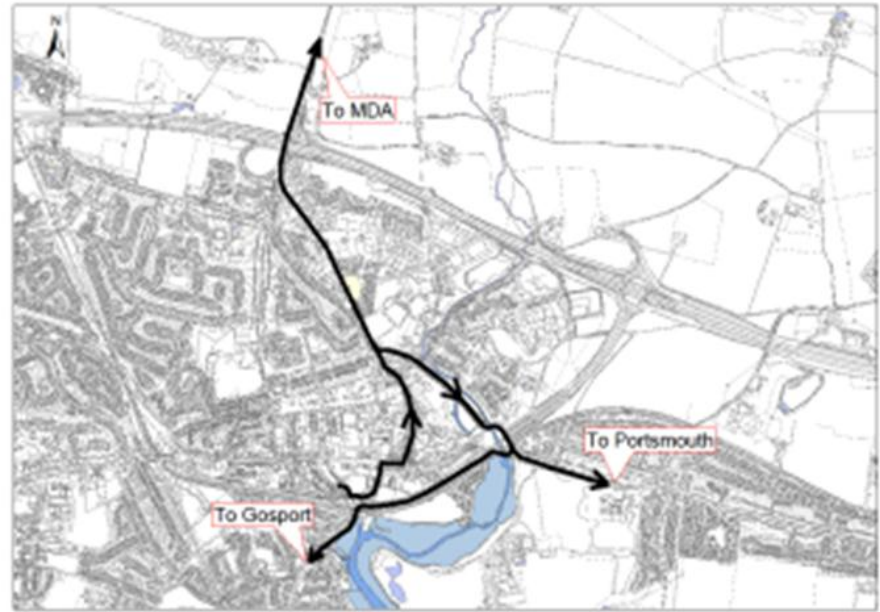
Legend

- Existing on-carriageway BRT route
- Existing dedicated BRT route
- Proposed BRT route
- Opportunities for bus priority
- Existing bus route network

# Public Transport

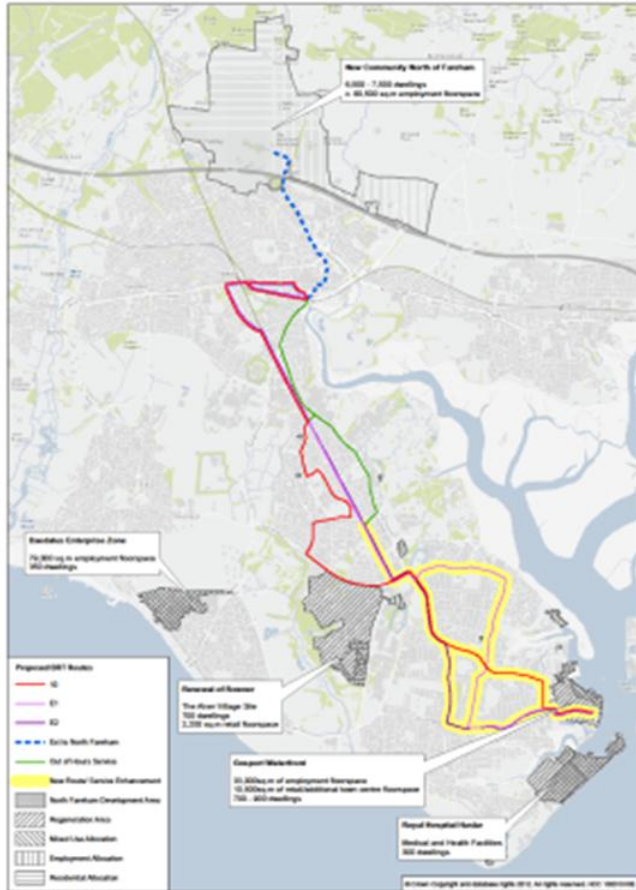
BRT

Local Buses

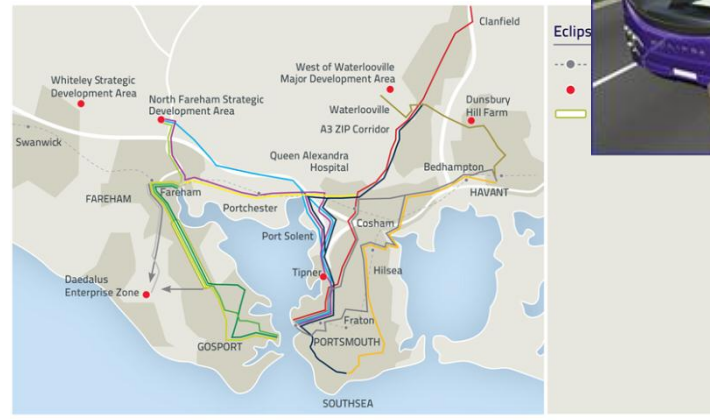




# Eclipse Links north to Welborne



64% Increase in passengers on the *Eclipse* E1 and E2 compared with the 82 and 86



1.3 million passengers in the first year exceeding all expectations



# Achievements



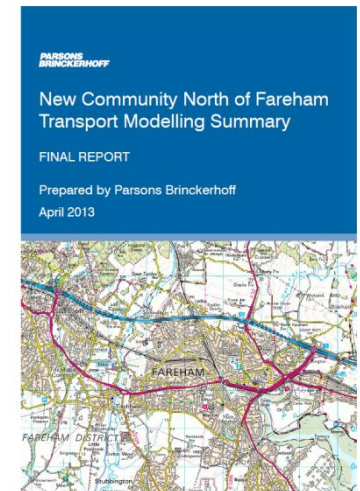
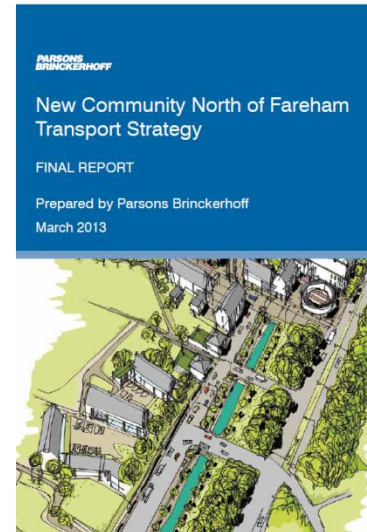
The Chartered Institute of  
Logistics and Transport (UK)

- National Transport Awards (Shortlisted)
  - Transport Team Partnership of the year (with First)
  - Transport County of the Year
- LA Legal Department of the year 2011(HCC)
- Chartered Institute of Logistics & Transport 2012
  - Transport Policy & Implementation category
- UK Bus Awards 2012 - Highly Commended
- UK Bus Awards – nominated October 2013
- Institute of Civil Engineers – Engineering Excellence – July 2012
- Disability Forum Award – August 2013

**national**  
**transport awards**

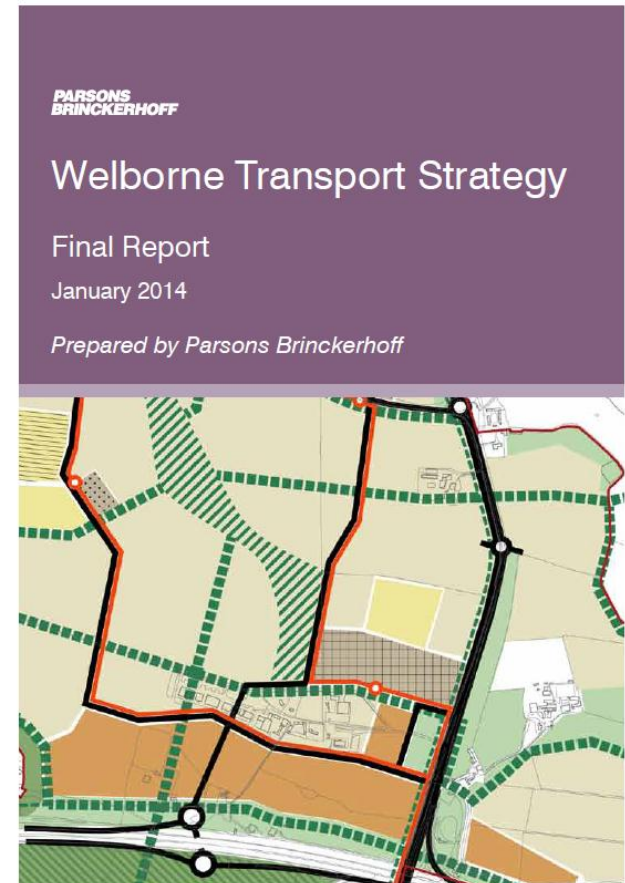
# Transport Strategy

- First Strategy April 2013
  - South Hampshire Context
  - Emphasis on internal design
  - Embedding sustainable transport
  - Travel Planning
  - Initial options for junction 10 of M27
  - Initial identification of wider impacts
- Modelling Summary April 2013
  - Update on position
  - Recognised options for J10
  - Preliminary outputs for gyratory solution



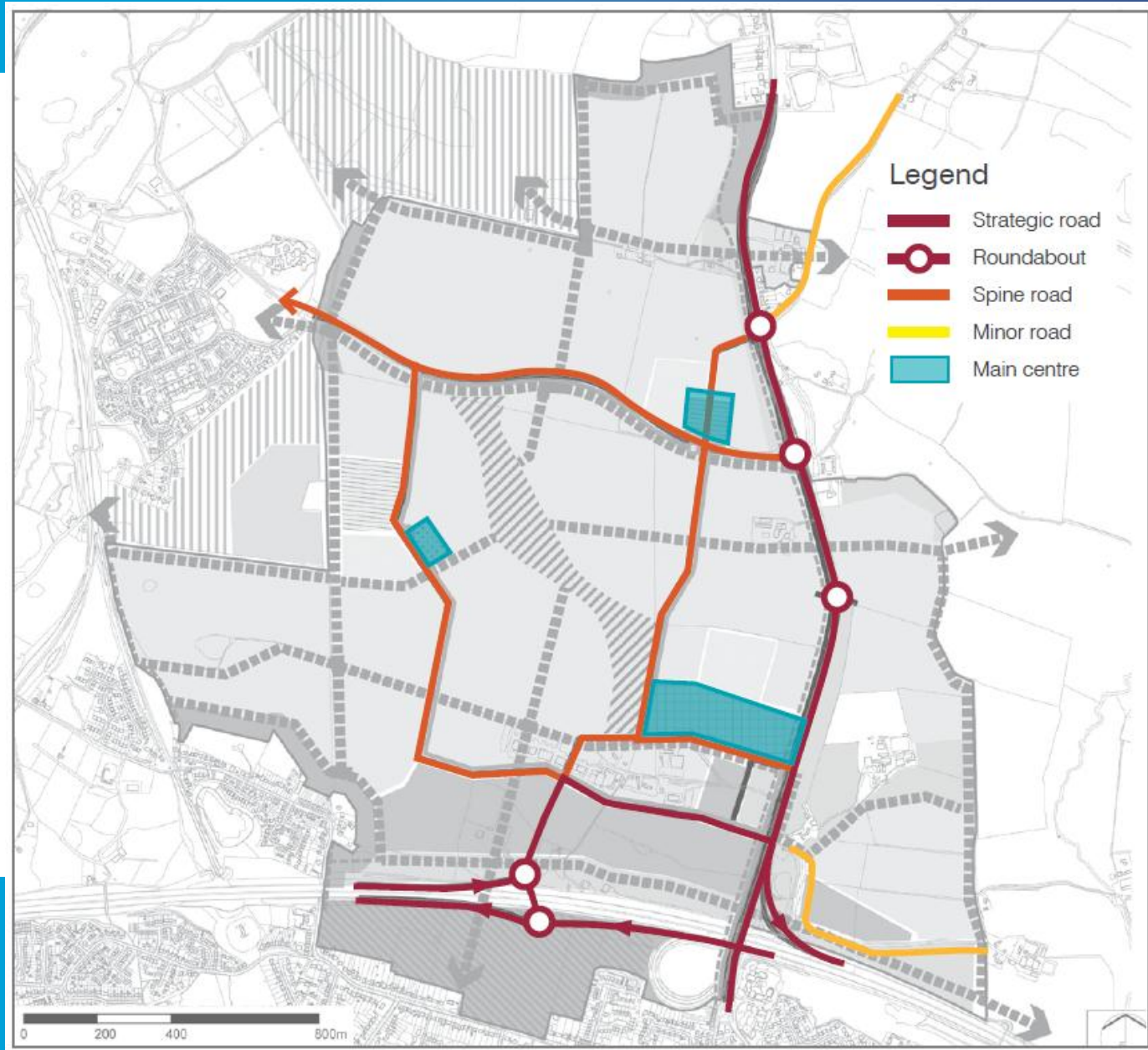
# Transport Strategy 2014

- Revised Strategy
  - Changes in Concept Masterplan
  - More detail on Options for M27 J10
  - More detail on east-west movement
  - Details of modelling runs to date
  - Initial comparative assessment of J10 options
  - Timescale for improvements to J10
  - Greater detail on wider pedestrian and cycle links
  - Design guidance for A32
  - Updated position on local roads mitigation – key corridors and potential traffic management





# On Site Network Main Routes



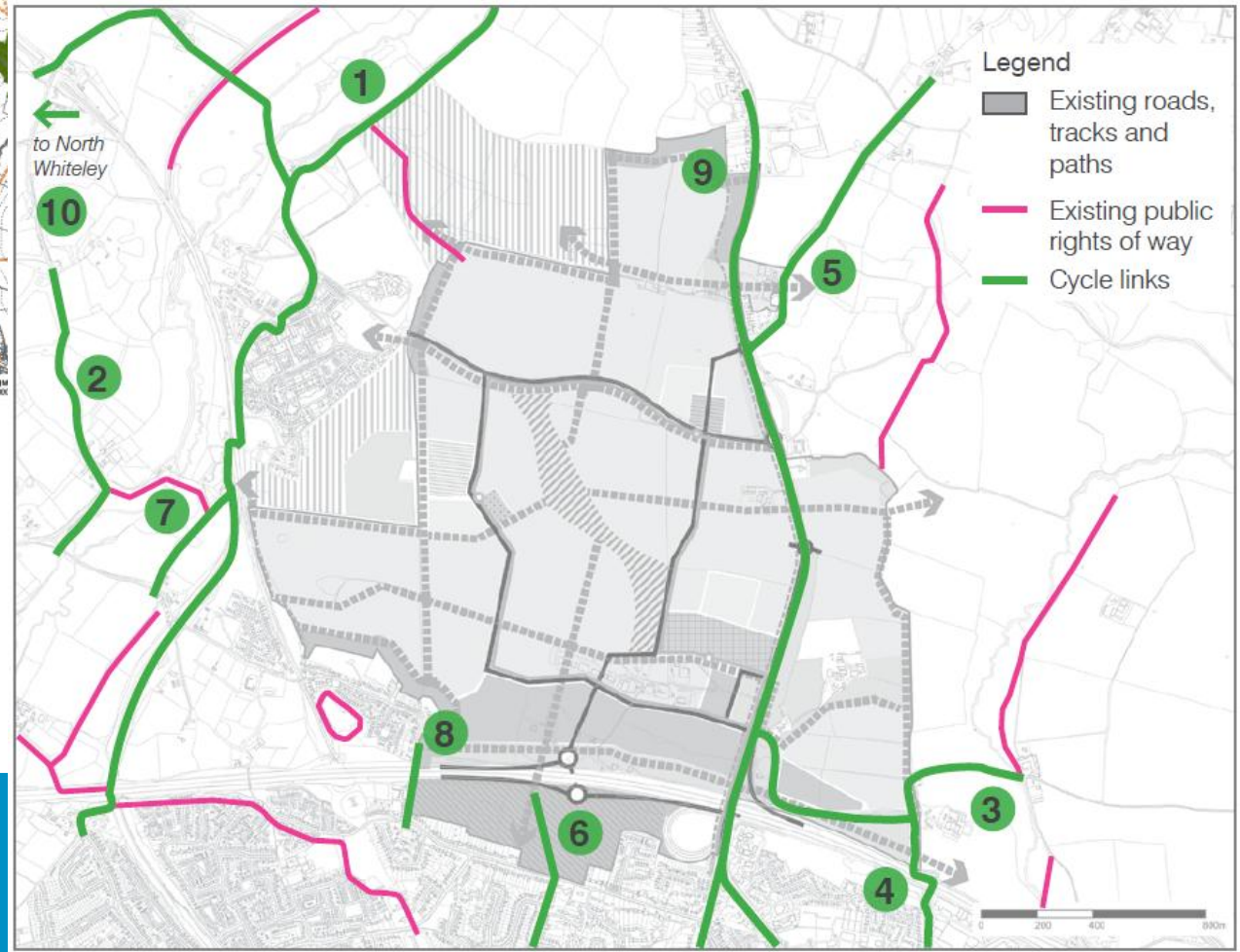
# Walking and Cycling



Appendix D.5  
Welborne Pedestrian and Cycle Links

Legend

- Offsite pedestrian/cycle route improvements
- Onsite pedestrian/cycle links
- Onsite pedestrian/cycle links (Avenues)
- Onsite pedestrian/cycle links (Drives)
- Existing roads tracks and paths
- Walking routes/paths of way



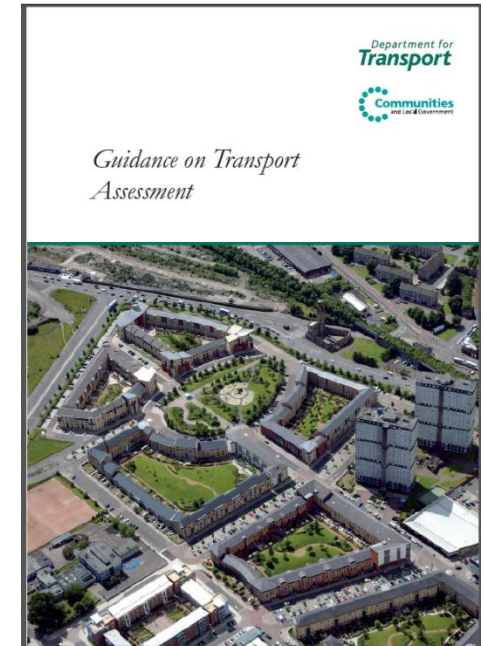


# Welborne Plan

- Policy WEL23 - new Transport Framework to accompany Transport Assessment
- New Policy WEL24 - criteria for considering Strategic Road Access
- Policy WEL 25 – acknowledges mitigation measures may be required at other roads in Fareham, Knowle and Funtley
- Policy WEL 26 and WEL 27 – Linked to new Transport Framework
- Policy WEL 28 – no pedestrian and cycle bridge, more east-west crossings and longer distance routes to Whiteley and other locations

# Next Steps

- Transport Framework to accompany Developer Proposals
  - Details on layout of the access points and primary road network, including the BRT route and the main pedestrian and cycle routes
  - A Public Transport Plan
  - A Framework Travel Plan
- Transport Assessment
  - Encouraging environmental sustainability
  - Managing the existing network
  - Mitigating residual impacts
- Close working between HA, HCC, FBC and Developers



# Welborne Standing Conference

**Break**

# Welborne Standing Conference

## **Sustainability** **Water and Flooding Issues**

# Aims for Water

- Efficient use and Sustainable Supply
- Infrastructure for Waste Water
- Maintain water quality, particularly in Source Protection Zone
- Prevent flooding in the site, avoid increase in risk downstream, and reduce risk of downstream flooding
- Deliver a site-wide Sustainable Drainage System (SuDS)



# Efficiency, Supply and Infrastructure

- Water meters
- Water efficient fixtures and appropriate reuse
- 105l per person per day
- Environmental standards
- Crockerhill Industrial park – opportunities for connecting to sewerage network

# Flooding and Sustainable Drainage

- Flood risk assessment for whole site - No increased flood risk on site or elsewhere
- Sustainable Drainage Strategy to manage surface water with no net increase and where possible reduce run-off
- Control run-off and prevent flooding for up to a 1 in 100 year rainfall event with a 30% allowance for climate change
- Use SuDS management process and Integrated with Green Infrastructure

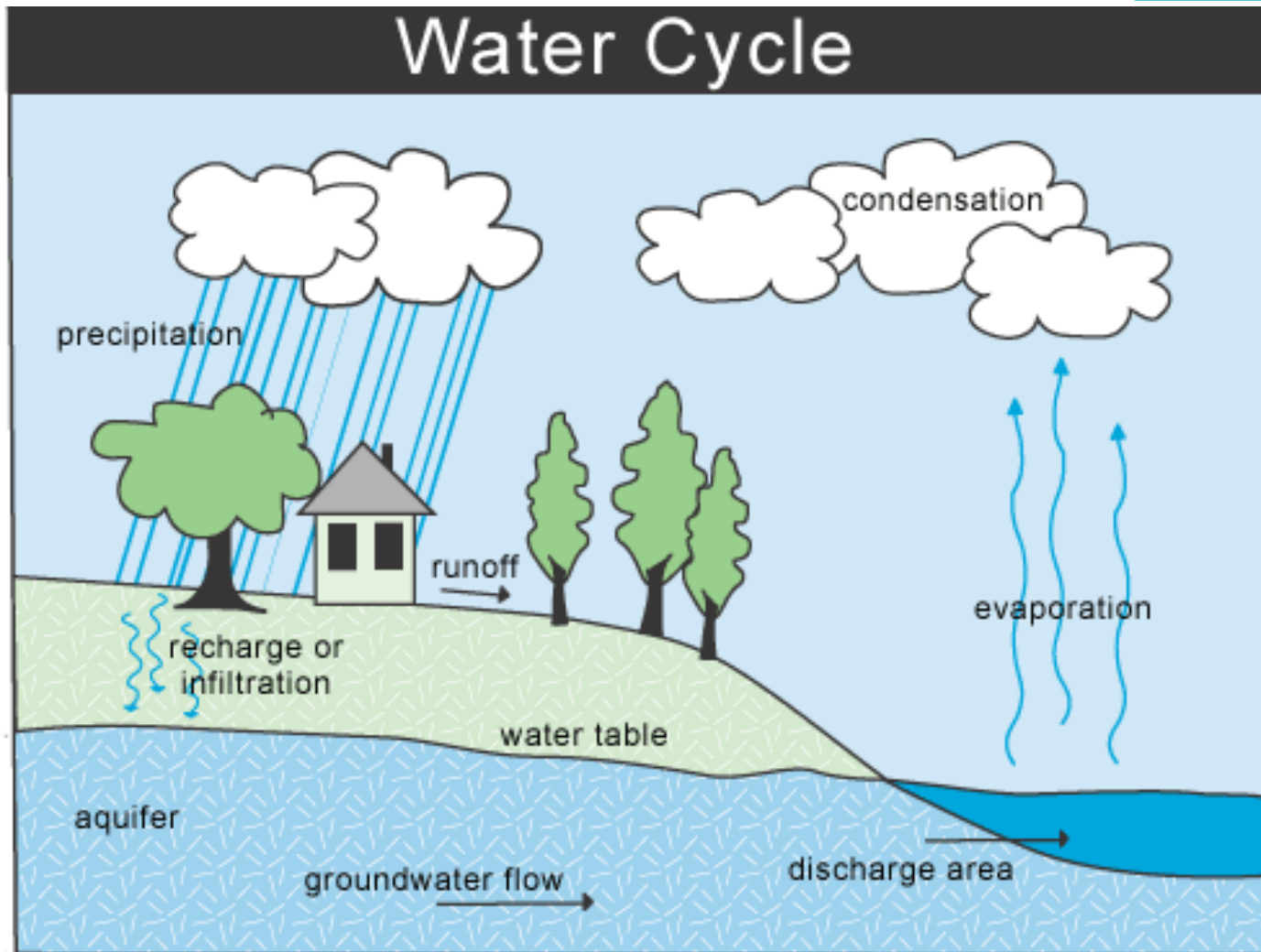
# Approach to flood risk



24/02/2014



# Approach to Flood Risk



## Pre-development - Greenfield

### Natural Attenuation

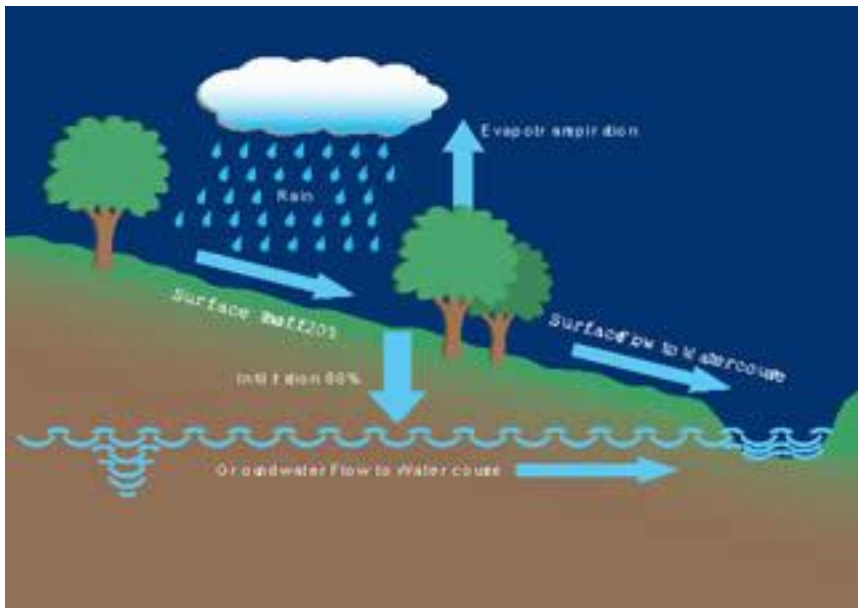
- through slow run off

### Natural Storage

- In depressions, ditches, furrows

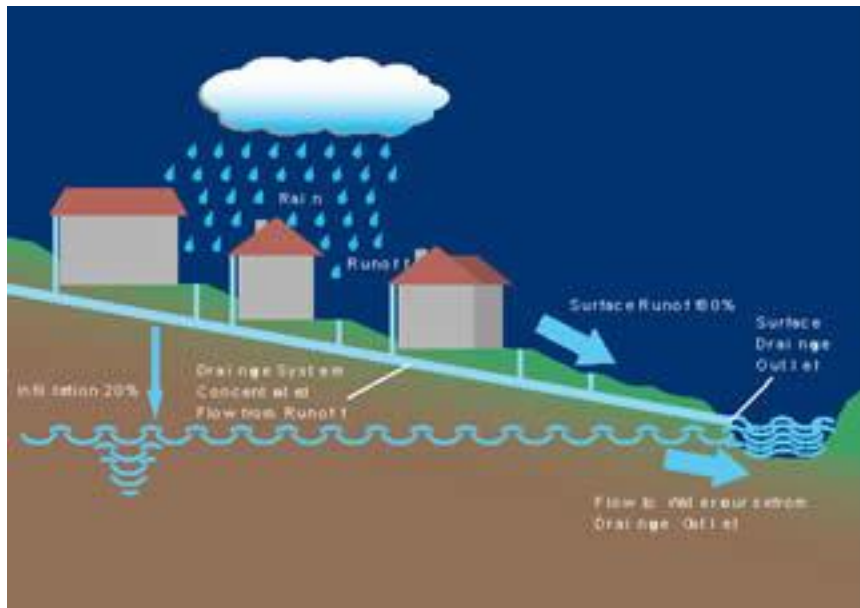
### Natural discharge volume reduction

- Soakage
- Evaporation
- Transpiration





# Approach to Flood Risk



## Post-development - Impermeable surfaces

Increased flow rates - faster

Negligible storage

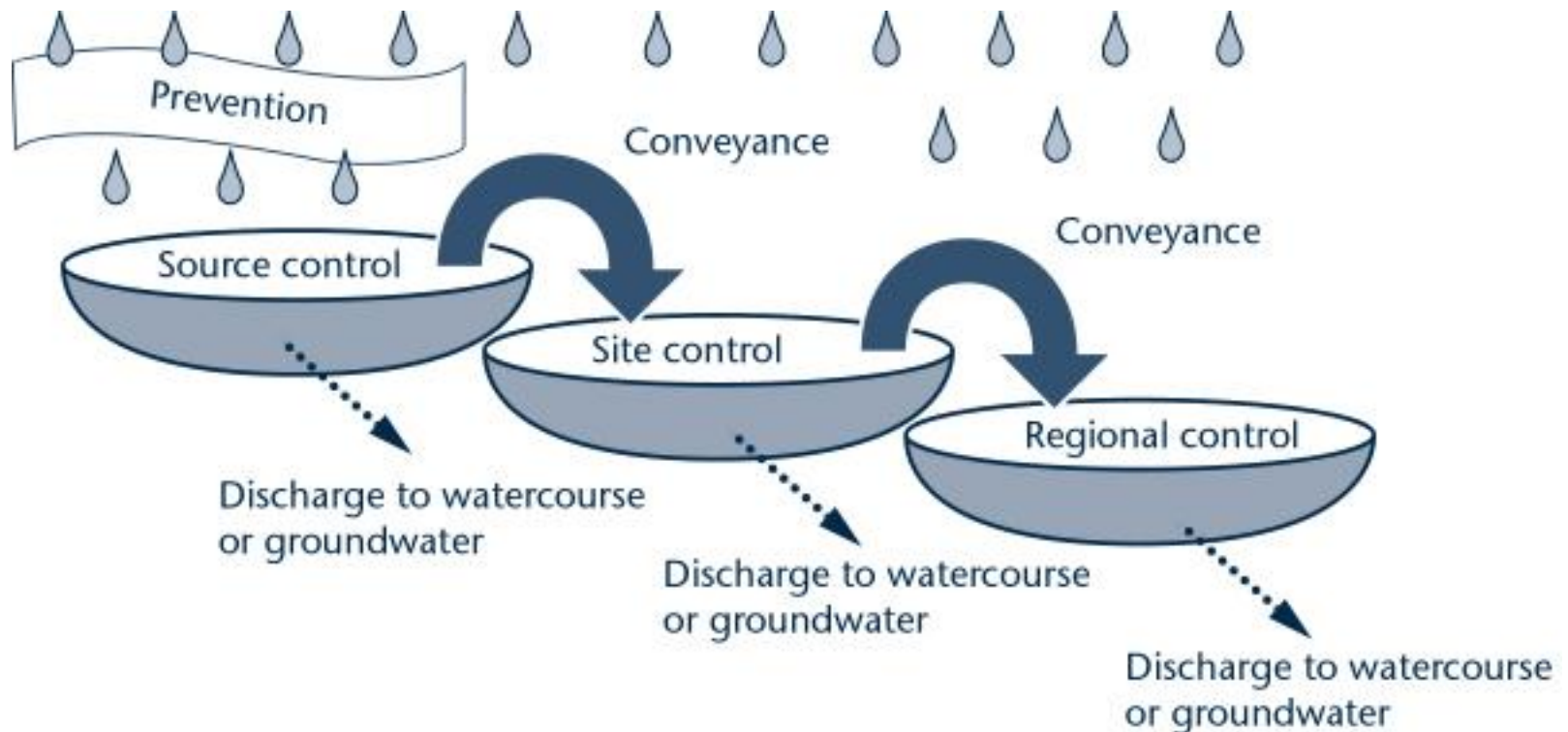
Conventional pipework = self cleansing  
min maintenance

Increased flood risk

Increased volume of run off

- Much Reduced Soakage
- Negligible Evaporation
- Negligible Transpiration

# Approach to Flood Risk

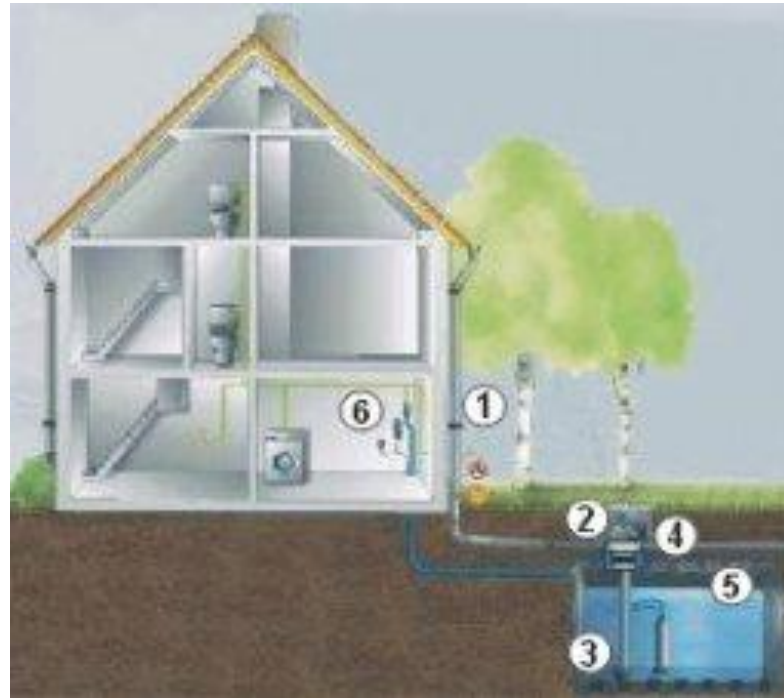


# Approach to Flood Risk



## Water Harvesting

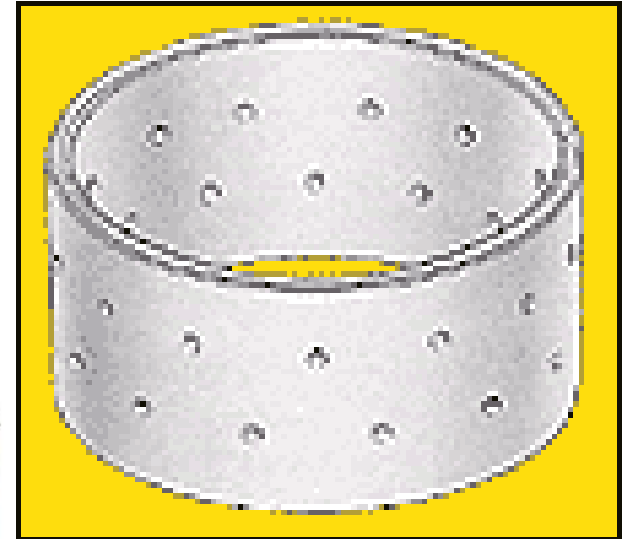
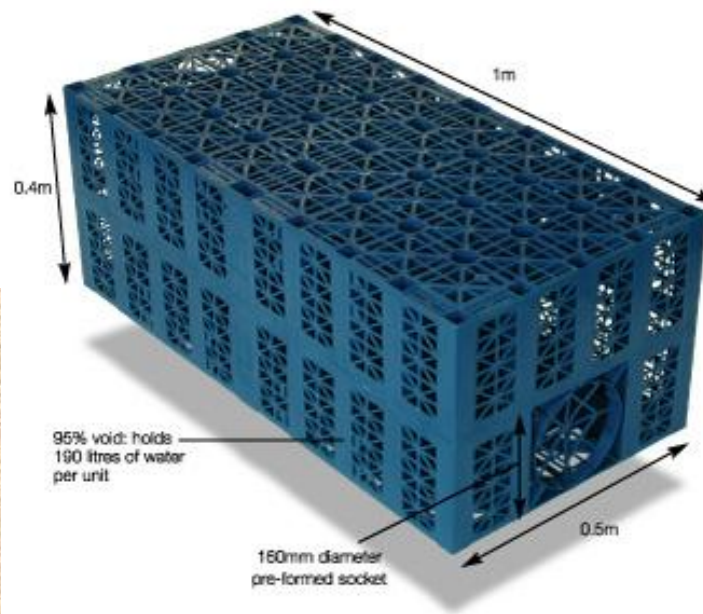
Source Control  
- Minimum Requirement



# Approach to Flood Risk

## Soakaways

Cellular Crate Systems  
Technically good, wide variety of designs  
Effective for non-adopted areas



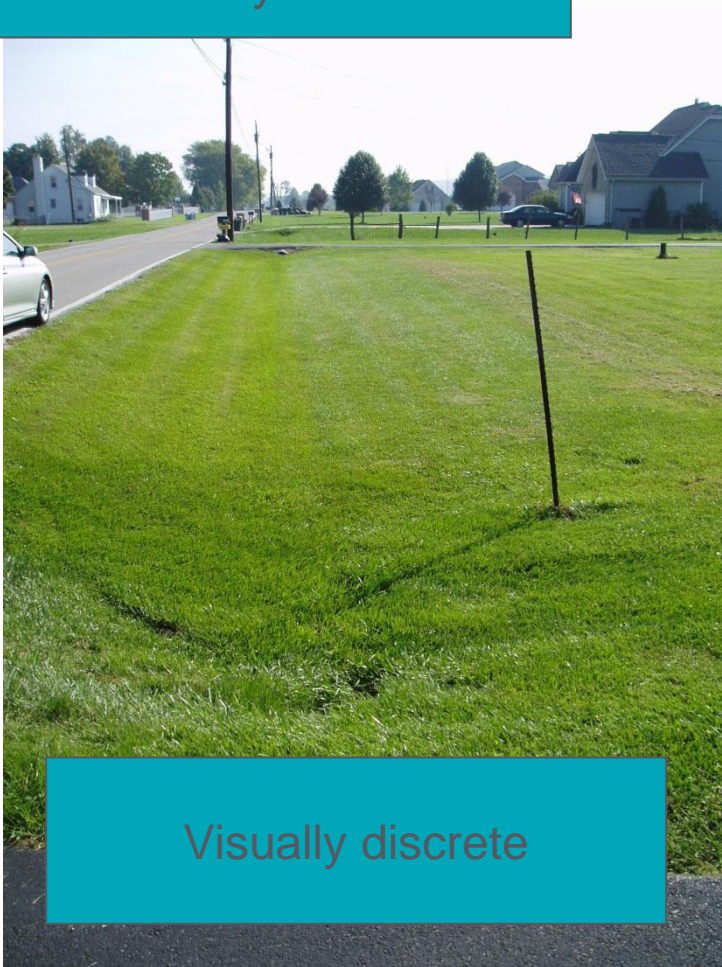
Perforated MH chambers  
– very effective,  
easily maintained



# Approach to Flood Risk



## Roadway Swales



Visually discrete

Only noticeable when raining,  
Cheap to construct,  
expensive if land has to be provided





# Approach to Flood Risk

## Large Swales – Convey and Store



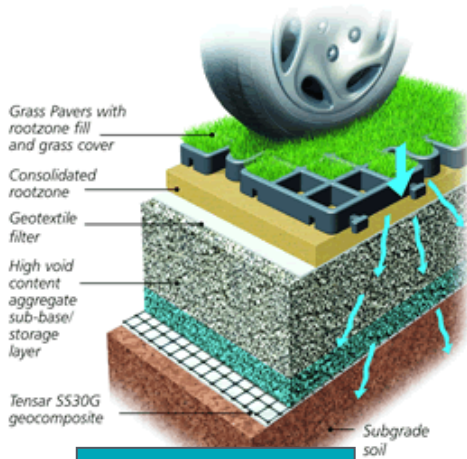
Make space for water in master plan  
EA seeks this solution  
Viable if dual use as Open Space  
Biodiversity/ Amenity  
Comines as overland pluvial flood route  
to detention facility



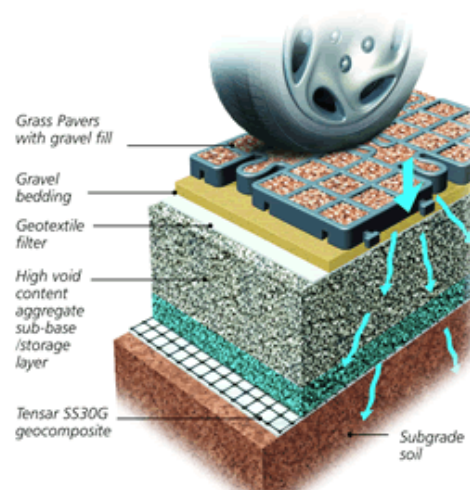
# Approach to Flood Risk



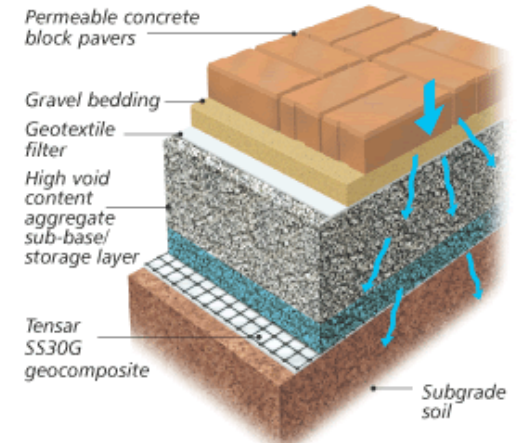
## Permeable paving



Grassed



Gravel



Blocks

Open jointed blocks →

Coarse sand →

Membrane →

Open graded sub base →



# Approach to Flood Risk

Detention facilities



## Detention basins – retention ponds

### Dry depressions v Wet Ponds (Balancing Ponds)



Promote dry basins  
with small pond in corner



# Approach to Flood Risk



## Detention Basins

Dry detention basin



Dry detention basin



Dry detention basin  
with wet pond in corner



# Approach to Flood Risk



- Benefits to the Community
  - Green conscious, reduce drought impact – water resource costs, diverse ecology and more green amenity
  
- Benefits to the individual
  - Water Butts – save water - reduce metered bills – green conscious
  - Soakaways – reduce water charges
  
- Benefits to the Developer
  - minimise impact of additional cost
  - Less deep sewerage
  - Fewer gullies and highway drains
  - Dual use of open space
  - Meets Planning objectives
  - Code for Sustainable Homes – basic essential plus more points



# SuDS in the Local News



# Welborne Standing Conference

## Landowner Update

# Welborne Standing Conference

## **Perspective of the Standing Conference**

# Welborne Standing Conference

## Workshop

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