



WELBORNE  
GARDEN VILLAGE

OUTLINE PLANNING  
APPLICATION UPDATE

A SIMPLE  
GUIDE TO THE  
PLANNING  
APPLICATION



**Buckland**  
DEVELOPMENT LTD



# INTRODUCTION

Buckland Development Limited (Buckland) have submitted a planning application to Fareham Borough Council for the development of land north of M27 Junction 10, on the site known as Welborne. The original planning application was submitted in March 2017, and more information has now been submitted to the council, which picks up on comments from both the public and other expert bodies which have commented on the planning application.

Since the submission of the original planning application, Buckland have acquired the vast majority of the Welborne site area. This has also further influenced the updated information, as now different opportunities for delivery can be explored.

This is an outline planning application (OPA) with all matters reserved except for access from the M27 J10 and the A32. This means this planning application sets the framework how Welborne will come forward in the next 20 to 30 years, with future applications providing the detail. You will have an opportunity to comment on these future applications. This process is explained further later in this guide.

As this is a major application with many plans and documents, this guide has been prepared to help you understand the application, the changes which have been made from the original and discover where you might find the answers to some of the questions you have.



In summary, the application is for:



**UP TO 6,000 DWELLINGS**  
including a care home



**NEW SCHOOLS**  
including a secondary school and 3 primary schools



**NEW INFRASTRUCTURE**  
including a remodelled M27 J10, works to the A32 and the creation of associated roads which will accommodate an extension to the Bus Rapid Transit network



**A VILLAGE CENTRE**  
including local shops, a pub, hotel, market hall, nursery and supporting services and facilities up to 105,000 m<sup>2</sup> of business floorspace immediately north of J10, including offices, manufacturing space, warehousing and a household waste recycling centre



**OPEN SPACES**  
including extensive areas of public open space and woodland, playing fields and allotments



**A DISTRICT CENTRE**  
including food store(s), local shops, health facilities and community space



# WHERE TO START

In order to get to grips with the application we would recommend you start with the **Structuring Plan, Planning Statement and the Design and Access Statement**. These documents give an overview of the proposals and explain the structure of the application in more detail. The Environmental Statement is also a key document. However, as it contains a lot of information, a Non-Technical Summary has been provided as a useful starting point.

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If you want to ask questions about the application, you might wish to contact either Buckland or the Council:

On behalf of Buckland:  
[www.bucklanddevelopment.com](http://www.bucklanddevelopment.com)  
Facebook: @WelborneBDL  
Twitter: @WelborneGV

On behalf of the Council:  
Development Control  
[devcontrol@fareham.gov.uk](mailto:devcontrol@fareham.gov.uk)

To view the application on-line, visit:  
[www.fareham.gov.uk/casetrackerplanning/ApplicationDetails.aspx?reference=P/17/0266/OA&uprn=WELBORNE](http://www.fareham.gov.uk/casetrackerplanning/ApplicationDetails.aspx?reference=P/17/0266/OA&uprn=WELBORNE)

# KEY FEATURES

This is an **outline planning application**, with only access from M27 J10 and the A32 applied for in detail. Therefore, the exact form, location and design of the development is reserved for future planning applications. However, this illustrative plan shows how Buckland envisage Welborne will grow at this stage. This may change as this Garden Village is built over the next 20 or so years.

Welborne has been designed to respond to the landscape in which it sits, with four 'character areas' – woodland to the north, downland to the centre, meadowland to the south and parkland to the east.

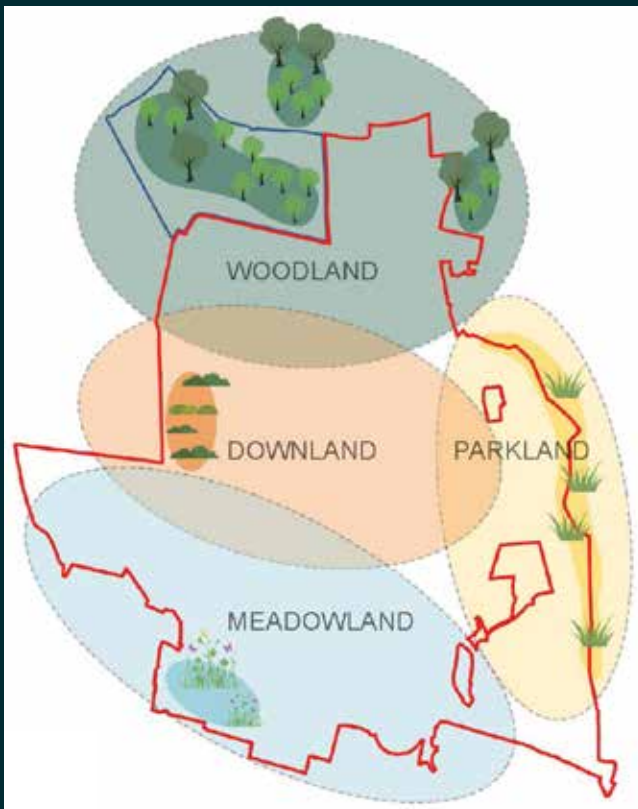
The **woodland area** will have a dense network of trees, with buildings orientated towards Dashwood.

The **downland area** will have a more open feel, with buildings orientated towards Welborne Park and Welborne Mile.

The **parkland area** will be more formal in landscape design, reflecting the characteristics of the nearby Roche Court (Boundary Oak School) and its setting.

The **meadowland area** will be reflected with the creation of ponds and wildflower planting within Fareham Common.

These character areas will influence the approach to place-making, design and architecture of buildings and open spaces within further planning applications.





The 6,000 homes provided in Welborne will be built in varying architectural styles, densities and building heights. In general terms, the **denser and taller buildings will be located in the centre of the site**, and near the District and Village Centres, with the buildings becoming **less dense and smaller in height towards the edges**.

A **bus rapid transit system** will serve Welborne, linking to Fareham to the south. Other public transport routes will also extend into Welborne.

- a** Welborne will be well **connected by a network of walking and cycling routes**, which connect to and enhance existing public rights of way, and connect to Fareham and the surrounding villages. The **Welborne Greenway** circles the entire garden village, providing an 10km loop.
- b** Welborne will have a characterful village centre to the north of Knowle Road, which will include a **village hall**, local shops, day care /pre-school, offices, apartments and a pub.
- c** **Improvements will be made to the A32.**
- d** New **allotments** are proposed to the north of Albany Farm, as well as a **community park**.
- e** **Three Primary Schools** will be built at Welborne. **One secondary school** will be provided, close to the district centre. These schools could include **sports facilities** which will be open to the public outside school hours.
- f** Welborne's District Centre will be its functional heart. It will contain a **new supermarket**, apartments, shops, doctors, a **community hall**, nursery and a small hotel, amongst other uses.
- g** A new **Welborne Sports Hub** will be built with **two full-size artificial grass pitches**, and smaller grass pitches. The Sports Club building will include a sports hall and changing rooms.
- h** **M27 Junction 10 will be upgraded to an all moves junction**, allowing opportunity to both join and leave the motorway in both directions at Junction 10. This will help to better connect Welborne and Fareham to Portsmouth to the east and Southampton to the west.
- i** Fareham Common will be enhanced with **new planting and new public footpath routes**. The existing J10 off-slip will be decommissioned.
- j** A significant **new employment area** is proposed for the north of Fareham, providing approximately **2,000 jobs** in office, industrial and warehousing. The total amount of **jobs provided across Welborne expected to exceed 5,700**.
- k** The Welborne Mile will provide an **informal greenspace** which runs from Dashwood to the north and Fareham Common to the south, with footpaths linking these areas.
- l** To the west of Welborne, a play space, primary school, community building, **cricket pitch and pavilion** is planned. Land is also reserved in this location for in the event a **new railway station to serve Welborne** is brought forward.
- m** **Welborne Park** will be at the heart of Welborne. Measuring 12.5ha (approximately 16 football pitches), it runs through the centre of the site, connecting the district centre and Dashwood. The park will have a more formal feel to the south, becoming more natural and informal to the north. The park will also incorporate the existing **Neolithic long barrow**, which will remain protected from any built development.
- n** Another planning application has been submitted to Winchester City Council to allow **greater access to Dashwood**, with the creation of a **3km circular footpath** in addition to the existing Right of Way through the wood.

# FORMAL DOCUMENTS TO BE APPROVED

FORMAL APPLICATION PLANS & DOCUMENTS	DESCRIPTION	WHAT HAS CHANGED SINCE THE ORIGINAL OPA SUBMISSION
Planning Application Boundary Parameter Plan	Shows where the site is in relation to Fareham.	A tiny area to the south of Fareham Common has been removed from the application site.
Structuring Plan	The key document which underpins the application by setting the broad pattern of land uses across the site.	This document has been restructured to focus on what is formally being approved in this OPA.
Access: Roads and Junctions Parameter Plan	Provides the general, high level, arrangement of the access elements proposed.	Some changes to the proposed road network have been made including: <ul style="list-style-type: none"> <li>• The redesign of M27 J10</li> <li>• The movement of the proposed southmost A32 roundabout away from the gas main alignment</li> <li>• The stopping up of Pook Lane</li> <li>• Small changes to the alignment of the proposed Welborne Road Network</li> </ul>
Land Use Parameter Plan	Illustrates the broad pattern of land use across the site.	This has been updated to include: <ul style="list-style-type: none"> <li>• A joint school site at the District Centre</li> <li>• Addition of an east-west green corridor across the centre</li> <li>• Additional buffer planting added close to the M27</li> <li>• Additional greenspace added to the north of Welborne</li> <li>• Reorganisation of the district centre</li> <li>• Slight extension of the employment area near the M27</li> <li>• The addition of more pedestrian crossings in various locations</li> <li>• Movement of greenspaces to create better setting to Roche Court</li> <li>• The relocation of the northern primary school closer to Dashwood</li> <li>• The expansion and movement southward of the rail halt reserve land</li> <li>• Movement of the proposed household waste recycling centre further west</li> <li>• Cricket pitch has been enlarged near Funtley</li> </ul>
Residential Density Parameter Plan	Establishes densities for development within the areas indicated on the drawing.	This has been updated to reflect the land use and highways changes.
Building Heights Parameter Plan	Establishes maximum build-to heights for development across the site.	This has been updated to reflect the land use and highways changes and to show a greater reduction of heights towards the edges of Welborne.
Green Infrastructure Parameter Plan	This sets the broad layout of the open space to be provided by the development.	This has been updated to reflect the land use and highways changes.
Highway General Arrangement Plans	Sets the layout and design of each of the proposed access points for which consent is formally sought.	These have been updated to reflect the proposed changes to the junction and A32 roundabouts.
Technical Highways Plans		
Highway Landscape Plans		
Development Specification	Describes the development contained in the application to provide certainty about what is being applied for and Sets the maximum amount of land area / floorspace for each of the land uses applied for.	This has been withdrawn for consideration as it is considered this document's function is now covered by the Structuring Plan.

# SUPPORTING DOCUMENTS FOR INFORMATION

PLANS & DOCUMENTS SUBMITTED IN SUPPORT OF THE APPLICATION	DESCRIPTION	WHAT HAS CHANGED SINCE THE ORIGINAL OPA SUBMISSION
Public Transport Strategy Plan	Provides an illustration of how proposed public transport routes could operate, which will be fixed at future development phases.	This has been updated to reflect the new highways layout, and also to extend the BRT route to create a loop within the site.
Indicative Cycling & Pedestrian Routes Plan	Provides an illustration of how proposed pedestrian and cycle routes could operate, and how they connect with the existing pedestrian and cycle framework.	This has been updated to show the existing routes which are to be improved or diverted, and the new routes which are now proposed.
Sequencing Plan	Demonstrates how the proposed development could be built out, ensuring that infrastructure is delivered in a timely manner.	This has been updated to reflect the new land use changes, and the new development trajectory.
Illustrative Landscape Framework Plan	Provides an illustration on how the landscaping elements, green spaces and character areas created by the development could operate and providing detail to the Green Infrastructure Parameter Plan.	This has been updated to reflect the land use and highways changes.
Planning Statement	Provides an overview of the site, and the development proposals and evaluates the proposals against the local plan and other material planning considerations.	This has been brought up to date, with sections added explaining who has been consulted on the OPA, and how their comments have been reflected in this updated OPA.
Environmental Statement	Identifies and assesses the scale of the impacts of the proposed development on the environment and explains how these impacts can be mitigated in the areas of: socio-economics, transport, air quality, noise and vibration, landscape and visual effects, ecology, cultural heritage, agriculture and soil resources, water resources, ground conditions and utilities.	This has been updated to assess the updated proposals.
Transport Assessment (as part of the Environmental Statement)	Assesses the impact of the proposed development on the local and strategic transport network and identifies measures and strategies to mitigate this.	This has been updated to assess the updated proposals.
Framework Travel Plan (as part of the Transport Assessment)	Sets out a package of measures for sustainable travel which have been included in the proposals or will be made available to occupants of the proposed development in order to discourage journeys by car where appropriate.	This has been updated to reflect the updated proposals.
Environmental Statement Non-Technical Summary	A simplified version of the Environmental Statement to provide access to the broad scope of the information about impact and mitigation.	This has been updated to reflect the updated proposals.
Design & Access Statement (DAS)	The DAS explains the factors that have been taken into account through the masterplanning of the site, including the site context, and its constraints and opportunities. It explains the components of the master plan including land use and amount, layout, scale, landscape and access arrangements. The DAS also sets out the design principles for the development and illustrates how the development might evolve at the detailed design stage.	This has been updated to reflect the updated proposals, and to illustrate the design process which has been undertaken to influence these proposals.
Statement of Community Engagement	Explains the measures that were taken to engage with key stakeholders, interest groups and the wider public during the period leading up to the submission of the application, and how comments received have influenced the proposals.	This has been updated to reflect the updated proposals and details the engagement which has been undertaken since the original OPA submission.

PLANS & DOCUMENTS SUBMITTED IN SUPPORT OF THE APPLICATION	DESCRIPTION	WHAT HAS CHANGED SINCE THE ORIGINAL OPA SUBMISSION
Sustainability Statement	Presents a strategy for addressing energy, water and waste needs in order to achieve a low carbon development.	This has been updated to reflect the updated proposals.
Affordable Housing Statement	Sets out the approach to the provision of 30% affordable housing across the site development, drawing on relevant policy and the background evidence base.	This has been updated to reflect the updated proposals.
Planning Obligations Statement/Heads of Terms	This document will form the basis for the final Section 106 Agreement, which will form a legal contract between signatories, to include the applicant, other landowners and Fareham Borough Council.	This has not been updated, as this is a basis for discussion with FBC, which is still ongoing.
Infrastructure Delivery Plan	Establishes the key items which the applicant will be required to deliver, such as schools, highway works and open spaces, and the timings of and triggers for these items.	This has been updated to reflect the updated proposals.
Site Waste and Construction Management Strategy	Provides an overarching strategy for the development in regard to how site construction will be managed, and how the waste created within construction phases will be dealt with.	This has not been updated, as it is considered the principles within the document are still relevant for the updated scheme.
Delivery Strategy Overview	This sets out the approach to the management of the completed development, including how open spaces will be maintained once created.	This has been updated to reflect the updated proposals, and to reflect the greater stewardship role Buckland can now take, given their control of all land necessary for the delivery of Welborne.
Employment and Training plan	Establishes a broad approach to how the development will create employment opportunities within the construction phase, and local people could utilise these opportunities.	This has not been updated, as it is considered the principles within the document are still relevant for the updated scheme.
Minerals Statement	This document outlines the assessment of the minerals potential undertaken on site, and the results of these surveys.	This has not been updated, as it is considered the principles within the document are still relevant for the updated scheme.
Green Infrastructure Strategy	Sets out the approach undertaken in regard to the provision of open space across the development.	This has been updated to reflect the updated proposals.
Retail Impact Assessment	Reviews the retail components of the development proposed and their potential impacts on established retail areas close to the application site.	This has been updated to assess the updated proposals.
Report to inform a Habitat Regulations Assessment	Assesses the development proposals in relation to impact on natural habitats from the perspective of national and European law.	This has now been withdrawn, as it is now replaced by the shadow Appropriate Assessment (see new documents, below) due to legal changes since the submission of the original OPA leading to a different assessment now being required.



# NEW DOCUMENTS

## PROVIDED IN THIS UPDATE

PLANS AND DOCUMENTS SUBMITTED IN SUPPORT OF THE APPLICATION	DESCRIPTION
Shadow Appropriate Assessment.	This replaces the previous Report to Inform a Habitats Regulations Assessment and Assesses the development proposals in relation to impact on natural habitats from the perspective of national and European law.
Detailed Documents in relation to M27 J10: <ul style="list-style-type: none"> <li>• Construction and Environmental Management Plan</li> <li>• Lighting Strategy</li> <li>• Drainage Strategy Report</li> <li>• Proposed Drainage Layout Plans</li> <li>• Environmental Mitigation Plan</li> <li>• Site Clearance Plan</li> <li>• Existing Topography Plans</li> <li>• Ground investigation/ PSSR/Geo Desk Study</li> </ul>	These documents have been prepared in conjunction with Hampshire County Council to support the detailed M27 J10 proposals. These are documents which would usually be conditioned as part of a planning permission, but have been submitted at this stage to allow review now, speeding up the process, rather than having to submit them later.
Suitable Alternative Natural Greenspace Plans	– These plans illustrate the proposals for Dashwood (outside the OPA boundary), Welborne Common and the Welborne Mile, with the changes required to enhance the access to these spaces and facilitate their use as Suitable Alternative Natural Greenspace (SANG)



## WHAT HAPPENS NEXT?

The Borough Council will consult on the updates to the planning application for six weeks from the point of the submission of these updates. During this period they will be seeking more comments on the application from statutory bodies including Historic England, Highways England, Natural England and the Environment Agency, as well as other public organisations including Hampshire County Council (as the education, highways, drainage and community services authorities). You are also able to make comments on the application between these dates by writing to the Council on the contact information provided within this guide.

Planning officers at the Council will consider all comments received before forming a recommendation to the Planning Committee. The anticipated timing of a decision is Spring 2019. If consented, we would anticipate applications for initial phases of development being submitted later in 2019, with junction works commencing in mid-2019.

# WHAT FURTHER STAGES OF PLANNING SHOULD WE EXPECT?

As most of the application is in outline, the Council will look to agree a process for the approval of all detailed elements before development within each phase can commence. Matters not approved through the outline application are 'reserved', with 'reserved matters applications' required prior to development commencing. It is important to remember that the information to be approved at this stage is **only**:

- Description of Development – including development quanta
- Parameter Plans:
  - 001 Planning Application Boundary
  - 002 Access: Roads & Junctions
  - 003 Land Use
  - 004 Residential Density
  - 005 Building Heights
  - 006 Green Infrastructure
- Sequencing / Phasing Plan (which may be updated as Welborne is built out)
- Structuring Plan
- Detailed Highways Plans (including landscaping and lighting plans)

The other documents which make up this OPA are submitted for information only.

## DESIGN CODES & RESERVED MATTERS

Next, Buckland will produce a Strategic Design Code, which sets out the overall development principles for Welborne. This will be an umbrella document for the area specific design codes (discussed below), and will be submitted prior to any reserved matters applications. The contents of the Strategic Design Code will be agreed with FBC in due course, however it is envisaged at this stage it will contain:

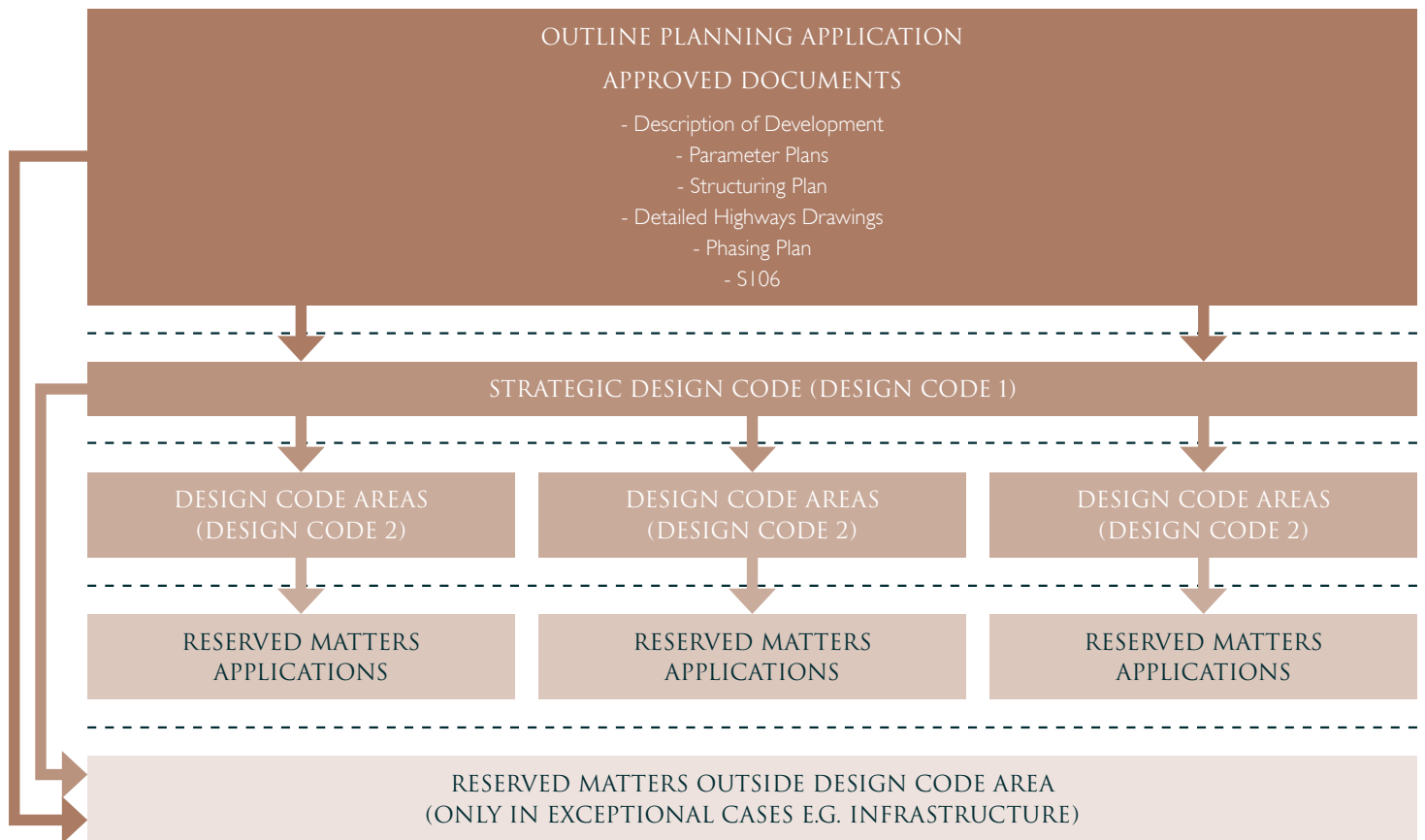
- A key plan of the expected neighbourhoods and Design Code areas
- More design detail for the key areas of Welborne, including the Central Park, District Centre and Village Centre
- Materials palette for each character area

After the approval of the strategic code, detailed Design Codes will be submitted for approval by the Council, either alongside, or before any development phase. The Codes could encompass multiple neighbourhoods. The area which a Design Code will cover will be agreed with FBC prior to submission of the Code for approval.

The Design Codes will include a detailed development framework plan (or 'Regulatory Plan') which will set out the design fixes for particular areas with more precision than the parameter plans. These Design Codes will comply with the high-level design principles set out in the Structuring Plan within the OPA.

Within the design codes there will also be areas of particular importance, such as the relationship to heritage assets, key vistas or focal points of Welborne. These will be more heavily coded, compared to other development areas, to ensure the potentials of these areas are maximised and their sensitivities reflected.





The Design Codes will be developed in close dialogue with FBC. Any reserved matters applications, or other planning applications, within a design code area would need to comply with the relevant Design Code. You will have an opportunity to comment on this design code once it is submitted, and there may be opportunities for you to get involved in its production, through consultation events and questionnaires.

Following the approval of a Design Code, or alongside its submission to the Council for approval, applications for development parcels within the Design Code Area would be submitted to the Council for reserved matters consent. These would contain all the required details to enable development to occur on site.

These reserved matters applications would be submitted in conformance with the levels of approvals which they sit beneath – the OPA and information approved at Design Code level, including any technical details approved at this stage. In some cases, it will be appropriate to submit an application seeking reserved matters consent outside a design code area. Typically, these are infrastructure elements, such as strategic roads and/or utilities infrastructure, required to support wider development areas.



