

OFFICER REPORT FOR COMMITTEE

DATE: 14/12/2023

P/17/0266/DP/I

BUCKLAND DEVELOPMENT LIMITED

FAREHAM NORTH/FAREHAM EAST

AGENT: DAVID LOCK ASSOCIATES

DETAILS PURSUANT TO CONDITION 9 (STRATEGIC DESIGN CODE) AND CONDITION 10 (STREETS MANUAL) OF P/17/0266/OA: WELBORNE - A NEW COMMUNITY OF UP TO 6000 DWELLINGS (C3 AND C2, INCLUDING A CARE HOME OF USE CLASS C2) TOGETHER WITH A DISTRICT CENTRE (COMPRISING UP TO 2,800M² FOOD STORE RETAIL (A1), UP TO 2,419M² OF NON-FOOD RETAIL (A1) AND UP TO 2,571M² OF OTHER NON-CONVENIENCE/COMPARISON RETAIL USE (A1 - A5)); A VILLAGE CENTRE (COMPRISING UP TO 400M² FOOD STORE RETAIL (A1), UP TO 1,081M² OF NON-FOOD RETAIL (A1), A PUBLIC HOUSE (UP TO 390M² A4 USE) AND UP TO 339M² OF OTHER NON-CONVENIENCE/COMPARISON RETAIL USE (A1 - A5)); UP TO 30,000M² OF COMMERCIAL AND EMPLOYMENT SPACE (B1); UP TO 35,000M² OF GENERAL INDUSTRIAL USE (B2); UP TO 40,000M² OF WAREHOUSING SPACE (B8); A HOTEL (UP TO 1,030M² C1 USE); UP TO 2,480M² OF COMMUNITY USES (D1 AND D2); UP TO 2,200M² ANCILLARY NURSERY (D1), HEALTH CENTRE (D1) AND VETERINARY SERVICES (D1); RETENTION OF DEAN FARMHOUSE; A SECONDARY SCHOOL, 3 PRIMARY SCHOOLS; PRE-SCHOOLS; GREEN INFRASTRUCTURE INCLUDING FORMAL AND INFORMAL OPEN AND AMENITY SPACE; RETENTION OF SOME EXISTING HEDGEROWS, GRASSLAND, WOODLAND AREAS, ALLOTMENTS, WILDLIFE CORRIDORS; ALL SUPPORTING INFRASTRUCTURE; HOUSEHOLD WASTE RECYCLING CENTRE; REQUISITE SUB-STATIONS; SUSTAINABLE DRAINAGE SYSTEMS INCLUDING PONDS AND WATER COURSES; A REMODELLED M27 J10 INCLUDING NOISE BARRIER(S); WORKS TO THE A32 INCLUDING THE CREATION OF THREE HIGHWAY JUNCTIONS AND NEW CROSSING(S); DISTRIBUTOR ROADS (ACCOMMODATING A BUS RAPID TRANSIT NETWORK) AND CONNECTIONS TO THE SURROUNDING CYCLEWAY AND PEDESTRIAN NETWORK; CAR PARKING TO SUPPORT ENHANCED USE OF DASHWOOD; GROUND REMODELLING; ANY NECESSARY DEMOLITION; WITH ALL MATTERS RESERVED FOR FUTURE DETERMINATION WITH THE EXCEPTION OF THE WORKS TO M27 J10 AND THE THREE HIGHWAY JUNCTIONS AND RELATED WORKS TO THE A32.

WELBORNE, LAND NORTH OF FAREHAM.

Report By

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1.0 Introduction

1.1 Outline planning permission for Welborne was granted on 30th September 2021. The applicant has been working on a wide range of work strands since

that time, which has included the preparation of strategic design documents that set the design standards the development at Welborne will achieve.

- 1.2 Construction work has started at Welborne on the land north of Knowle Road to deliver the early provision of utility and drainage infrastructure. This work has progressed whilst the strategic design documents are being prepared.
- 1.3 The Welborne Strategic Design Code and Welborne Streets Manual are brought before the Planning Committee for a decision because of the number of representations which have been received about them. In light of the strategic significance of the documents in ensuring the quality of development at Welborne, Officers would have brought these documents to the Planning Committee for a decision in any event.
- 1.4 This report sets out:
 - The background to the application, and detail on the evolution of the Strategic Design Code and Welborne Streets Manual and their relationship to the development plan and other approved documents in the outline planning permission (Section 2 of the report);
 - Relevant Planning History, Planning Policies, Representations received and Consultations (Sections 3, 4, 5 and 6 of the report);
 - A summary of the two documents by chapter. This summary identifies the key issues that Officers have been working closely with the Applicant upon (Section 7);
 - Officers assessment of each of the documents (paragraphs 7.64-7.69 and 7.132-7.136).

2.0 Background and the Proposal:

- 2.1 At the time The Welborne Plan was adopted it was recognised that the design process may not be sufficiently advanced to allow the submission of 'design codes' with the first outline planning application. In such a scenario The Welborne Plan allowed for the submission of an outline application accompanied by 'High-Level Development Principles', alongside a Structuring Plan, to describe the design assumptions behind the key elements of the Structuring Plan.
- 2.2 The Structuring Plan is accompanied by a set of 'High Level Development Principles' which are grouped into the following areas:
 - Land use;
 - Creating and respecting character;
 - Density and building heights;
 - Green and blue infrastructure; and
 - Access and movement

- 2.3 The Structuring Plan (along with Parameter Plans and High-Level Development Principles), form part of the outline planning permission granted in September 2021.
- 2.4 All subsequent planning applications for parts of the Welborne site are required to be consistent with the approved Structuring Plan. The Structuring Plan will be kept under review by the promoters of Welborne and changes to it could be approved by this Council.
- 2.5 Cascading down from the approved Structuring Plan and the Parameter Plans of the outline planning permission comes the next stage in the design process for Welborne; the Strategic Design Code and the Welborne Streets Manual. These two documents will become key tools for developers, Officers and Members to assess whether future schemes achieve high standards of design at Welborne. Furthermore, the Strategic Design Code and Streets Manual will be extremely important in determining whether future planning applications meet the Council's planning aspirations and vision for Welborne or not. Members should note that reserved matters for housing schemes at Welborne cannot be determined until the Strategic Design Code and Welborne Streets Manual have been approved.
- 2.6 This report relates to details submitted for approval pursuant to conditions 9 and 10 of the Outline Planning Permission for Welborne (P/17/0266/OA). The conditions require the submission of a Strategic Design Code and the Welborne Street Manual to guide reserved matters applications for the development of the new community. The conditions in full are as follows:

09. Prior to the approval of the First Reserved Matters application, a site wide (as defined in the approved Application Boundary Parameter Plan - 60469153-001-A0) Strategic Design Code shall be submitted to and approved in writing by the Local Planning Authority. The Strategic Design Code will include:

- Details and Plan of the expected Neighbourhoods*
- General Design Principles for each character area*
- Open Space and Play Space Strategy*
- Identification of areas which may have specific Neighbourhood Design Code requirements, with specific characteristics in relation to heritage, landscape, ecology or character*

This Strategic Design Code will be substantially in conformance with the approved Structuring Plan.

Any variations to this Design Code must first be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out substantially in accordance with the approved details.

REASON: to ensure a comprehensive and appropriate form of development

10. Prior to the approval of the First Reserved Matters Application, a Street Design Manual shall be submitted to and approved in writing by the Local Planning Authority. This Street Design Manual shall include:

- Street Design Principles for the street network*
- General Street Design Principles for the other internal road network*
- Timescales for the delivery of the primary street network*
- Adoption Strategy*
- Parameters and details of the main north to south route through the site, including link capacity, frontage activity, on-street parking provision / restriction, adoption strategy, timescale for delivery, number of junctions, minimum centreline radii, footway details, cycleway details, public transport / BRT details, typical plans, typical sections and typical junction arrangements*

This Street Design Manual will be substantially in conformance with the approved Structuring Plan. Any variations to this Design Manual must first be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out substantially in accordance with the approved details.

REASON: In the interest of a suitable carrying capacity being provided on the internal road network and to ensure a comprehensive and appropriate form of development

- 2.7 The Strategic Design Code (SDC) and Welborne Streets Manual are the key part of what will be a suite of documents central to ensuring the high quality of development at Welborne, which aligns with the Vision set out within The Welborne Plan and that of the applicant.
- 2.8 Since the grant of outline planning permission, Officers have spent a significant amount of time over the last two years working closely with the applicant, their consultant team, officers at Fareham Borough Council (including Urban Design, Trees, Street Scene and Fareham Housing) and Hampshire County Council on the Code and Manual. This work has seen different aspects of the documents revised and improved to reflect the various discussions on how Welborne will achieve high quality design.
- 2.9 As a result of this close working arrangement the SDC sets out the different neighbourhoods at Welborne, the design parameters and establishes design principles in a site wide framework.
- 2.10 The neighbourhoods, of which there are proposed to be fourteen, are distinct geographical areas within the Welborne site. The SDC sets out that:

“Each neighbourhood will develop its own identity, creatively drawn from its context and landscape setting within which it sits”.

- 2.11 Once the SDC is approved, and as future reserved matter applications come forward for delivery, there is a requirement for the submission of Neighbourhood Design Codes (NDC).
- 2.12 NDCs are required to be submitted and approved by the Local Planning Authority pursuant to a condition on the outline planning permission. NDCs must follow the principles and framework in the SDC. These neighbourhood level documents will include the more detailed guidance on streets, perimeter blocks, building and landscape design. The NDCs will provide more precise local level guidance for development at Welborne. The NDC will also include a compliance checklist against which the future reserved matter applications within a neighbourhood can be checked against to ensure compliance.
- 2.13 The Welborne Streets Manual (WSM) describes the framework for the network of streets at Welborne. The WSM includes detail of the different street design in the street hierarchy, crossing design, lighting, street trees, street names and numbering, road and footway materials, how people will move around the new community and the extent of adoption by the Highway Authority.
- 2.14 The requirement for design codes at Welborne is set out within policy WEL7 of the Welborne Plan. As described above, through the grant of the outline planning permission a set of parameter plans and a Structuring Plan were approved. These set the high-level development principles for Welborne and fix certain parameters against which the SDC and WSM need to follow. Elsewhere on the agenda for this meeting Members will consider a requested change to the Structuring Plan and Land Use Parameter Plan to ensure consistency between the outline planning permission and the proposed SDC.
- 2.14 This current report relates to the approval of the SDC and WSM in advance of the approval of the first phase of residential development for which reserved matter planning applications have been submitted. The documents seek to build upon all policy and approved documents which precede it in the outline planning permission and The Welborne Plan. The documents provide an additional means by which the Council and landowner and master developer can secure a high quality, sustainable development.

3.0 Relevant Planning History:

P/17/0266/OA	A New Community Of Up To 6000 Dwellings (C3 And C2, Including A Care Home Of Use Class C2) Together With A District Centre (Comprising Up To 2,800M2 Food Store Retail (A1), Up To 2,419M2 Of Non-Food Retail (A1) And Up To 2,571M2 Of Other Non-Convenience/Comparison Retail Use (A1 - A5)); A Village Centre (Comprising Up To 400M2 Food Store Retail (A1), Up To 1,081M2 Of Non-Food Retail (A1), A Public House (Up	Permission 30/09/2021
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To 390M2 A4 Use) And Up To 339M2 Of Other Non-Convenience/Comparison Retail Use (A1 - A5)); Up To 30,000M2 Of Commercial And Employment Space (B1); Up To 35,000M2 Of General Industrial Use (B2); Up To 40,000M2 Of Warehousing Space (B8); A Hotel (Up To 1,030M2 C1 Use); Up To 2,480M2 Of Community Uses (D1 And D2); Up To 2,200M2 Ancillary Nursery (D1), Health Centre (D1) And Veterinary Services (D1); Retention Of Dean Farmhouse; A Secondary School, 3 Primary Schools; Pre-Schools; Green Infrastructure Including Formal And Informal Open And Amenity Space; Retention Of Some Existing Hedgerows, Grassland, Woodland Areas, Allotments, Wildlife Corridors; All Supporting Infrastructure; Household Waste Recycling Centre; Requisite Sub-Station; Sustainable Drainage Systems Including Ponds And Water Courses; A Remodelled M27 J10 Including Noise Barrier(S); Works To The A32 Including The Creation Of Three Highway Junctions And New Crossing(S); Distributor Roads (Accommodating A Bus Rapid Transit Network) And Connections To The Surrounding Cycleway And Pedestrian Network; Car Parking To Support Enhanced Use Of Dashwood; Ground Remodelling; Any Necessary Demolition; With All Matters Reserved For Future Determination With The Exception Of The Works To M27 J10 And The Three Highway Junctions And Related Works To The A32.

4.0 Planning Policy and Guidance:

4.1 The National Planning Policy Framework (NPPF) paragraph 126 of the Framework sets out that:

“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this”.

4.2 The NPPF continues at paragraph 128 that:

“Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design”.

4.3 Whilst the Framework places an emphasis on the Local Planning Authorities to prepare design codes in accordance with the National Design Code it also advises in paragraph 129 that:

“Landowners and developers...may also choose to prepare codes in support of a planning application”.

4.4 Fareham Borough Local Plan Part 3 – The Welborne Plan:
WEL6 – General Design Principles
WEL7 – Strategic Design Codes

5.0 Representations:

5.1 Twenty six Letters of objection have been received on the initial submission. These have been split into the following areas:

5.2 *Comments on the Strategic Design Code*

- Crime and antisocial behaviour – looks like the plans are providing a great haven for these.
- Where is the community involvement. Developments should not just involve politicians and Officers but the local people who can shape the place.
- Where are the shared spaces?
- Whilst the building styles are interesting, I find them somewhat boring
- This is a missed opportunity to build properties that are different and encompass modern design features rather than looking back over hundreds of years
- This is a great opportunity for all properties to have solar panels given the southern aspect of the site.
- Will houses have air source heat pumps, will heating systems be carbon neutral?
- Building brick on brick is expensive, not eco friendly and outdated. Modern factory built homes would be cheaper, better, faster to manufacture and to erect.
- These appear to be very 1930s type design.

5.3 *Comments on the Welborne Streets Manual:*

- This is effectively 100 pages of compliance with lots of strange ideas?
- How do you build and maintain a swale in a verge?
- HCC doesn't have any funds to maintain the rights of way network. This development should enhance the network.
- What a good opportunity to get some different lighting rather than standard lights
- Buses are not the way forward. A train would be much more sensible
- Walking and cycling infrastructure sounds promising however what is happening at junctions? Why do cycle lanes stop and the road have priority. Please make the cycle lanes continuous.
- If active travel is really going to work more secure, well designed bike storage is needed
- The Active Travel Strategy fails to detail how this affects existing motorised travel around Fareham.
- The rail halt is a bit of in the sky thinking...there is no infrastructure.
- All parking will need electric charging points

- Shared pedestrian and cycle facilities where cyclists are starting and stopping all the time will not work. People will just ride on the road holding up traffic. A dedicated cycle network is needed like in European countries.

5.4 *Comments on matters of principle and not material to the consideration of the details pursuant to conditions 9 & 10:*

- Concerned about access by those on foot, using cycles. I have sent some alternative suggestions to the Council previously
- The number of A32 roundabouts and the size of the development will lead to a bottleneck at the North Hill roundabout and Park Lane
- The proportion of affordable housing is not specified in the application. The aim should be to provide the greatest amount possible with no trade offs. I have learnt that it could be as low as 7.3% instead of the 30% planned.
- There is no mention of infrastructure for the new railway station.
- There is no consideration of land drainage and how water flow from Wickham down to the M27 has been accounted for.
- Wildlife concerns – the local deer population needs to be considered.
- What are the carbon credentials for the development – it needs to be zero carbon.
- It is essential that infrastructure is developed in advance of the building as the local area is woefully inadequate
- The infrastructure to support the development is commendable but I don't see any new hospital?
- Is the site for the household waste centre really in the correct place?
- The number of roundabouts to join the M27 is ridiculous
- The NHS is in crisis, there is no detailed information on doctors or dentists
- How will sewerage be removed from properties to Peel Common
- What about surface water or how they will be maintained? SUDS will not be enough
- The roads are unable to cope and the public transport proposals are clearly inadequate
- No where is there any analysis of the traffic from 6,000 homes.
- Traffic will head north and impact the South Downs National Park.

5.5 A second round of publicity was undertaken on the revised documents during November 2023 with a further three representations received (including the comments of the Knowle Residents Association and the Wickham Society) raising the following points:

5.6 *Comments on the Strategic Design Code (as Amended):*

- There is only one reference to health at Welborne in the documents. It is essential that residents of Wickham have assurance now that there is an explicit plan to provide healthcare facilities in Welborne appropriate to its population.

5.7 *Matters raised which are not material to the consideration of conditions 9 and 10:*

- The housing market will continue to stagnate this year and next
- The Welborne plan needs a serious re-appraisal
- Build out targets will not be met and Welborne will drift in the Doldrums. Public appraisal of the scheme will be seen to be correct.
- Knowle Residents have always valued the configuration and vegetation that has made up the character of Knowle Road.
- Piecemeal applications that are regularly occurring along Knowle Road are masking the overall destruction of the trees and shrubs which have matured over 20 years.
- These applications need to be stopped in their tracks to allow discussion with residents and organisations outside of FBC
- It is truly questionable why the developer is ignoring government advice to retain shrubs and removing 30 acres to be replaced with mini 30cm trees every 30-40m along the road.
- Councils should better protect their communities to reduce the harmful impact of air pollution. Redesigning the road as a street with spaced out trees will not help deal with pollution issues
- A more strategic approach needs to be adopted by FBC requiring the retention of the existing landscape
- The hedgerow and scrub also provides a corridor for animals to move, shelter and feed. Biodiversity needs to be considered by the decision makers.
- The Knowle Road brings a great sense of well-being to Knowle residents and the proposed road will be of great loss.
- The residents association stresses how important it is to keep residents fully informed. Sadly to date this has not been delivered. When something is to occur the developer gives such short notice that shrubs are soon cut down – even before the closing date for these applications

5.8 During the second round of publicity representation was also received from Wickham and Knowle Parish Council raising an objection covering the same matters as summarised in paragraph 5.7 above.

6.0 Consultations:

INTERNAL:

6.1 Street Scene (Refuse & Recycling): Comments

- Waste collection in Hampshire is due for significant change, moving away from our current collection regime to further separation of recyclables and the introduction of weekly food waste collections.
- Anticipate that weekly food waste collections will become mandatory, as will further separation of recyclables. Hampshire County Council, as the waste disposal authority, have indicated a preference for twin stream recycling collections. This essentially means that residents will have a second recycling bin to accommodate on their premises.

6.2 Trees: Support

- Support the integration of new and existing diverse green infrastructure and the inclusion of street trees in wide verges throughout the development, which will create a unique character.
- The planting choices, species and cultivars are diverse and will create a resilient tree population.

EXTERNAL:

6.3 Hampshire County Council (Highways): No objection

- HCC has no objection to the Welborne Street Manual.
- The Welborne Street Manual was taken to the Leader and Executive Member for Hampshire 2050 and Corporate Services & Deputy Leader and Executive Member for Hampshire 2050 and Corporate Services Decision Day on 9 March 2023 and approved subject to the Borough Council discharging Condition 10.

6.4 Winchester City Council: No comment

7.0 Planning Considerations:

Policy background

- 7.1 The Welborne Plan clearly sets out that the development will extend over four main character areas, each one being inspired by its landscape setting. In bringing forward the development the applicant needs to demonstrate how the various constraints have been addressed and how the delivery of the new community will provide for the variation and difference in landscape character through the site.
- 7.2 Officers consider Design Codes as essential to ensure quality and consistency of development across large development sites such as Welborne. Policy WEL6 establishes a set of design principles to guide development at Welborne. This then develops further into policy WEL7 which sets out that where a strategic design code is not submitted with the initial outline application, it needs to be supported, instead, with a set of High Level Development Principles (HLDP) within a Structuring Plan.
- 7.3 The Structuring Plan approved as part of the outline planning permission establishes the HLDP for Welborne and the SDC and WSM now flow from this document in the next stage of the design evolution and delivery of the site.

The Strategic Design Code (SDC):

- 7.4 The SDC is structured into eight distinct parts, namely:
- 1) Introduction;
 - 2) What is the Strategic Design Code;
 - 3) Strategic Masterplans and Town Wide Regulations;

- 4) Landscape;
- 5) Character Elements;
- 6) Neighbourhoods;
- 7) Technical Principles; and
- 8) Appendices

This report provides a summary of the content of each of these sections followed by an analysis of the document.

Part 1 - Introduction

- 7.5 The SDC introduces Welborne and the applicant as Master Developer. The 'Introduction' details the vision and quality intended for Welborne and sets the structure required to achieve it. This part illustrates the proposed masterplan also and the structure of the neighbourhoods.

Part 2 - What is the Strategic Design Code

- 7.6 Part 2 gives the reader an overview of how the Code has been prepared and how it will work. It identifies key stakeholders in its evolution but also the key parties to be engaged for the future use of the document and delivery of the development.
- 7.7 The Code will not only ensure the quality throughout the development but will also provide a mechanism to protect against development that may be proposed that is not in accordance with it, or in exceptional circumstances, provide a means to allow an exception to the Code if there are recognised placemaking and design benefits. These exceptions are referred to as 'Codebreakers'.
- 7.8 This part of the SDC also includes a helpful "How to use the Code" section. Here it is set out that throughout the document important, strategic features and neighbourhoods at Welborne will have a dedicated section. Each of these will include:
- a description of the feature;
 - detail as to how it is intended to be delivered and phased; and
 - how it interfaces with the surrounding neighbourhoods.
- 7.9 Each of these strategic features or neighbourhoods also has a list of 'Key Components'. The Key Components are non-negotiable features or design elements that 'must be adhered to' in designing Welborne.

Part 3 - Strategic Masterplans and Town Wide Regulations

- 7.10 This part of the Design Code provides a more detailed framework that expands upon the approved Parameter Plans in the outline permission and identifies key items of infrastructure that are fundamental requirements for securing quality and character through the different character areas.

- 7.11 In this part of the SDC the “Key Components” are set out for Street Design, Density and Building Heights.
- 7.12 The Street Design Key Components cross refer to the Welborne Streets Manual (WSM) (which is considered in more detail later in this report). The SDC and the WSM will work in tandem to provide a detailed strategy for street design at Welborne. The SDC does, however, clearly set out the street hierarchy for Welborne. The Key Components require streets that are:
- tree and hedge lined,
 - provide a high level of natural surveillance,
 - encouraging walking and cycling,
 - provide space for infrastructure,
 - allow for surface water drainage and
 - safe movement of all users.
- 7.13 The Key Components for building heights and density refer back to the permitted Parameter Plans from the outline planning permission noting that density will vary across Welborne in response to the site context.

Part 4 - Landscape

- 7.14 The extent of green infrastructure will be key to the success of Welborne as a garden village. At this stage in the delivery of Welborne the SDC identifies strategic landscape spaces and other areas which are currently provided for in illustrative form. The strategic landscape features to be delivered by the applicant are:
- Welborne Park
 - 10km perimeter park
 - SANGS
 - Sports facilities
- 7.15 Each of the strategic landscape features has a dedicated section of the SDC at this point with a description of the feature, how it is intended to be delivered and phased and how it interfaces with the surrounding neighbourhoods. Each area of strategic landscape also has a list of ‘Key Components’.
- 7.16 By means of example, Welborne Park is the central spine through the development from the north west to the south east. It is at the core of Welborne and is to be delivered by the applicant. The Key Components (the ‘must dos’) of the Welborne Park are to ensure that the space will:

“...consider the site’s existing features and topography, including the neolithic long barrow and gas main”

“The design will incorporate several play spaces, circular walking and running loops, informal full size kickabout pitch area and a fitness trail”

“Several roads cross the Park; their design will prioritise Park users and provide safe crossing points and a clear connection between areas of the Park”

“The design will provide an accessible and inclusive environment with a hierarchy of routes and resting places that encourage all ages and abilities to use the Park”

“The drainage will respond to the existing geology and infiltration and be designed to harmonise with the Park’s overarching landscape vision”

- 7.17 The 10km park seeks to provide a continuous circular loop around the perimeter of Welborne through a combination of linked green spaces. The route will take in strategic landscape features, parts of the Suitable Alternative Natural Green Spaces (SANGS) as well as being routed through neighbourhood landscape areas also.
- 7.18 Secured through the outline planning permission the SANGS comprise three distinct parts and their design is heavily dictated to by the approach in the outline planning permission and on the basis of the ecological mitigation that they provide for.
- 7.19 In terms of the sports facilities the SDC sets out the strategic detail and ‘Key Components’ for Dashwood Park (to the south east of Dashwood), the cricket pitch (north of Funtley), the Welborne Sports Hub in the South east corner of the site and the Allotments (east of the A32, north of Knowle Roundabout).
- 7.20 The illustrative landscape spaces are areas of the site to which an individual design approach will be adopted in response to the adjacent development and the space design will bring character and identity to the area. The SDC provides a design rationale for each of the identified illustrative landscape areas. However, given the illustrative nature of these spaces currently, there are no ‘Key Components’ for these areas within the document.
- 7.21 The landscape section of the SDC also describes how routes through the green spaces will work in a hierarchy from Greenways to Green Links to Open Space Routes.
- 7.22 Greenways are strategically important, continuous multifunctional natural green corridors with shared-use paths for pedestrians and/or cyclists and horse riders that connect to adjacent settlements and the countryside beyond. They are wider than green links.
- 7.23 Green links are pedestrian and/or cycle movement routes and green corridors connecting through neighbourhoods to open green spaces. The width will vary but they are generally narrower than greenways and will provide shared-use paths with development on either side.
- 7.24 Open space routes are pedestrian and/or cycle and horse rider routes that run through the green spaces either within neighbourhood development parcels or

through the green spaces surrounding them. The 10k Park route forms part of the open space routes network

- 7.25 Gardens are also considered in part 4 (landscape) of the SDC. The SDC sets the 'Key Components' for front gardens, rear gardens and communal gardens.
- 7.26 Consistent with the Welborne Design Guide SPD, the SDC starting point for the delivery of rear gardens is that homes, where possible, will have at least an 11m deep rear garden.
- 7.27 The delivery of Welborne is proposed to be different from other large strategic sites. In order to achieve the garden village character of wide streets, tree lined verges, pedestrian and cycle infrastructure all forward of the housing, plus hedging and front gardens to houses in a perimeter block layout the SDC acknowledges that this may result in some areas whereby achieving an 11m deep garden on all plots may not be possible.
- 7.28 The applicant has undertaken an exercise whereby the different sizes of home likely to be delivered at Welborne have been tested against the SDC. There are a range of wide fronted and narrow fronted homes proposed. The applicant has taken the narrowest of the different size homes and set these house widths against the 11m rear garden depth expectation. The minimum house width and the expected garden depth then gives a minimum rear garden area if applying the Design Guide standard as follows:

Size	Minimum house Width	Expected Length	Minimum Garden area
2 bedroom	4.5m	11m	50 sqm
3 bedroom	5m	11m	55 sqm
4 bedroom +	5.5m	11m	60 sqm

- 7.29 The SDC submits that in circumstances whereby an 11m deep garden cannot be achieved that a garden with an equivalent and adequate usable area should be provided as an alternative.
- 7.30 Whilst this approach could provide an approach for alternative garden measurements, a minimum depth of the garden is still considered necessary by Officers as being an important variable to ensure that the garden provided is still of a suitable size to be usable and provide a good amenity space. It is noted that the Welborne Design SPD sets out that:

“Gardens that would be affected by excessive shading from trees and buildings should be avoided”.

- 7.31 As such a particularly short garden on a wide fronted house may be adversely affected by its position or orientation despite meeting the applicant's suggested minimum garden area. To that end a minimum 9m garden depth has been set out in the SDC in addition to the above garden areas for the circumstances where an 11m deep garden cannot be achieved.

7.32 In all likelihood, it will be the case that the garden sizes will more often than not be in excess of these areas when at 9m deep given the plots widths of the different house types.

7.33 In summary the SDC rules for garden design at Welborne are:

1) Gardens are typically 11m deep.

If not then:

2) A garden can have a minimum depth of 9m **and** an area of not less than the three figures below:

- a. 50 sqm for a 2xbed
- b. 55 sqm for a 3xbed
- c. 60 sqm for a 4+bed

3) If these dimensions cannot be achieved in any proposed layout, there is likely to be a need for revisions to meet the requirements of the SDC.

4) If even with revisions the layout still cannot reach the garden sizes then, if there is a special design justification, a codebreaker might be needed and would need to be considered on its merits.

7.34 In all circumstances where a back to back relationship occurs between dwellings, 22m will be required between facing first floor windows or first floor windows facing neighbouring ground floor windows.

7.35 The SDC does however recognise that in higher density areas, such as the village and district centres, there may be occasions where a garden size smaller than that set out in the paragraphs above, would be beneficial in urban design terms without compromising the level of private amenity space for future residents. The criteria for these higher density areas will be articulated in the neighbourhood design code within which these two centres are located.

7.36 For flats, the Welborne Design Guidance Supplementary Planning Document adopted in January 2016, seeks 25sqm of amenity space per dwelling as a starting point. The Welborne Design Guidance also acknowledges that if the flatted block is close to other areas of open space the amount of amenity space on site may be reduced.

7.37 Within the SDC the size of the communal gardens for flats is not prescribed to the same extent as the Welborne Design Guidance SPD, but rather the SDC seeks to ensure that these spaces are laid out and designed to ensure that they are attractive to use and are functional for residents. Given the extensive green infrastructure proposed at Welborne, most buildings are likely to be in close proximity to the open spaces on site. To that end the approach in the SDC is considered to be acceptable. It is important, however that some performance criteria are included to ensure that the spaces are designed as usable and meaningful for the residents for which they serve. It is recommended that these

performance criteria could be included in the relevant neighbourhood design code given the different relationship of each neighbourhood to the areas of open space and the different landscape character areas across Welborne.

- 7.38 One of the requirements of condition 9 of the outline planning permission is that the SDC includes a strategy for play; this strategy also sits within part 4 of the SDC. The detail of play spaces will be developed with each phase that comes forward. The quantum of play equipment and indicative location of play spaces will also be identified in the corresponding Neighbourhood Design Code. What the SDC does is identify play space design principles that the Neighbourhood Design Codes will then follow. Furthermore, the SDC sets 'Key Components' regarding the overall quantum of play spaces, ensuring a fair and even distribution of play opportunities across the site and a variety in play equipment materials to ensure that there is adequate play value in the facilities being provided.
- 7.39 The Play Strategy details that there will be Neighbourhood Play, Local Play and Youth Play. The SDC dictates that Neighbourhood Play will be available within 100m of all homes. These will be space spaces with facilities for play and informal recreation. Local Play areas are larger areas within 300m of dwellings. Youth Play areas will offer a wider range of play opportunities and will accommodate older children able to travel a further distance.
- 7.40 The planting strategy at Welborne and landscape biodiversity are included in section 4 along with Key Components for Blue Infrastructure – the spatial strategy for drainage and water resource management.

Part 5 - Character Elements

- 7.41 Chapter 5 of the SDC includes detail related to the different types of perimeter blocks at Welborne. Two types of block are proposed; Back to Back garden blocks and courtyard rear parking blocks. Each type of perimeter block has, as with other design features in the SDC, a narrative of the block typology and a set of Key Components. The approach of designing Welborne with a perimeter block structure accords with the Council's vision for Welborne and the adopted Welborne Design Guidance Supplementary Planning Document.
- 7.42 Within the layout section and considering the relationship of buildings to gardens, this part of the SDC addresses the matter of outlook and separation distances to ensure adequate privacy is maintained. As with the commentary regarding rear garden sizes above, a 22m back to back distance between facing first floor windows is mandated.
- 7.43 Consistent with the Weborne Design Guidance, the SDC also sets out that typically a minimum separation distance of 12.5m will also be required between principal habitable room windows and a two storey blank elevation. However, in order to design the rear courtyard perimeter blocks with activity and natural surveillance there are proposed to be some coach-houses in these rear courts. The SDC proposes one exception to this rule being the 12.5m separation distance could be reduced by one metre to an 11.5m separation if:

- Less than 50% of the affected boundary is obscured by the two storey blank elevation and the blank elevation does not block the view of a ground floor principal habitable room window.

7.44 Officers consider this proposal in the SDC reasonable and are supportive of this approach.

7.45 Section 5 then moves to set out the proposed architectural language proposed at Welborne and provides detail on the different types of built form. The architecture is to be traditional and is described as responding to the local Hampshire precedents in terms of design and materials whilst also drawing inspiration from the garden city movement.

7.46 Five different architectural styles are to be utilised at Welborne being:

- Hampshire Vernacular
- Hampshire Formal
- Garden City: Civic
- Garden City: Arts and Crafts
- Garden City: Queen Anne

7.47 Neighbourhoods will typically utilise a single architectural language however the character of each neighbourhood will vary through the use of materials and dependant on the landscape character section of the site within which the neighbourhood sits. If necessary, it could be that more than one type of architectural style is appropriate in certain parts of a neighbourhood.

Hampshire Vernacular:

7.48 Inspiration is drawn from local settlements such as Wickham or Fareham High Street. The buildings and street design are intended to appear as though it has developed organically over time.

Hampshire Formal

7.49 Larger and more formal architecture, with reference drawn from some of the popular suburbs of Winchester. This typology is characterised by repetition in cottage and house type design and the use of classical Georgian proportions and timber sash windows to the fenestration.

Garden City: Civic

7.50 *“Takes its cues from the most formal urban centres of the Garden Cities. It is distinguished by taller ceiling heights, tall double-hung sash windows, formal elevations, classical detail and cupolas”*

Garden City: Arts and Crafts

- 7.51 *“Inspiration is taken from Hampstead Garden Suburb, Brentham Garden Suburb and more locally from the Southampton garden villages designed by Herbert Collins. The Arts and Crafts language is characterised by asymmetrical elevations, casement windows, lower ceiling heights, tall roofs with deep eaves projections, gables and chimneys and bay windows”.*

Garden City: Queen Anne:

- 7.52 *“Alongside the Arts and Crafts, the Garden City movement also incorporated a more formal architectural language that drew inspiration from Queen Anne architecture. This idiom is informed by double-hung sash windows, classical door surrounds, classical eaves and chimney details and symmetrical façade designs”.*
- 7.53 Within the built form the SDC seeks to encourage interest and variety for those living in and moving through the development. To that end the SDC seeks to secure “points of delight”. These could be bold architectural statements or small simple details. The points of delight are intended to add visual interest to the built form around Welborne. The SDC provides examples and includes the Key Component that reserved matter applications will incorporate points of delight.

Part 6 - Neighbourhoods:

- 7.54 Part 6 of the SDC seeks to pull everything from the above chapters together in a way that will demonstrate how each of the neighbourhoods at Welborne can be developed.
- 7.55 This section describes in written and illustrative form the defining characteristics of each neighbourhood including the strategic design fixes. The supporting technical appendices to the code provide finer details regarding planting strategies, material palettes and typical details in each of the five architectural styles.
- 7.56 The SDC sets out that there is no distinct dividing line between neighbourhoods. The transition between neighbourhoods needs careful consideration to ensure that the street scenes are coherent and complementary. These key transition edges between neighbourhoods are identified in the SDC.
- 7.57 For each neighbourhood at Welborne the SDC provides the context for the neighbourhood, describing its location in the wider development and its intended design character. The ‘Key Components’ for each neighbourhood are set out in both written and diagrammatic forms.

Part 7 - Technical Principles

- 7.58 Chapter 7 sets out broad technical principles for Welborne whilst being mindful that technical details will also be considered at individual dwelling scale, street

scale, neighbourhood scale and site wide scale as the development progresses.

7.59 The Technical Principles include clearly identified 'Key Principles' as has been the case through the remainder of the document.

7.60 The Technical Principles covered in section 7 are:

- *Street Lighting*

Details include lighting column heights, column colour and maintenance responsibility.

- *Utilities and Servicing*

Coordination will be key to ensure that the design of buildings, streets, street furniture and trees are not compromised in the future. Coordinated service corridors will be used wherever possible.

- *Electricity*

Electrical cables will be ducted under building slabs and will rise internally in a concealed location to terminate at an internal smart meter.

- *Water*

Water meters will be provided internally.

- *Gas*

If provided, gas meters will be provided wherever possible on flank walls, taking account of technical requirements to protect from vehicle impact. Where positioning to a street-facing elevation is necessary, it will be disguised from direct view by boundary features or landscaping.

- *Telecommunications*

Ducting is to be provided so that developers can provide network connections to their customers.

- *Satellite dishes and Television Aerials*

External satellite dishes, television aerials or external antennae of any kind are not permitted in Welborne by the landowner.

- *Heat Network*

Welborne, or parts of Welborne, will be connected to a heat network. All buildings will be connected to the network if they are in an area served by the facility.

- *Refuse Storage and Collection*

All dwellings will be provided with FBC waste standard bins. Consideration will be given to on plot storage solutions and the position of collection points to ensure they are concealed from public street elevations.

- *Sustainable building performance*

Welborne can reduce emissions by promoting sustainable energy sources and usage patterns alongside modern construction and sustainable design. The design of buildings will be informed by reducing the carbon footprint through the considered selection of construction materials and utilising an energy efficient fabric. Welborne will adopt an adaptable strategy to sustainable design to incorporate the latest technologies and ensure buildings are designed to the most current performance standards.

- *Roof mounted solar PV panels and solar slates*

A 48MW solar farm was constructed in 2015 on the Southwick Estate with the stated intention of supporting the Welborne development.

Roof-mounted solar panels will be acceptable on non-residential properties where it would not impact on the Garden Village aesthetic.

On residential buildings Solar PV panels will not be permitted, except on rear elevations of slate roofs which are not highly visible from the public realm. Solar slates will be permitted on front or rear elevations of slate roofs that are not highly visible from the public realm. In rare cases, Solar PV panels may be approved on the rear elevations of clay tile roofs, but only where they are not visible from the public realm.

All locations are to be agreed with the Master Developer and Town Architect before making a planning application (if at time of construction) or before installation.

- *Town signage*

A full and comprehensive strategy for town signage and wayfinding will be developed that will include street signs, wayfinding signs and entrance signs.

- *Electric vehicle charging*

The positioning of vehicle charge points on dwellings will be both convenient and discrete when viewed from the street. Careful consideration will be given to the aesthetic impact of chargers. Measures

such as well-designed bollards or concealed enclosures may be considered if not on-plot.

Charge points for the Village Centre, District Centre and other commercial and public parking areas will be located in grouped spaces with a charging hub. The design of the charging hub will be complementary to the buildings and landscape setting.

The Master Developer is planning for a high electric vehicle adoption rate by designing the infrastructure to cope with 32A single phase domestic chargers throughout the development.

- *Parking and cycle standards*

The SDC sets out that the parking and cycle parking strategy will conform with FBC's adopted Parking and Cycle Standards SPDs and key requirements as set out in Welborne Design Guidance SPD.

Garages will not normally count towards overall car parking provision as there is often a strong likelihood that they are used for storage rather than car parking. The SDC does detail that if there is an instance where a garage is accepted to be counted as a parking space, then it will be delivered to an additional depth to provide for domestic storage to ensure that the main garage can still be used for the parking of a vehicle. If a garage is to be counted Officers are also of the view that the garage door openings must be sufficiently wide to be conducive to use.

If a combination of allocated (eg. on plot) and unallocated spaces (eg. On-street) are planned for an individual dwelling, the parking provision is required to achieve the allocated parking spaces requirement in addition to the necessary visitor parking as required by the parking standards. This would ensure that there is easily accessible, adequate usable on street parking for the plots that don't have a level of on plot parking to meet the parking standard without reducing the overall quantum of parking for visitors to Welborne.

Good quality cycle storage will be provided for all residential dwellings to meet the FBC standards in garages, garden sheds or designated cycle stores. Design solutions will ensure that storage is secure, sheltered, adequately lit where necessary and accessible.

- *Bird and bat boxes & hedgehogs*

Positive contributions will be made to biodiversity enhancement to include the provision of bat boxes/tiles, bird boxes, swift bricks and bee bricks. Fences should include holes for hedgehogs.

- *Noise*

Consideration will be given to designing the internal layout and orientation of residential buildings to locate the most sensitive rooms (i.e. habitable rooms, bedrooms) away from nearby noise sources (such as busy roads, car parks, commercial activities etc).

- *Drainage*

The objectives of the drainage strategy are to perform the drainage function as efficiently as possible to meet the technical requirements; to be integrated as a physical feature into the local landscape in keeping with the proposed Landscape Character Area objectives; and to be designed to have the least visual and environmental impact as possible, whilst meeting the key drainage function and objectives.

- *Landscape planting; and*

All planting will be informed by a combination of the climate and soil type to ensure that planting will establish successfully.

- *Tree planting*

Tree selection will be based on species that are compatible with existing soil conditions, well established in the UK environment and suitable for proposed landscape systems i.e. SuDS.

Tree species should be chosen to relate to the guidance for the Landscape Character Area and street type in which the planting is to take place.

Part 8 - Technical Appendices

- 7.61 The technical appendices follow the main body of the SDC and include detail within Appendix A1 of the Planting Strategy and how planting will vary by character area and the type of planting within those areas, for example, a swale, an area of open space, a boundary hedge or a garden.
- 7.62 Appendix A2 describes the key design principles of each of the five architectural character languages that are proposed for Welborne as well as providing typical architectural details such as roof and eaves details, chimney details and typical fenestration treatment.
- 7.63 Appendix A3 addresses the suggested material palette. This palette includes brickwork, brick bonds, pointing detail, stonework, flint and render, roof coverings, dormer window details, eaves and bargeboard treatment, typical types of front door and window as well as garages, car ports, steps in public and private places and means of enclosure to spaces. This section of the SDC also addresses meter boxes, street furniture, refuse storage, shop fronts and signage.

Assessment of the Strategic Design Code

- 7.64 As has been set out above in the introduction, the SDC is the result of significant amounts of close working between Officers and the applicant's consultant team.
- 7.65 The SDC is a strategic design document that will need to be kept under review as Welborne is delivered. The SDC is lengthy, but given the scale of the development and the likely period of delivery, this is necessary to clearly articulate the high standards which developers will need to deliver against and to set the necessary context to ensure that the quality is consistent throughout the delivery period.
- 7.66 The SDC is quite prescriptive in places which is accepted as being necessary in order to secure the specific place making features in the Welborne Vision, whilst elsewhere there are less prescriptive areas of the site. The inclusion of 'Key Components' or "must haves" is a fundamental part of the SDC and fixing all of these points at this stage is welcomed and will ensure that there is a clear vision throughout the development.
- 7.67 The SDC seeks to provide guidance to enable developers to formulate their plans for Welborne within clearly defined boundaries; which is required by the National Planning Policy Framework as set out earlier in this report.
- 7.68 The neighbourhood design code documents will follow on from the 'key components' in this Strategic Document and will enable the "testing" of housebuilder layouts by including a 'key component' checklist to ensure that the key pieces of infrastructure are included and delivered.
- 7.69 There are some small inconsistencies between the text and images in the current Strategic Design Code. Similarly, some very limited refinement is needed to the material schedule and garage width openings. On the basis that these minor points are addressed, it is considered that the Strategic Design Code for Welborne is acceptable and provides a framework for securing the delivery of high quality development at Welborne.

Welborne Streets Manual (WSM)

- 7.70 Condition 10 of the outline planning permission for Welborne requires the detail of the Welborne Streets Manual to be submitted to and approved by this Council.
- 7.71 Within the WSM the vision for Welborne's roads and streets is clearly articulated:

"Far too often... the highway engineering of street design and the desire to accommodate motorists can dominate the placemaking elements of a street. In recent decades across the United Kingdom, new streets have been built where vehicles are prioritised over pedestrians and cyclists. Such roads are a less healthy way to build and do not foster walkability and community spirit.

This is not to be the case for Welborne. Its streets will be built at a human scale with walking, cycling and the use of public transport prioritised to build an inclusive, beautiful, twenty-first-century new community. The Welborne Streets Manual has been developed through a series of collaborative workshops with Fareham District Council (sic) and Hampshire County Council to set out the regulations and principles that will govern the development of the street network” (WSM, page 8).

7.72 On March 9th, 2023, a report was taken to the “Leader and Executive Member for Hampshire 2050 and Corporate Services” decision day at Hampshire County Council. The Officer report for this decision day sets out that:

“Working in partnership, Fareham Borough Council, the Welborne developer and Hampshire County Council are keen that the Welborne Street Design Manual has sufficient status to enable it to influence the way Welborne as a place is shaped for the longevity of the development construction. As such it was considered appropriate to seek approval from the Leader and Executive Member for Hampshire 2050 and Corporate Services, signalling the importance that the document has to place shaping in the largest new community to be planned in Hampshire for many years. Approval at this level will ensure that teams involved in the detailed review of the internal road design through future Reserved Matters and section 38 (Road Adoption) submissions are in accordance with the Welborne Street Design Manual and achieve the vision that it sets out”.

7.73 Through these collaborative workshops the Highway Authority is supportive of the WSM and has helped inform its content. In order to ensure that the Highway Authority continue in the longer term to support the principles for highway maintenance, the street design and hierarchy and the selected material schedule at Welborne, the Leader and Executive Member for Hampshire 2050 resolved on 9th March that HCC will approve and adopt the Welborne Street Manual following the approval of the document by Fareham Borough Council as the Local Planning Authority.

7.74 As set out earlier in this report the Welborne Street Manual (WSM) is a companion document to the SDC and needs to be read along side the SDC.

7.75 The Welborne Streets Manual is required to include specific details relating to travel and movement around Welborne in order to satisfy and meet the above vision. Planning condition 10 of the outline planning permission for Welborne, requires the WSM to include:

- Street Design Principles for the street network
- General Street Design Principles for the other internal road network
- Timescales for the delivery of the primary street network
- Adoption Strategy
- Parameters and details of the main north to south route through the site, including link capacity, frontage activity, on-street parking provision / restriction, adoption strategy, timescale for delivery, number of junctions,

minimum centreline radii, footway details, cycleway details, public transport / BRT details, typical plans, typical sections and typical junction arrangements.

- 7.76 The WSM, whilst a companion to the SDC, is more technical in its nature and it covers matters regarding street adoption, surfacing materials, lighting, road markings, street planting and trees and active travel arrangements for Welborne.
- 7.77 The WSM is constructed in seven parts. These are:
- 1) Introduction;
 - 2) Placemaking Principles
 - 3) Adoption, Management & Maintenance
 - 4) Movement Strategy
 - 5) Street Design Principles; and
 - 6) Street layout
- 7.78 The next section of this report will provide a summary of these chapters that comprise the WSM.

Part 1 - Introduction:

- 7.79 The WSM (like the SDC) introduces Welborne and the applicant as Master Developer as well as other key stakeholders in the delivery of the streets. The 'Introduction' details the vision and quality intended for Welborne's streets and how the Manual will set out the regulations for street design that will govern the development. This part also illustrates the proposed masterplan.
- 7.80 The introduction to the WSM also provides the mechanism to protect against development that may be proposed that is not in accordance with it, or in exceptional circumstances, provide a means to allow an exception to the Manual if there are recognised placemaking and design benefits. These exceptions are referred to as 'Codebreakers'.
- 7.81 This part of the WSM (similar to the SDC) also includes a helpful "How to use the Code" section. Here it is set out that throughout the document important highway features will have dedicated sections of the Manual with supporting design guidance. As with the SDC, the WSM also has a list of 'Key Components'. The Key Components are non-negotiable features or design elements that 'must be adhered to' in designing the streets at Welborne.

Part 2 - Placemaking Principles:

- 7.82 In order to shape Welborne into a balanced mixed use community there are a number of principles that the WSM purports to be necessary in street design. Welborne will:
- Be legible – have a clear and easily understood structure
 - Be interconnected and permeable – a choice of direct, convenient safe walking and cycling routes will connect homes to shops, parks, schools, amenities and the public transport service.

- Have streets that are well designed and appropriately proportioned.
- Have streets and public spaces that are safe and overlooked
- Include integrated green networks; and
- Provide sufficient and convenient provision of residential car parking

Part 3 - Adoption, Management & Maintenance

- 7.83 Generally, where roads meet the technical standards required by the Highway Authority and serve ten dwellings or more they will be adopted by the County Council. Agreement is required with HCC for the provision of unadopted roads serving between 10-50 units where adoption is not considered to be in the public interest.
- 7.84 Each road will be considered on its merits by the Highway Authority. However, as a minimum the extent of adopted highway will be from the back of kerb or channel to the back of the kerb or channel on the opposite side.
- 7.85 All verges, parking bays, swales, cycleways and footways shall remain unadopted.
- 7.86 This part of the WSM refers to the Welborne Garden Village Trust (WGVT). The WGVT is essentially the estate management company for Welborne. All unadopted areas of the development will be transferred to the WGVT. This includes play areas, public open space, pedestrian and cycle routes as well as visitors parking bays, trees and verges. This estate management company will be responsible for the management and maintenance of these areas in perpetuity. WGVT will also be responsible for the planned inspections, day to day maintenance, insurances and parking enforcement of all unadopted areas.
- 7.87 In the event that the WGVT fails to undertake its duties regarding the highway then HCC has the ability to access the land to carry out any necessary work and recover costs from the WGVT.
- 7.88 This part of the WSM also considers highway assets that would be in the areas managed by WGVT and covered under an easement to allow for maintenance beyond the limits of the adopted carriageway. This covers matters such as street lighting, road signage and highway drainage.
- 7.89 The extent of the easements will be established on a case by case basis through the road adoption process.
- 7.90 Regarding maintenance the WGVT will be responsible for maintaining the unadopted areas in line with the HCC management regime for the publicly adopted highways.

Part 4 - Movement Strategy:

- 7.91 A defining element of Welborne will be its hierarchy of streets based on connectivity and the importance of the route through the new community. There is a strong focus on walking and cycling as the main methods of transportation.

- 7.92 The hierarchy of streets is detailed within the “Street Layout” section of the Manual however the WSM does, at this stage, identify the hierarchy of routes as:
- Primary Streets (including the Welborne Way)
 - Secondary Streets
 - Tertiary streets;
 - Lanes;
 - Edge lanes & Courtyards; and
 - Greenways
- 7.93 The Movement Strategy identifies that junctions and crossing of roads will be designed to give priority to pedestrians and cyclists to enable these modes of travel to move easily and safely around Welborne.
- 7.94 On the Primary and Secondary routes selected crossings will be on a raised surface so that pedestrians and cyclists can cross on a level surface.
- 7.95 In certain locations – such as at the village centre – an enhanced design response to the crossing will be developed to emphasise the priority of the movement and also given the importance of the location in place making terms.
- 7.96 This part of the Manual also includes the Active Travel Strategy for Welborne. The Key Components fixed in the WSM for active travel are:
- Dedicated 3m wide cycleways and segregated footways on both sides of Welborne Way;
 - Dedicated 2m one way cycleway on both sides of Primary Streets with segregated footways;
 - A dedicated 3m, two way cycleway on one side of each secondary street with segregated footways;
 - Tertiary Streets and edge lanes will vary between a footway on one side or no footway with the design emphasising priority to pedestrian and cycle movements.
 - All primary and secondary route will be designed as safe routes to schools.
- 7.97 The Active Strategy seeks to ensure that the network of routes within Welborne properly connects to the existing off-site routes for pedestrians, cyclists and the equestrian community.
- 7.98 The focus at Welborne through the Welborne Plan preparation and the consideration of the outline planning permission was (subject to operator requirements) to extend the BRT service when providing a public transport solution to serve the new community. The Public Transport Strategy within the WSM continues to deliver on this approach. A circular bus route is proposed along the primary road network with bus priority measures delivered on roads external to Welborne to ensure journey times and service reliability.

- 7.99 Welborne will also be served by the existing route 69 between Fareham and Winchester and the route 20 between Wickham and Fareham.

Part 5 - Street Design Principles:

- 7.100 This section of the WSM details how the streets will look and feel for the new population moving around the development. The design of the streets are to be influenced by a set of overarching “key components”. These fix details such as provision of footpath and cycleways and their respective widths, details of approach gradients where raised surfaces are proposed, detail of the finish for the raised surfaces to ensure they are distinguishable as a shared space, or a space where pedestrians and cyclists have priority.
- 7.101 Driveway crossovers and in verge parking are to be surfaced in permeable block paving. Street trees are to be incorporated in all verges and have a separation of at least 5m between tree trunk and lighting columns. The WSM also details that verges will be designed to discourage verge parking through kerbing detail, bollards and appropriate planting provision.
- 7.102 This Section of the WSM has a dedicated section regarding street trees. Tree lined streets are a key component to the vision for Welborne. The ‘Key Components’ will ensure that the street trees have adequate space in the street to establish and grow. Details such as the verge width, necessary soil volumes, the set back from the kerb and the relationship of trees to lighting columns and access points are all detailed. The WSM also indicates that on occasion, due to the low design speeds of the development, trees may also be sited within junction visibility splay in order to achieve the tree lined street vision – without compromising on highway safety.
- 7.103 Street lighting must achieve the technical and performance requirements of the highway authority whilst being successfully integrated into the tree lined streets at Welborne. To that end there are ‘Key Components’ detailed in the WSM specific to Street Lighting to ensure that both the proposed quantity of trees and lighting can be delivered as part of the development.
- 7.104 It is noted that on unadopted roads, there is no mandatory requirement in the WSM that these roads will be lit. Cycleways through open spaces are also proposed to generally be unlit. Lighting on certain routes will be considered on a case by case basis. One such example already considered is the new cycleway across Fareham Common from the new Junction 10 to Kiln Road. This route will be lit, but only with low level bollard lighting.
- 7.105 This section of the WSM also details the ‘fixes’ related to surface water drainage to ensure that flooding does not occur. The features include the use of permeable materials, the use of verges as swales and maintenance responsibility.
- 7.106 One of the key elements to the success of the street design at Welborne is the intended palette of materials and the use of street furniture.

- 7.107 The material palette for Welborne is categorised into three main groups:
1. Typical treatment;
 2. Informal treatment; and
 3. Special treatment

Typical Treatment

- 7.108 This material palette will be to Hampshire County Council's adoptable standards. It will apply to primary, secondary, tertiary streets and edge lanes. The materials are proposed as a

"...simple, robust and durable palette of materials to the majority of residential streets".

- 7.109 This simple and durable mix of materials includes, hot rolled asphalt and on occasion coloured tarmac (in locations and of suitable specification for HCC adoption) for the roads, concrete paving slabs for footways. Hot rolled asphalt for cycleways with integrated cycle signage. Kerbing will use concrete kerb stones. To mark the change of surfaces concrete setts in contrasting colours will be used. Parking and driveways are to be block paved or gravel.
- 7.110 Street furniture will be robust and hard wearing materials such as steelwork for bollards and/or bins.

Informal Treatment

- 7.111 Some edge lanes, greenways and green links will be surfaced from the Informal Treatment palette. Areas of parks and open spaces will also use these materials. The choices are softer in appearance to reflect the edge locations in which they will be used.
- 7.112 Roads are to be hot rolled asphalt. Concrete paving slabs will be utilised for footways inter changed (where appropriate) with surfaced dressed or compacted gravel. Either a gravel or hot rolled asphalt will be used for cycleways with integrated cycle signage. Kerbing will use concrete kerb stones but timber edging or concrete edging stones may be used. If appropriate, some gravel paths may have no edge markings. To mark the change of surfaces concrete blocks in contrasting colours (to HCC specification to enable adoption) will be used. Parking and driveways are to be gravel, coloured tarmac or blocked paving.
- 7.113 There is a more natural feel to street furniture through the use of timber or stone in these areas whilst still ensuring the palette is robust and hard wearing.

Special Treatment

- 7.114 Higher specification materials are to be used in these spaces. Their use will be for streets and spaces to highlight a change in setting from typical residential streets to a civic space or may be used in areas of the central park or other neighbourhood parks. Where possible the material schedule will still be chosen

in accordance with the Highway Authority requirements to enable their adoption, however, where materials do not meet the HCC requirements the WGVT will be the body responsible for maintenance and management.

- 7.115 In Special Treatment areas the roads are proposed to be hot rolled asphalt with natural aggregate chippings or coloured bitumous macadam (the specification and extent to be agreed with HCC for adoption). Concrete paving block paving will be utilised for footways. Hot rolled asphalt will be used for cycleways with integrated cycle signage. Kerbing will use conservation style kerb stones or flush conservation kerbing. Parking areas are to be constructed with permeable concrete setts in differing colour tones or with coloured tarmac.
- 7.116 High-quality street furniture will be used characterised by a robust, natural style and sustainable use of materials that convey the identity of the place. Material examples include hardwood, natural stone, high-quality concrete, metalwork stainless steel/galvanised steel.
- 7.117 The Street Design Principles section of the WSM next considers the design of the road network to ensure delivery of slow-speed streets.
- 7.118 The WSM, at this point, sets out how through the design of streets, slow speeds can be achieved. Taking each of the street types established in the street hierarchy the WSM considers the necessary steps and design features that are required to ensure that traffic speeds remain low. This could be through a variety of traffic slowing measures dependant on the road and where in the development it is.
- 7.119 The WSM considers:
- The Horizontal alignment of the road through features such as bends with tighter radii or chicanes;
 - Designing in changes in priority to slow traffic;
 - Carriageway narrowing;
 - Reduced visibility;
 - Raised junctions and material changes;
 - On street parking; and
 - The use of central islands
- 7.120 The Parking and cycle strategy follows the section on slow streets and in part echoes the parking strategy from the SDC. However, the WSM does expand with regard to on street parking arrangements, the provision of communal electric vehicle parking, planning for parking near and around schools and parking at the SANGS car parks.

Part 6 - Street Layout

- 7.121 This final section of the WSM takes all the information from the preceding chapters and details in diagrammatic and tabulated form the parameters of the street design at Welborne.

- 7.122 A plan of each street typology is provided with a maximum road width which shows a break down of each component part such as front garden depth, verge width, the position and dimensions of footpaths and cycleways, the carriageway width and verge widths. The typical street plans are accompanied by typical cross section drawings.
- 7.123 With each street typology is a detailed table which documents the street character, design speed, materials, whether parking will be provided on street or not, if it is a bus route or not and the drainage design solution. Landscape and street tree details are also included.
- 7.124 In addition to the typical “Primary Streets” at Welborne, as per the requirements of the condition of the outline planning permission, specific detail is provided in this part of the WSM regarding Welborne Way.
- 7.125 Welborne Way is part of the Primary road network, but is also the key internal road running north to south from the new junction 10 of the motorway through Welborne, parallel to the A32, to the village centre in the north. Given its position and the level of traffic this road is intended to carry, the outline planning permission condition for the Street Manual includes very specific detail needed for this route. The detail provided is acceptable in meeting this condition requirement and the Highway Authority has endorsed its content.
- 7.126 The WSM also includes detailed commentary on the treatment of Knowle Road. This is included given that the delivery of Welborne will necessitate changes to the existing Knowle Road with it being changed from a primary access to Knowle village to a secondary road within Welborne. Knowle Road will have the speed limit reduced down from the current 50mph limit to 30mph.
- 7.127 As set out in consideration of the Outline Planning Permission the change in character of Knowle Road means a lot of the existing landscape either side of the road will likely be removed. The planting will be retained where it can, with further planting added to enhance the Woodland character area within which the road sits. The road will be narrowed for the majority of its length and raised junctions will also help slow traffic along its length as well as having active frontages onto the road. A new road running east to west north of Knowle Road is proposed as part of the primary road network at Welborne. This will form part of the circular primary road loop through the development linking Knowle Road with the new village centre and onto the A32.
- 7.128 The Street Layout section of the WSM also details “Key Junctions and Special Places” which have been identified as requiring a “non-standard” street design and/or junction design.
- 7.129 These locations are listed as:
- Village Centre
 - The link between the village centre and Welborne Way
 - District Centre

- The main civic space at Welborne. Welborne Way will pass through the centre and needs to prioritise pedestrian and cycle movement whilst maintaining flow of traffic.
- Welborne Park – south
 - A key junction where the primary and secondary streets meet adjacent to the main Welborne Park
- Primary Road Network – south
 - A roundabout that connects the primary road loop with the new Junction 10
- Primary Road Network – South west
 - Two locations where secondary streets join the primary network which will require special treatment
- Knowle Road – west
 - Where the new western most intervention on Knowle Road takes place. A new roundabout at the northern end of the Welborne Park.

7.130 The WSM also details how different roads join at junctions, how parking may be arranged and where trees and lighting will be positioned. Typical details are also included to illustrate raised crossroads and raised junctions and crossing details over the different roads.

7.131 Finally the WSM provides a detail for driveway crossovers onto the varying roads around Welborne.

Assessment of the WSM

7.132 As detailed above, the WSM is the result of a comprehensive piece of partnership working between the Applicant, the Highways Authority and the Borough Council.

7.133 The WSM is a well structured, detailed document. The content is clearly presented and, whilst technical in places, is easy to understand and interpret. The use of visual images to illustrate how certain street details will work is useful to the reader.

7.134 The WSM will provide a current and future guide for the movement and road delivery at Welborne. The WSM will ensure that, over the lifetime of the project, that the design quality remains consistently high.

7.135 Approval from the Leader and Executive Member for Hampshire 2050 and Corporate Services at Hampshire County Council will ensure that teams involved in the detailed review of the internal road design through future Reserved Matters and section 38 (Road Adoption) submissions are in accordance with the Welborne Street Design Manual and achieve the vision that it sets out.

7.136 There is no objection to the Street Manual from the Highway Authority. This Council's Officers are content that the WSM is a robust and detailed document which will ensure longevity and high design quality at Welborne.

Other matters

7.137 Representation has been received from Wickham and Knowle Parish Council and Knowle Residents Association regarding the recent clearance of planting along the Knowle Road and how the remaining planting should be protected and retained with no further loss. The two letters highlight the strength of feeling within the Parish on the matter with reference made to a petition with a notable number of signatures.

7.138 In recent weeks, sections of planting along the Knowle Road and along the A32 has been cleared. The cleared areas correlate to the approved plans for the delivery of infrastructure to serve Welborne.

7.139 Within the outline planning application report to committee in 2021 it was clearly set out that:

“...the character of Knowle road will change and development will front this road, the expectation is that there will be an element of activity to the road, within the woodland character area, such that it would have a dual function as a route through the site but also as part of the green link network (para 8.13.19).

7.140 The Committee Report also noted:

“The proposal seeks to remove the limited amount of established on-site planting, specifically alongside the existing Knowle Road and around the Dean Farm Estate”.

7.141 Officers acknowledged that:

“Retention of this landscape would help provide an established and mature green corridor through the site and avoid the need for future mitigation planting. Added to the landscape relevance of the Knowle Road planting it is also noted that it has an ecological function for various species of wildlife and protected species”.

7.142 However the report continued that:

“...given the extent of Welborne, the extensive GI network to be provided and the large areas of SANG provision the loss of on site, existing landscaping, is not of such significant harm that it outweighs the identified benefits and would warrant refusal of planning permission” (para 8.32.27-28, Planning Committee Report, 23/07/2021).

7.143 Whilst mature and established, the landscape alongside Knowle Road was surveyed and assessed as part of the Environmental Statement for the outline planning application. The south side of Knowle Road, where the majority of the area to be cleared is located, was classified in the arboricultural survey to fall within Category C. Category C trees, for arboricultural purposes, are defined as

smaller trees or trees of low quality. Such trees should not be considered as a constraint against development and their removal was considered acceptable for the reasons within the committee report quoted above.

- 7.144 Whilst the Parish Council representation refers to plans previously shared by the applicant indicating the retention of the Knowle Road landscape this is not an approved plan. The approved parameter plans as part of the outline planning permission clearly identified that a large extent of the existing Knowle Road landscape would be cleared.
- 7.145 Members were advised that the character of Knowle Road would fundamentally change. The planting removal and change in character to the road was balanced against the benefits that the Welborne proposal brings. Part of that change will involve substantial new planting within streets, along with the provision of extensive areas of SANGS and public open space. A very large amount of new planting will take place.
- 7.146 As set out above, the WSM now also establishes the phasing for alterations to Knowle Road such that it is not done in a piecemeal fashion. The alterations are phased relative to the delivery of the first homes and the village centre to ensure that the right infrastructure is in place at the right time.
- 7.147 The Wickham Society also seek reassurance over the provision of primary care medical facilities at Welborne. The SDC and the WSM are not the mechanism for securing these facilities hence the lack of reference to this infrastructure in the documents. The outline planning permission has secured, through the Section106 legal agreement, the health provision at Welborne in the Village Centre and the District Centre.

Summary

- 7.148 The above report sets out the key design features to be secured at Welborne through the Strategic Design Code and Welborne Streets Manual. The two documents are extremely comprehensive and clearly presented. Their preparation has involved close working over a lengthy period of time between the applicants, this Council's Officers and Hampshire County Council (the latter on the Welborne Streets Manual). The Code and Manual presented to Members for approval today are a culmination of the extensive work which has been undertaken by the parties.
- 7.149 The approval of the Code and the Manual will be a key milestone towards ensuring the high level of design quality sought by all interested parties is achieved at Welborne. Neighbourhood design codes will be developed based on the principles established through the Strategic Design Code and Welborne Streets Manual. Detailed reserved matters applications from housebuilders will be assessed against the principles set out with the Code and Manual.
- 7.150 Subject to a small number of minor amendments to the documents which will be confirmed to Members at the Planning Committee, Officers recommend that

approval be granted for both the Strategic Design Code and Welborne Streets Manual.

Recommendation:

Subject to:

- The receipt of revised documents to address any minor inconsistencies within either document and to incorporate further changes that have been agreed with the applicant;

Then:

**APPROVAL OF DETAILS PURSUANT TO CONDITIONS 9 AND 10 OF
OUTLINE PLANNING PERMISSION P/17/0266/OA:**

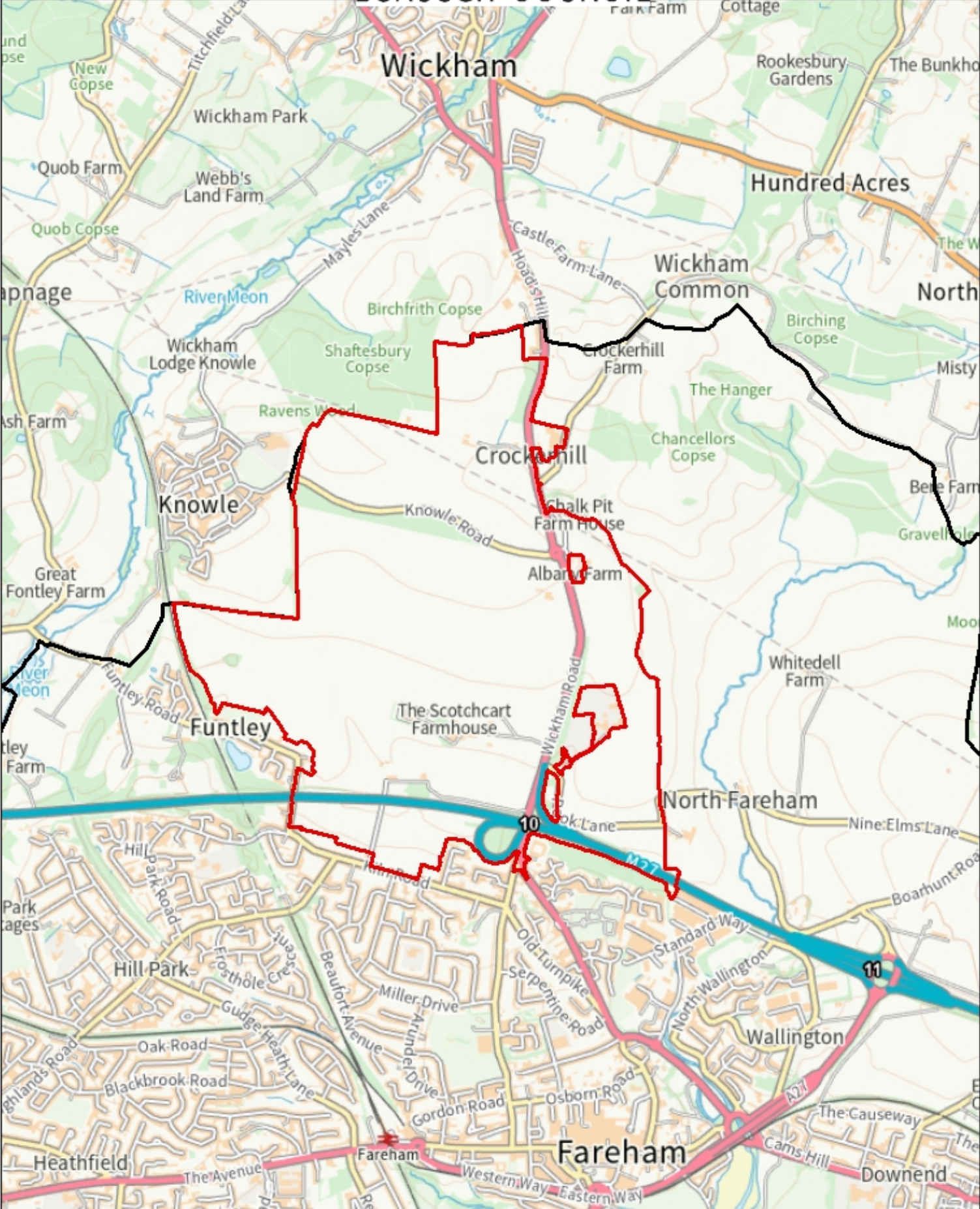
You can view the full Welborne Strategic Design Code and Welborne Streets Manual by clicking the links below:

[Welborne Strategic Design Code](#)

[Welborne Streets Manual.](#)

FAREHAM

BOROUGH COUNCIL



Welborne
Land North of Fareham
Scale 1:24,000



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