

Proposed for Adoption

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Appendix B

Welborne Design Guidance

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# Part 1 - Application Documents

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# Introduction

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## **The Purpose of this Document**

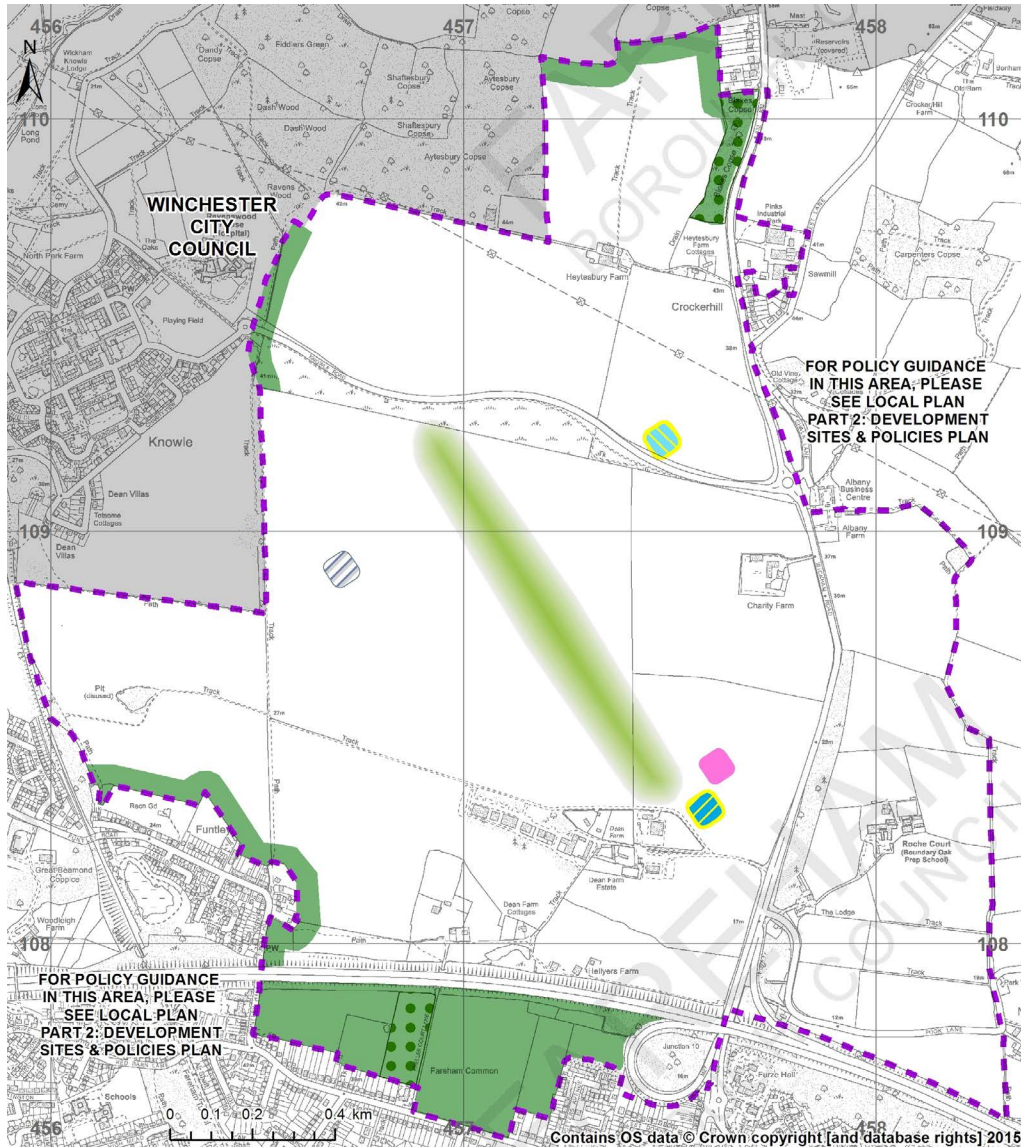
1.1 The purpose of this adopted Welborne Design Guidance Supplementary Planning Document (SPD) is to provide further guidance on design principles that are set out in the vision, objectives and policies of the adopted Welborne Plan (June 2015). This ensures they are consistently applied throughout Welborne as it develops and that the new community meets these aims.

1.2 Ultimately the purpose of this SPD is to ensure high quality design is achieved on the ground at Welborne. High quality design will help to deliver a place where residents choose to live, which is attractive to residents, employers and employees, together with the visitors who choose to come to Welborne, who can enjoy a range of retail, cultural uses and leisure activities that will be created there.

1.3 The intention of this SPD is to provide greater clarity and certainty about what the Council's design expectations for Welborne are. This document will be particularly helpful to:

- Applicants who are developing proposals for Welborne and those who will be undertaking that development;
- Members of the community, including local residents and business interests, with interests in any aspects of the development; and
- Members of the community, who will live, work and enjoy the new community created at Welborne.

1.4 This adopted Welborne Design Guidance Supplementary Planning Document is a material consideration in the determination of all planning applications within the defined Welborne Plan policy boundary. This SPD relates to all of the land within the 'Policy Boundary' as shown on the 'Policies Map' in Appendix B.2 of the adopted Welborne Plan (Local Plan Part 3) as shown on the following page.



**Figure 1. The 'Policy Boundary' as Shown in Appendix B.2 of the Adopted Welborne Plan (Local Plan Part 3)**

**LEGEND**

-  WELBORNE POLICY BOUNDARY (CS13, WEL1-4, WEL6-43)
-  SITES OF IMPORTANCE FOR NATURE CONSERVATION (CS4)
-  WELBORNE SECONDARY SCHOOL POTENTIAL APPROXIMATE LOCATION (WEL16)
-  WELBORNE SETTLEMENT BUFFERS (WEL5)
-  WELBORNE CENTRAL PARK APPROXIMATE LOCATION (WEL29)
-  WELBORNE LOCAL CENTRE APPROXIMATE LOCATION (WEL11)
-  WELBORNE DISTRICT CENTRE APPROXIMATE LOCATION (WEL10)
-  WELBORNE COMMUNITY HUB APPROXIMATE LOCATION (WEL12)

This SPD is organised into two parts.

1.5 Part 1 explains:

- The role of the adopted Welborne Plan’s vision, objectives and policies, including its emphasis on the modern application of ‘garden city principles’ to create a new garden community, and how these will influence the design of the Welborne development;
- The key design documents which will need to be produced to support initial planning application(s) at Welborne and how they will need to demonstrate that the policy requirements of the adopted Welborne Plan have been met.

1.6 Part 2 explains the ways in which the design policies in the adopted Welborne Plan can be successfully applied to shape the development at Welborne, with this guidance broken down into the following areas:

- Character Areas
- Green Infrastructure

- Access and Movement
- Residential Areas
- Employment Areas
- District Centre, Local Centre and the Community Hub
- Schools

1.7 This SPD has been produced to comply with relevant planning legislation and to be fully consistent with national planning policy and guidance, the Adopted Local Plan Part 1: Core Strategy and the Adopted Local Plan Part 3: The Welborne Plan.

1.8 Public consultation on the draft Welborne Design Guidance SPD took place between 25th June and the 6th August 2014. Following amendments to the draft SPD in response to representations received, the final version of the SPD was considered by and **APPROVED/NOT APPROVED/DEFERRED** for adoption by Fareham Borough Council’s Executive on the 11th January 2016. This SPD took effect from **ADOPTION DATE TO BE INSERTED HERE**

# The Welborne Plan's Vision

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1.9 The vision for Welborne was developed in Policy CS13 (and paragraphs 5.73-5.78) of Fareham's Adopted Core Strategy (Local Plan Part 1), when Welborne was known as the 'North of Fareham Strategic Development Area'.

1.10 This vision was partially updated by the policies and supporting text in the Welborne Plan (particularly in relation to Policy WEL2 and paragraphs 2.4-2.10).

1.11 The Vision for Welborne is largely set out in Chapter 2 of the Welborne Plan. It outlines the fundamental things which the development needs to achieve:

*"A distinct new community set apart but connected to Fareham, whose spirit, character and form are inspired by its landscape setting.*

*Welborne will create a diverse and well integrated new community. It will encourage self-containment with a significant proportion of its inhabitants' life needs being accessible within a main centre and smaller neighbourhood centres. It will contain a mix of dwelling types which meet the needs of the*

*increasing numbers of single person households, families, and the needs of an ageing population. There will be a range of accessible new jobs created which contribute towards meeting the employment needs of this diverse new community.*

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

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

*It will have an integrated and linked green network of multi-functional open spaces, civic spaces, public open spaces,*

*private outside space, and green routes. The green network will incorporate the site's natural features, hedgerows, tree lines, and woodlands to provide habitat, recreational facilities, to frame new development and to link to the wider countryside.*

*It will take advantage of natural features, such as hedges/green corridors/woods; it will maximise orientation; incorporate Sustainable Drainage (SUDS); and provide opportunities for local food production. It will aim to meet its own renewable energy needs in a viable fashion, and deal effectively and sustainably with waste. Buildings will be thermally and water efficient. Access to services and a high quality public transport system all within easy walking distance of homes will reduce the need to travel by car.*

*Socially and economically Welborne will complement rather than compete with the surrounding settlements and it will allow existing residents to benefit from the new facilities."*

*(Extract from paragraphs 2.7-2.10 of the adopted Welborne Plan)*

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## Creating a Garden Community at Welborne

1.12 The adopted Welborne Plan has sought to create a new ‘garden community’ and apply a 21st century interpretation of the long established ‘garden city principles’. There are a number of guiding principles within the Plan that will need to be applied consistently across the development. A number of key principles required to create a garden community are set out below:

- Ensuring long-term stewardship of community assets.
- Delivering a high quality and imaginatively designed development, including homes that have gardens.
- Ensuring there is a mixture of tenures, including homes that are affordable
- Providing a strong local jobs offer with a variety of employment opportunities.
- Ensuring there is easy access to generous green spaces, which are

linked to the wider countryside.

- Providing local cultural, recreational and shopping facilities.
- Ensuring integrated and accessible transport systems.
- Providing opportunities for local food sourcing, including allotments.






















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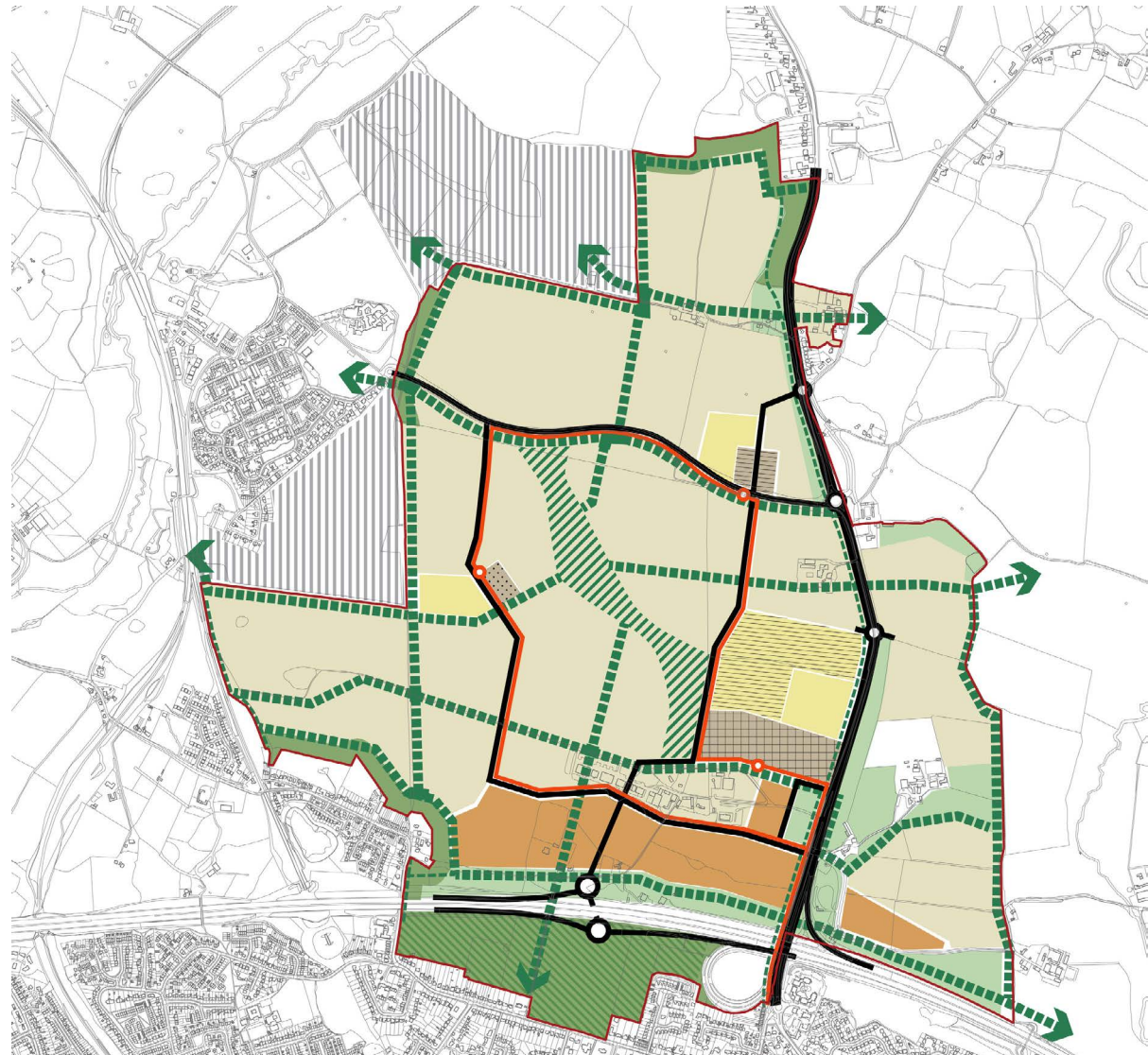
## **The Purpose of the Strategic Framework Diagram**

- 1.13 Fareham Borough Council produced a 'Strategic Framework Diagram', supported by comprehensive masterplanning, to demonstrate that all the policies in the Welborne Plan could be successfully achieved on all the land included within the Welborne Plan 'policy boundary'.
- 1.14 The Strategic Framework Diagram now forms part of the adopted Welborne Plan (2015). In summary it shows the location of main land uses at Welborne, the access points, routes of the primary roads, main pedestrian and cyclist routes, as well as the location of key infrastructure (centres, schools and utilities), including necessary green infrastructure (such as settlement buffers).
- 1.15 The Strategic Framework Diagram is contained in Appendix B.2 of the adopted Welborne Plan (Local Plan Part 3), which is reproduced on the following page in Figure 2.

**Figure 2. The Strategic Framework Diagram in Appendix B.2 of the Adopted Welborne Plan (Local Plan Part 3)**

**Legend:**

-  Residential land
-  District Centre
-  Local Centre
-  Community Hub
-  Employment land
-  Primary school site
-  Secondary school site (or residential land depending on preferred school location)
-  Central park
-  Landscape buffers
-  Settlement buffers
-  Potential SANGS and Settlement Buffer
-  Strategic green infrastructure corridor
-  Primary street network
-  BRT route
-  BRT stop
-  Key pedestrian/cycle link
-  Potential SANGS and settlement gaps in the Winchester District



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1.16 The Strategic Framework Diagram contains:

- A development shaped and defined by surrounding landscape types;
- A large central park positioned to maximise its accessibility for the majority of the new community, connecting three character areas to the west of the A32 and linking directly to the district centre;
- The broad areas of residential and employment development including buffers and the distance required between some forms of development and sensitive uses;
- The location of the district centre, connecting to the A32 and the central park and positioned to give it visibility from the road network;
- Location of the Local Centre and Community Hub, positioned within the site so as to maximise accessibility by walking and cycling, located on the network of green areas and links and situated close to the Bus Rapid Transit

stops;

- Location of the school sites which are located next to the centres to share facilities where possible and are therefore evenly distributed across the site, close to BRT stops and green links;
- Green corridors, placing all residents of Welborne within 2-3mins (approx. 200m) walk of a network of green spaces which in turn link to other land uses, existing neighbourhoods and the surrounding countryside;
- Strong green routes/links connecting Welborne to Fareham, Knowle and Funtley. Together with strong, accessible and safe links between the part of Welborne east of the A32, and the services and facilities in the rest of Welborne;
- Green corridors to provide links to destinations beyond the site such as the Forest of Bere West Walk (South Downs National Park), the River Wallington, Portsdown Hill and Botley Wood;

- Employment space closely located with the district centre to ensure a mix of land uses and helping to support a vibrant and prosperous centre; and
- Landscape buffers (including settlement buffers), maintaining gaps between proposed development and existing settlements and the setting of key buildings.

1.17 The adopted Welborne Plan (2015) requires any planning application(s) to be consistent with this Strategic Framework Diagram.

1.18 The purpose of the Strategic Framework Diagram, is to ensure there is a common basis for agreeing how the whole site will be developed in accordance with the adopted Plan and in the absence of detailed planning application proposals coming forward for other parts of the site.

# Key Design Documents

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1.19 The onus is on applicants to demonstrate that any planning applications they bring forward at Welborne meets the guidance in this adopted SPD, together with the vision, objectives and policies of the adopted Welborne Plan.

1.20 Applicants will need to submit various design documents to Fareham Borough Council for approval. The requirement to submit these for approval comes principally from the adopted Welborne Plan and other relevant legislation. A list of all those documents likely to be required to accompany any planning application(s), alongside the key design documents is provided in Appendix A.

1.21 This SPD relates primarily to those documents specifically focused on design, rather than every document that will need to accompany planning application(s). These key design documents are:

- The Structuring Plan (including supporting Parameter Plans);
- Comprehensive Masterplans;
- Strategic Design Codes; and

- Design and Access Statements
- Infrastructure Delivery Plan and Phasing Plan

1.22 The remainder of Part 1 of this SPD explains what these key design documents are, who is responsible for their preparation and when they must be submitted.

# Structuring Plan

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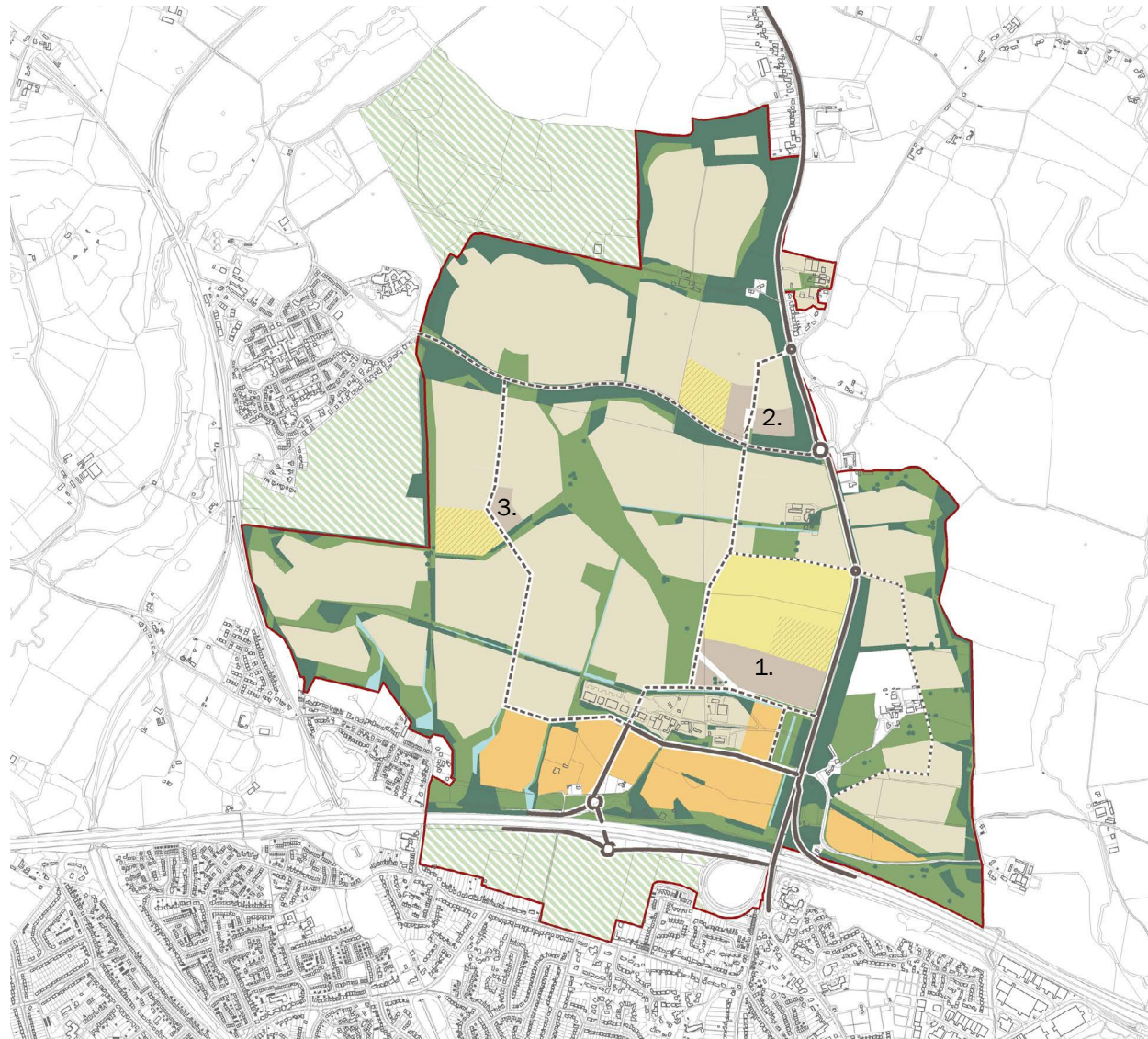
## What is the Structuring Plan?

- 1.23 Described at its simplest, the Structuring Plan is a plan with a supporting evidence base that both shows and explains how the development can come forward on a comprehensive basis at Welborne. It will need to reflect the phasing and delivery guidelines set out in the adopted Plan.
- 1.24 The Structuring Plan must be consistent with the Strategic Framework Diagram, the adopted Welborne Plan, this SPD and any other relevant SPDs.
- 1.25 The purpose of the Structuring Plan is to ensure that Welborne is developed comprehensively and the design process is co-ordinated across site ownership boundaries. It is essential that a Structuring Plan is prepared for all of the land within the Welborne Plan policy boundary as shown on the 'Policies Map' on page 2.
- 1.26 The Structuring Plan must show and justify the following:
- The disposition of the main land-uses, the location of Welborne's schools,
- the District and Local Centres and the Community Hub (with a rationale for the location, distribution and amount of different land uses, as well as average densities and maximum building heights shown), together with an agreed land budget (i.e. a breakdown of each land use by measured area);
- The main pedestrian and cycle routes throughout Welborne, the access points and primary road network, including the Bus Rapid Transit (BRT) route (with a rationale for the transport network and hierarchy, including street design/dimensions details to ensure consistency throughout the development);
  - The areas proposed for SANGs (Suitable Alternative Natural Greenspaces) and strategic green infrastructure, including the green corridors linking them (with a rationale for the location, distribution, type and amount of green infrastructure, including structural landscaping); and
  - The location of strategic utilities,
- infrastructure, including for the supply of electricity and disposal of foul water (with a rationale for the location, utility network and nature of provision).
- 1.27 The Structuring Plan will need to be accompanied by a Transport Framework comprising:
- A Public Transport Plan demonstrating how Welborne will be served by a package of excellent public transport links to Fareham Town Centre and beyond including an extension to the BRT system; appropriate links and extensions to the local bus network; and provision of bus services in the early years of development (Policy WEL26);
  - A Framework Travel Plan demonstrating how modal shares by walking, cycling and public transport and the encouragement of more sustainable transport will be achieved (Policy WEL27)

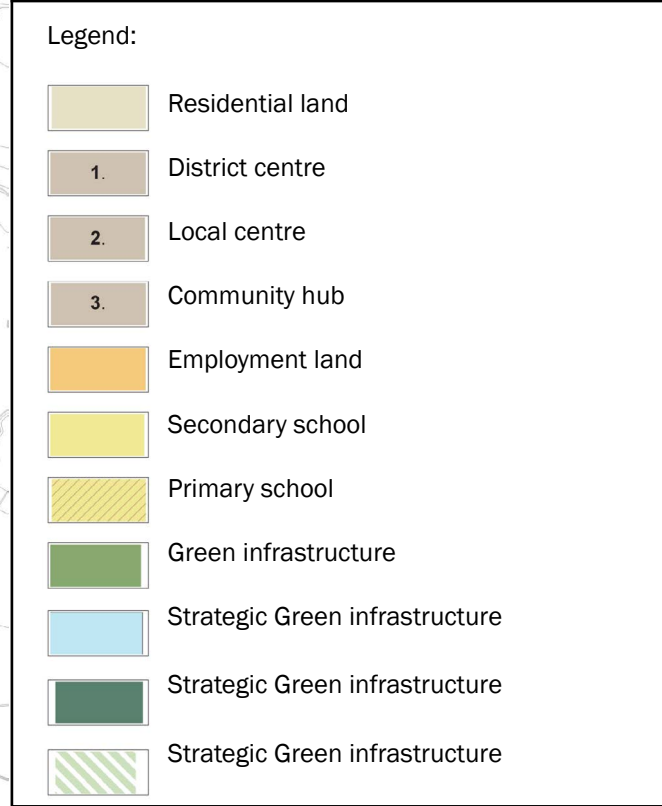
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## **Who is Responsible for Preparing the Structuring Plan and When Must it be Submitted?**

- 1.28 The Structuring Plan and Transport Framework must be prepared by the applicants and submitted with the initial planning application(s) for Welborne. Any subsequent planning applications submitted to the Local Planning Authority will need to ensure that they are consistent with the approved Structuring Plan for the wider Welborne site.
- 1.29 The following Figures 3-8 show how Parameter Plans should support the Structuring Plan for the Welborne site, which should also be accompanied by a written explanation of the rationale behind the plans.



**Figure 3. Illustrative example of a Parameter Plan - Land Use at Welborne**







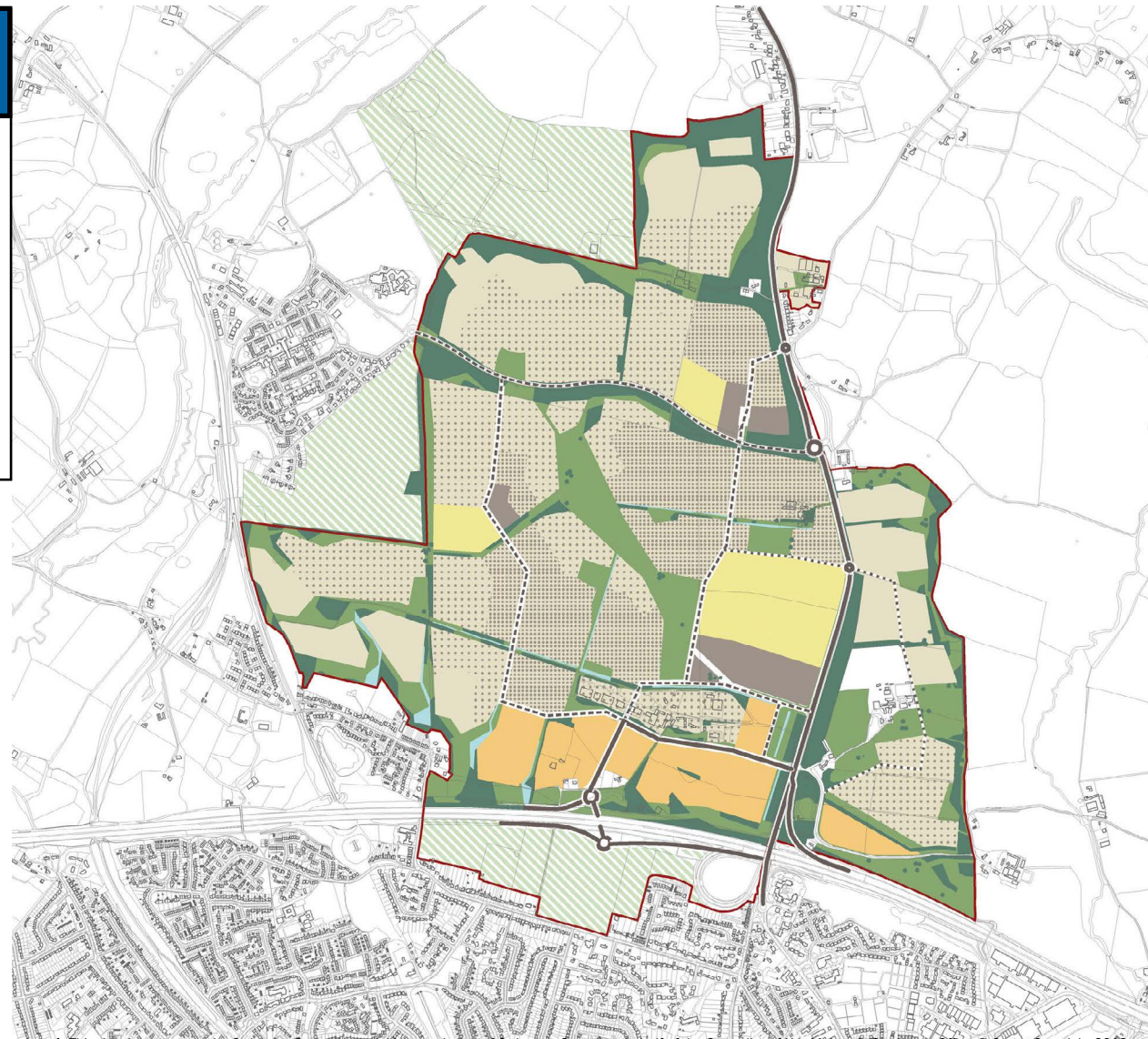
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**Figure 4. Illustrative Example of a Parameter Plan - Residential Density at Welborne**

Legend:

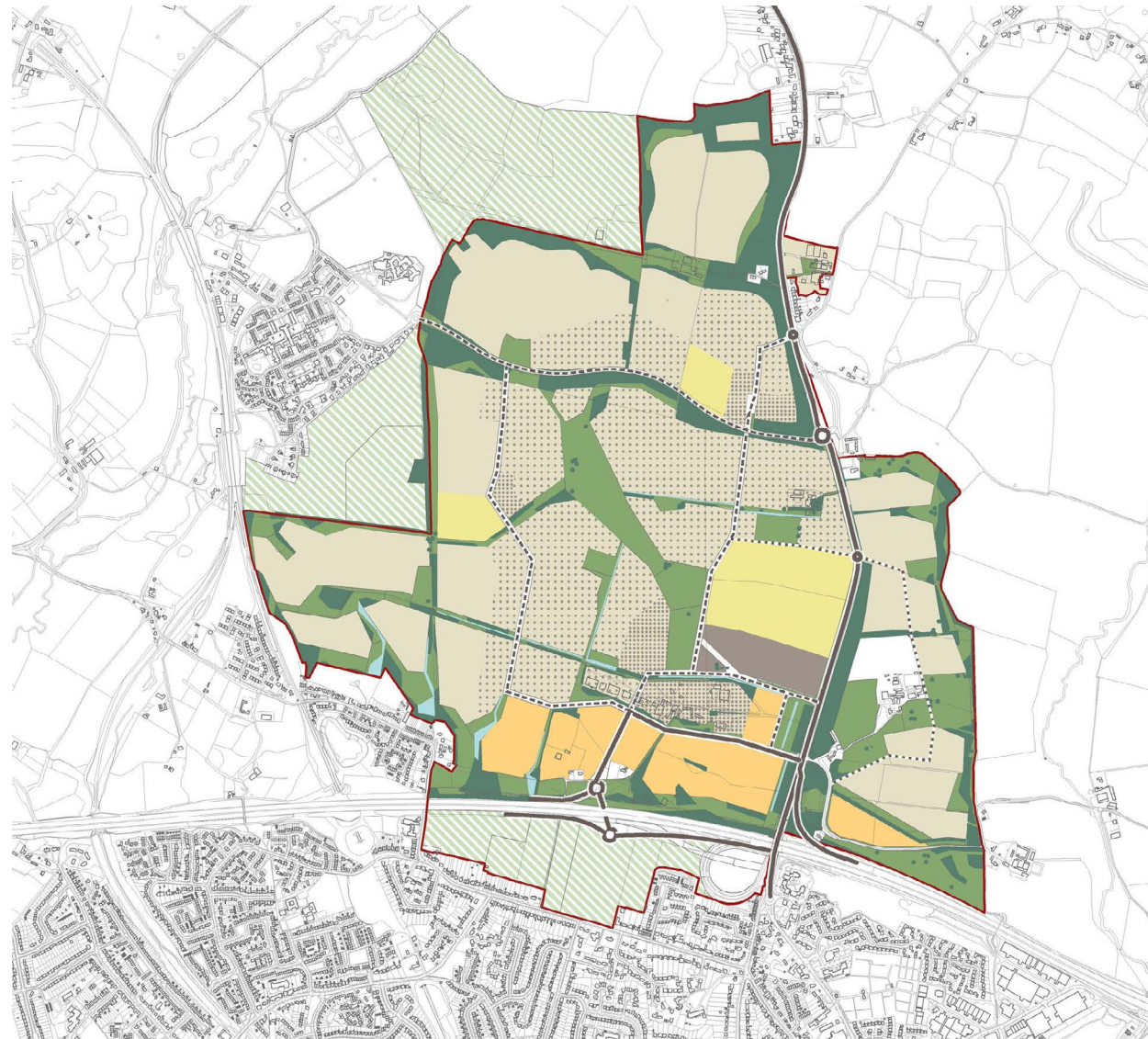
-  Lower average density
-  Medium density range
-  Higher average density
-  Centres



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**Figure 5. Illustrative Example of a Parameter Plan - Building Heights at Welborne**

Legend:











-  Up to 5 storeys (up to 18m)
-  Up to 4 storeys (up to 15m)
-  Up to 3 storeys (up to 12m)
-  Up to 2.5 storeys (up to 10m)
-  School sites (2-3 storey (12m))
-  Employment sites (2-4 storey (10-16m))

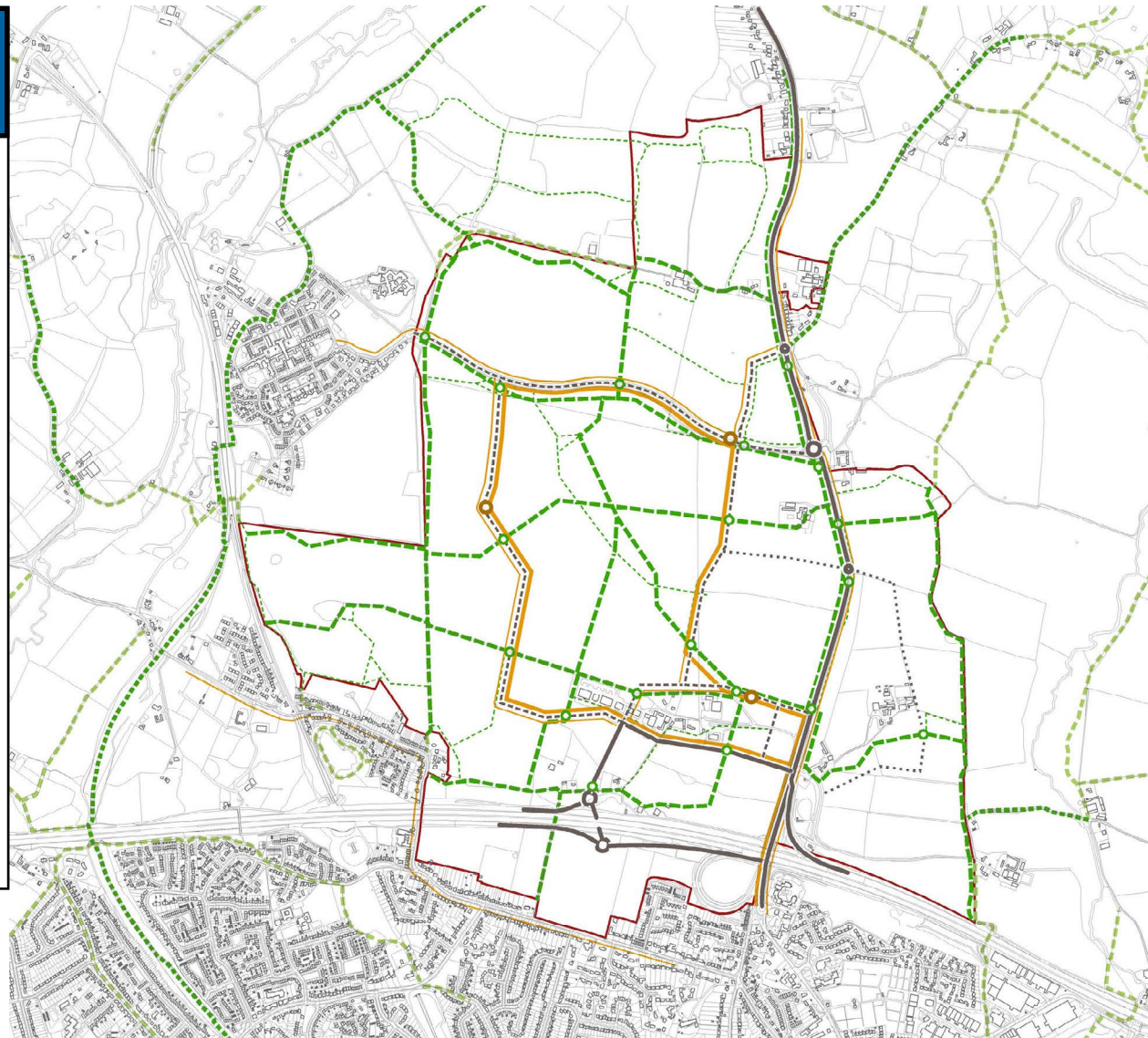
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**Figure 6. Illustrative Example of a Parameter Plan - Access and Movement at Welborne**

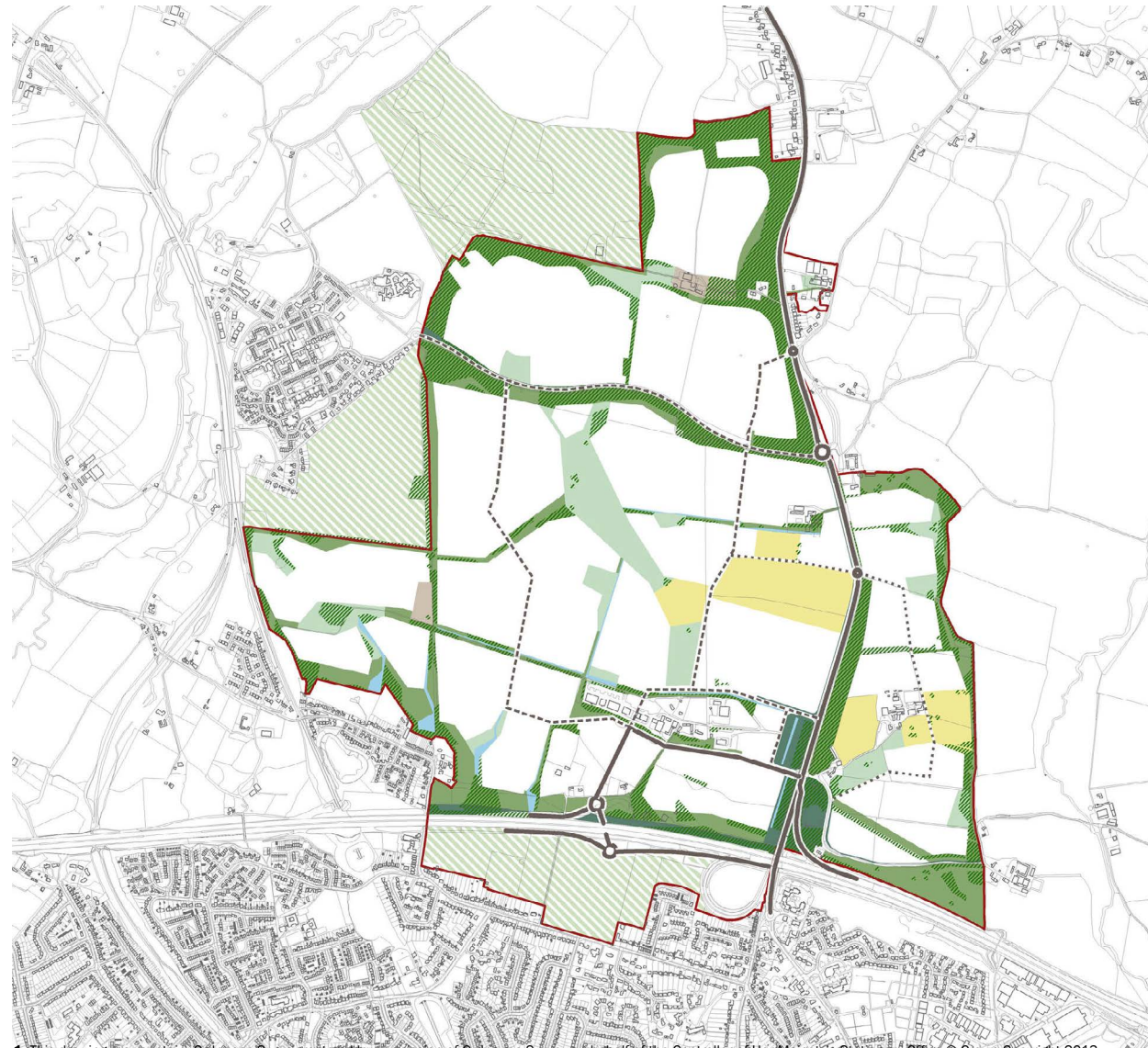
Legend:

-  Strategic roads
-  Primary street
-  Proposed BRT route
-  Proposed BRT stop
-  Local bus route
-  Strategic pedestrian/cycle link (onsite)
-  Key pedestrian link (onsite)
-  Existing Public Right of Way
-  Strategic pedestrian/cycle link (offsite improvements)
-  Strategic pedestrian/cycle crossing

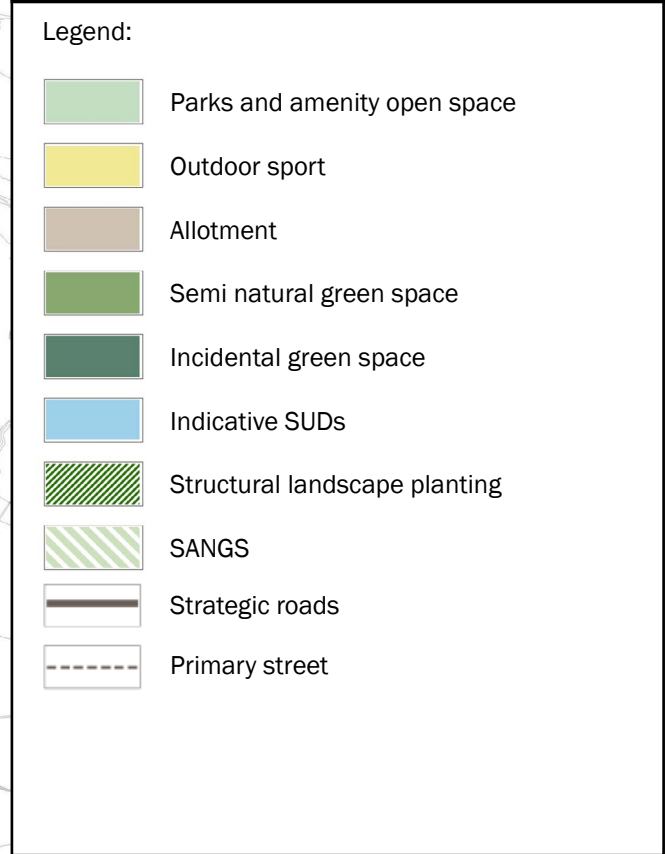


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**Figure 7. Illustrative Example of a Parameter Plan - Green Infrastructure at Welborne**







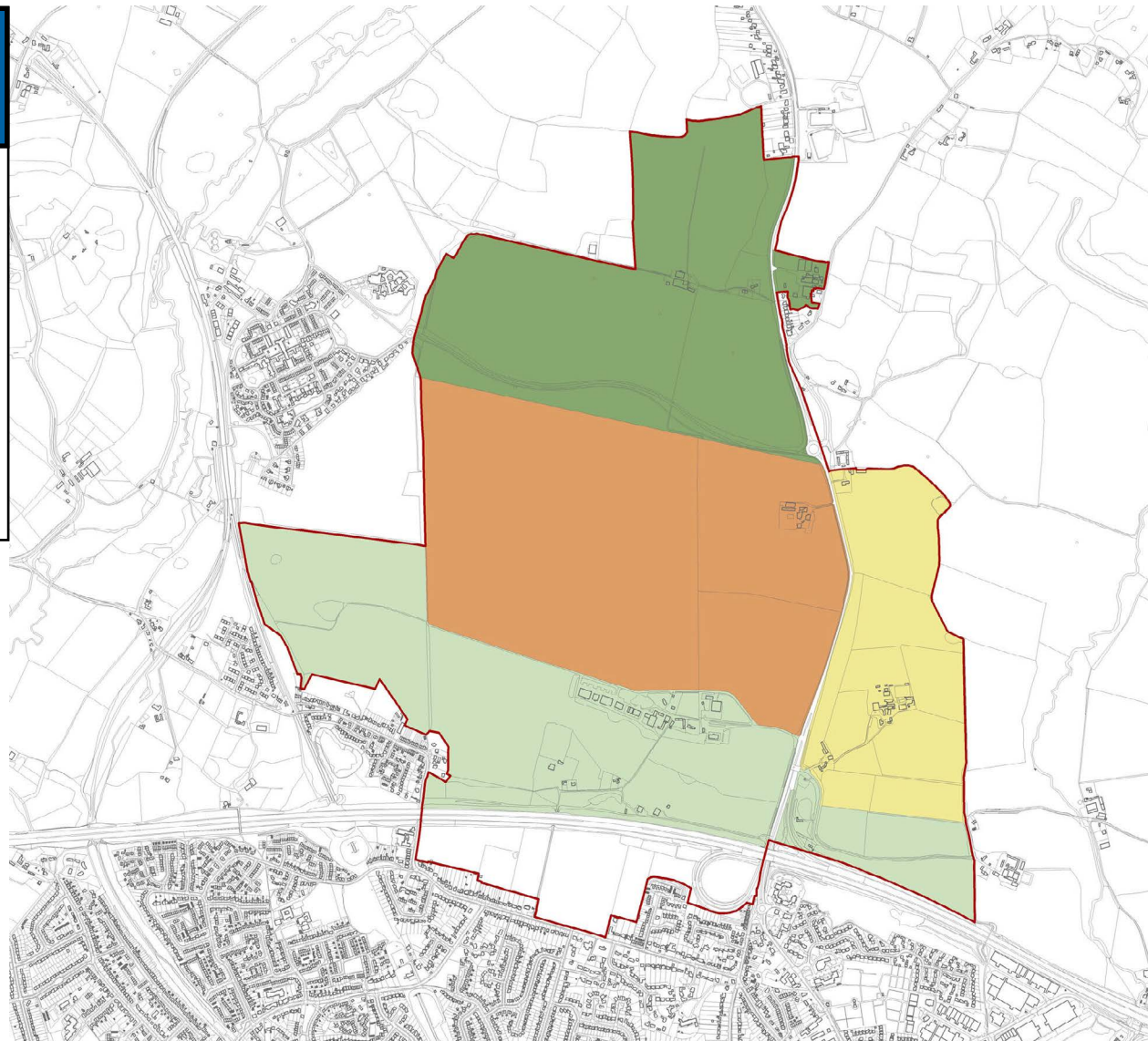
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**Figure 8. Illustrative Example of a  
Parameter Plan - Character Areas at  
Welborne**

Legend:

-  The Woodland
-  The Downland
-  The Meadows
-  The Parkland



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# Comprehensive Master Planning

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## What is Comprehensive Master Planning?

1.30 The Comprehensive Master Plan proposes the layout and location of land uses, buildings, public and private spaces, streets, pedestrian and cyclist routes for an initial (outline or full) planning application. A Comprehensive Master Plan adds a further level of detail to the Structuring Plan.

1.31 Policy WEL29 requires comprehensive Master Plans to be informed and accompanied by an Open Space and Green Infrastructure Strategy which identifies the exact location, quantity, nature and quality standards of each type of on site Green Infrastructure required, together with adequate changing, storage and parking facilities where appropriate. Policy WEL29 also sets out the minimum open space requirements for Welborne.

1.32 The Comprehensive Master Plans must:

- Define the distribution of land-uses and activities;

- Define the heights, massing and bulk of buildings including average densities and maximum building heights;
- Define the public spaces, including the streets and open spaces;
- Define the nature of the relationships between buildings and public spaces (i.e. nature of boundaries between private and public spaces);
- Identify the network of streets and routes for people moving by foot, cycle, car or public transport, service and refuse vehicles, as well as access points and connections off-site;
- Identify the provision of key infrastructure elements, such as supply of electricity and disposal of foul water, sustainable drainage measures, green infrastructure, structural landscaping etc; and
- Demonstrate an understanding of how well the new community is integrated with the surrounding landscape context and how this is reflected in the

character areas of the development.

1.33 As the land within the adopted Welborne Plan policy boundary site may come forward in a series of planning applications, Comprehensive Master Plans on part of the Welborne site must be in line with an approved Structuring Plan, the adopted Welborne Plan, this SPD and any other adopted SPDs.

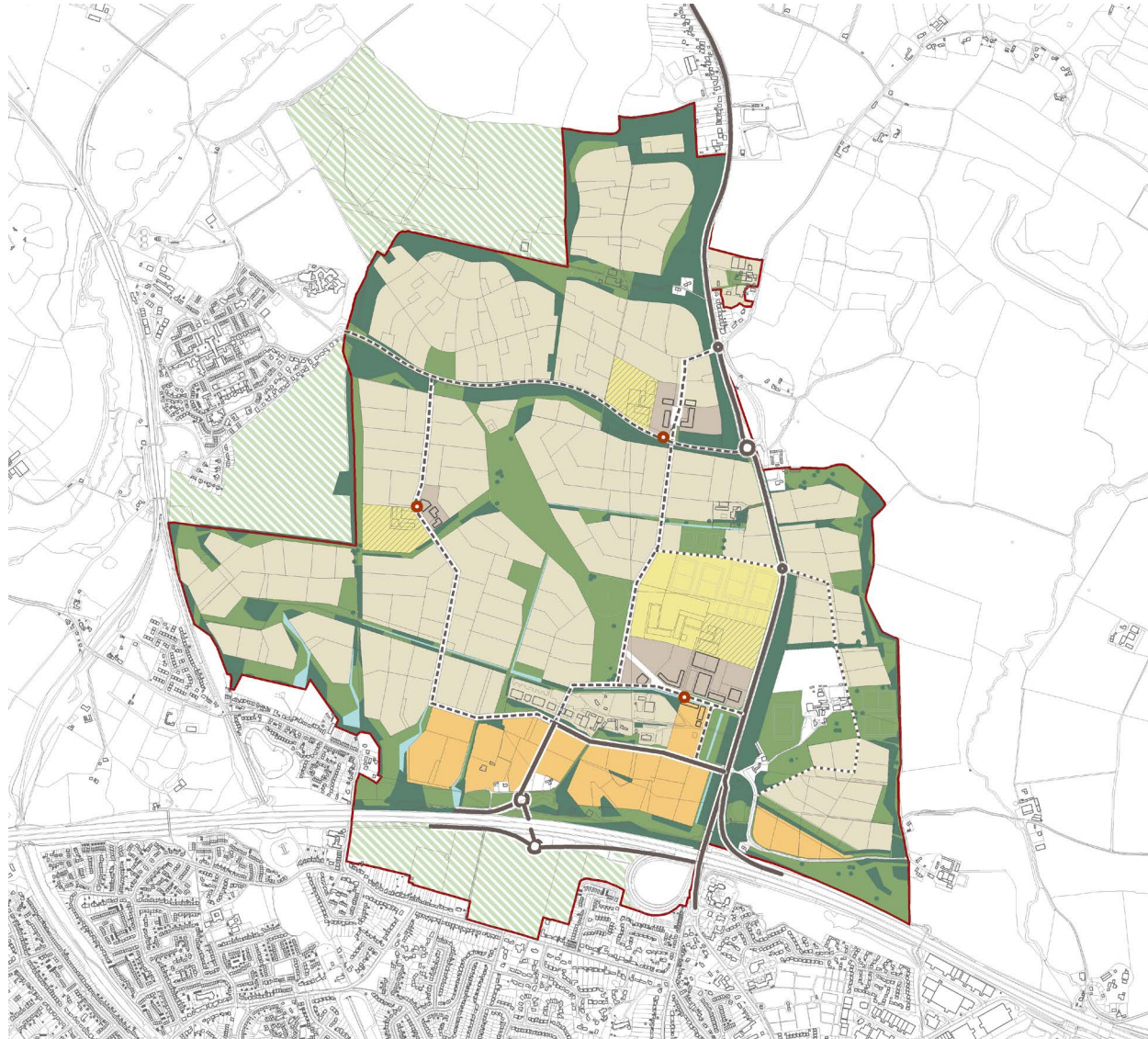
## Who is Responsible for Preparing the Comprehensive Master Plans and When Must They be Submitted?

1.34 Applicants are responsible for preparing and submitting the Comprehensive Master Plan and the Green Infrastructure and Open Space Strategy to the Local Planning Authority. The Comprehensive Master Plan and the Green Infrastructure and Open Space Strategy needs to accompany any initial (outline or full) planning application(s) for Welborne. Any subsequent Master Plans submitted to the Local Planning Authority will need to ensure that it relates to all other Master Plans approved for the wider Welborne

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







site.

1.35 The following Figure 9 shows an example of a Comprehensive Master Plan for the Welborne site, which should be supported by written justification for the approaches selected.



**Figure 9. Illustrative Concept Master Plan of Welborne**

**Legend:**

-  Site Boundary
-  BRT Stop
-  Strategic Road
-  Primary Road
-  Residential
-  District and Village Centre and Community Hub
-  Employment
-  Strategic Green Infrastructure
-  Potential SANGS
-  Primary School Site
-  Secondary School Site
-  Structural Landscape Planting

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# Strategic Design Codes

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## What are Strategic Design Codes?

- 1.36 Strategic Design Codes are technical documents that illustrate the detailed design rules and requirements for the area of Welborne, which they control.
- 1.37 The purpose of the Strategic Design Codes is to provide more design detail to help establish the kind of place Welborne will be, and to demonstrate that the proposed development will meet the design requirements of the adopted Welborne Plan, this SPD and any other relevant SPDs.
- 1.38 Strategic Design Codes will provide details of the nature of the overarching and consistent character of the whole Welborne site, within which character areas sit. They provide details of each character area, where they are located and how they vary to reflect the site conditions, the different use(s) and spaces proposed. They will include an explanation of each character area and how it relates to the overall character of Welborne. The rationale for the design will be supported by an analysis of the

site and surrounding area to demonstrate how the character of the landscape and surrounding area has influenced the design options within the code. Each Strategic Design Code will contain a plan showing where each character area applies, and which sections of the code (i.e. the rules) apply. For each character area covered by the code, an illustrative design with supporting text explaining the type of place proposed will be provided.

- 1.39 For each character area, the Strategic Design Codes will illustrate:
- Typical street design including how highway, footpaths, cycling routes, servicing/refuse, boundaries, planting, lighting and 'on street' parking will be provided;
  - Typical housing types with boundary treatments, parking, bin/cycle provision and storage (including corner plots);
  - Typical planting species for trees, shrubs and ground cover;
  - Treatment of areas of public space;

- Treatment of key views and non-residential buildings; and
- Palette of main materials

- 1.40 The Strategic Design Codes should include elevations of the front or side view of a building, and cross sections that slice through a building and the entire street which services the property. They must also clearly show how necessary green and physical infrastructure and utilities can be accommodated, such as underground servicing.

## Who is Responsible for the Strategic Design Codes Preparation and When Must they be Submitted?

- 1.41 Applicants are responsible for preparing and submitting the Strategic Design Codes. Every part of the Welborne site will need to be covered by a Strategic Design Code. They can be submitted at either the outline or reserved matter applications stage. If no Strategic Design Codes are submitted with an outline planning application, Policy WEL7 of the adopted



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Welborne Plan requires High-Level Development Principles to be submitted with the Structuring Plan, in accordance with this SPD. High-Level Development Principles (which accompany the Structuring Plan) will set out what the design objectives for Welborne will be; the Design Codes will provide detailed instructions for how these principles will be delivered.

# Design and Access Statements

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## **What is a Design and Access Statement and What is it's Purpose?**

- 1.42 A Design and Access Statement (DAS) is the document the applicant will use to explain how the proposed development is a suitable design for the site and how prospective users can adequately access the site. The Design and Access Statement will aid the Local Planning Authority's decision-making and interested parties' understanding of the analysis that has underpinned the design of a development proposal.
- 1.43 All Design and Access Statements submitted for Welborne, will need to clearly set out how the development proposals meet the adopted Welborne Plan, this SPD and any relevant adopted SPDs. They will also need to set out any consultation undertaken in relation to access issues, and how the outcome of the consultation has informed the proposed development.
- 1.44 Given the scale and complexity of the development at Welborne, it is anticipated

that the scope and size of the Design and Access Statement will be significant to reflect the nature of the application it supports. If the Design and Access Statement supports an outline planning application, it is important to ensure consistency in terms of the development parameters and the design principles that accompany them, as it will inform the content of the subsequent reserved matters application.

## **Who is Responsible for the DAS Preparation and When Must it be Submitted?**

- 1.45 The need to submit a Design and Access Statement is a national planning requirement rather than a specific requirement of the Welborne Plan. The statements are produced by applicants and must accompany every application for major development, or applications that relate to Listed Buildings.

# Infrastructure Delivery Plan and Phasing Plan

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## Infrastructure Delivery Plan and Phasing Plan

- 1.46 It is essential to ensure that the right type and level of infrastructure, be it roads, greenspaces or schools, is provided at the right time to support the development of Welborne. To ensure that this happens will require a comprehensive approach to planning infrastructure and its phasing over the development period. This comprehensive approach must be set out within an Infrastructure Delivery Plan and a Phasing Plan.
- 1.47 As part of the evidence base supporting the Welborne Plan, Fareham Borough Council produced a 'Concept Masterplan', which has been reproduced on page 20 of this SPD. This 'Concept Masterplan' provided the basis for Fareham Borough Council to produce a 'Welborne Infrastructure Delivery Plan' and 'Concept Masterplan Phasing Plan'.
- 1.48 The Welborne Infrastructure Delivery Plan and Concept Master Plan Phasing Plan set out the level of infrastructure that is likely to be needed to serve the scale of

development proposed and when it needs to be provided by.

- 1.49 Whilst the 'Welborne Infrastructure Delivery Plan' and 'Concept Masterplan Phasing Plan' do not represent the only way in which Welborne can be brought forward, the Local Planning Authority expects the applicants to use these two Plans as the basis for the more detailed plans they are required to produce and submit.

### The Purpose of the Infrastructure Delivery Plan and Phasing Plan

- 1.50 Essentially the Infrastructure Delivery Plan will set out what infrastructure is required to support the scale of development envisaged at Welborne, and at what point that infrastructure will need to be delivered or completed by.
- 1.51 The Phasing Plan will set out what areas of land within Welborne will be developed and in what order. The way in which development comes forward at the site will have a direct link to what infrastructure needs to be delivered and

when.

### Who Will produce the Infrastructure Delivery Plan and Phasing Plan?

- 1.52 Applicants are required to produce a detailed Infrastructure Delivery Plan and Phasing Plan for submission with the initial (outline or full) planning applications at Welborne.
- 1.53 As set out above the applicants will be expected to base their Infrastructure Delivery Plan (IDP) and Phasing Plan on the two Plans produced by Fareham Borough Council as part of the evidence for the Welborne Plan. The IDP and Phasing Plan must be produced to the same level of detail as those produced by the Council as a minimum. The IDP and Phasing Plan will need to be kept under review as the development of Welborne progresses.

# Part 2 - Design Guidance

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# Introduction to Part 2

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2.1 As explained already in the introduction to the document in Part 1, Part 2 explains the ways in which the design policies in the adopted Welborne Plan can be successfully applied to shape development at Welborne. Part 2 covers the following areas:

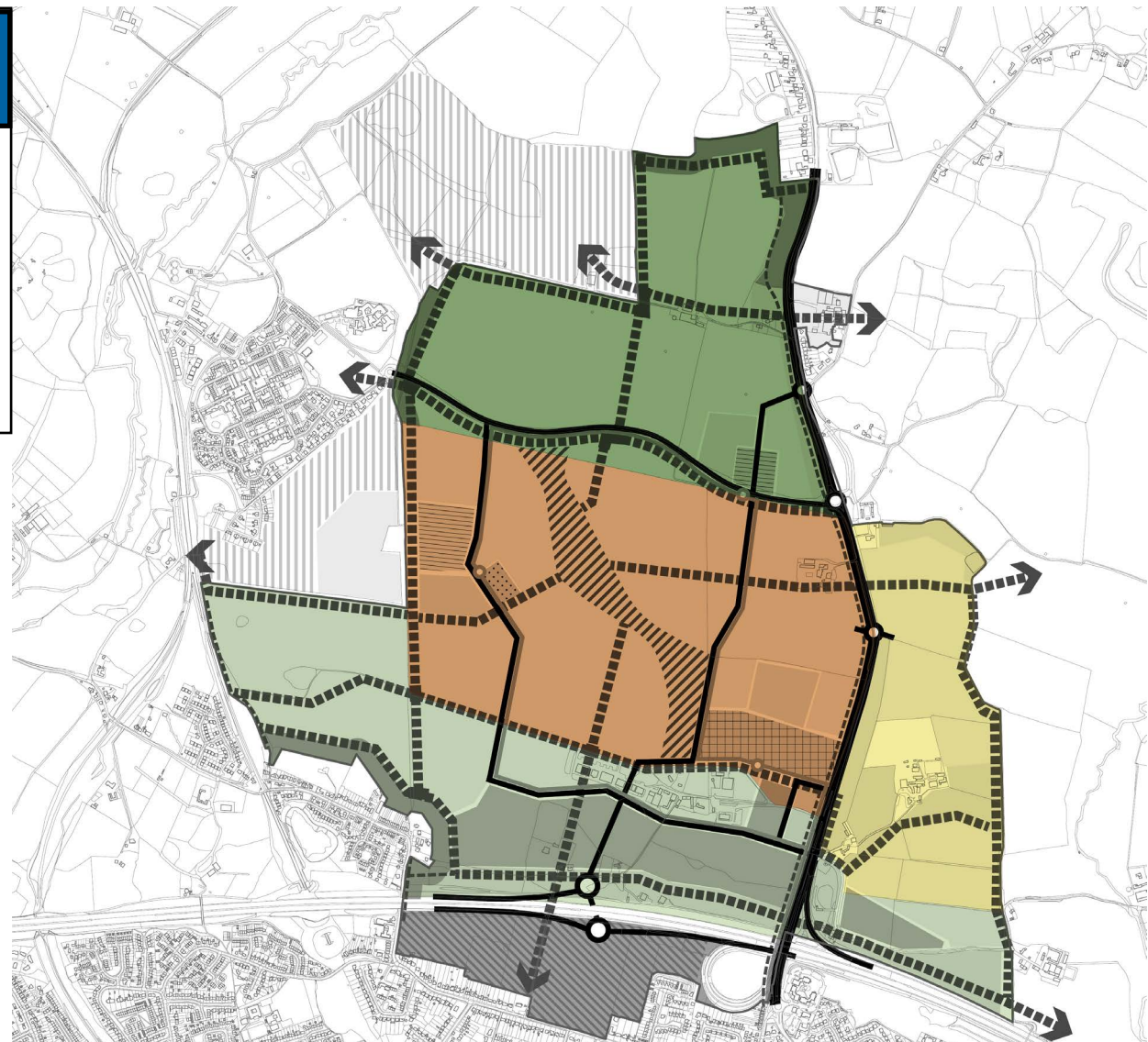
- Overall Character of Welborne & Character Areas;
- Green Infrastructure;
- Access and Movement;
- Residential Areas;
- Employment Land;
- District and Local Centres and Community Hub; and
- Schools.

# Overall Character of Welborne & Character Areas

**Figure 10. Character Areas Overlaid on the Strategic Framework Diagram**

Legend:

- Woodland
- Downland
- Meadow
- Parkland



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## Introduction to the Chapter

- 2.2 The most prominent features that surround the site include the extensive woodland to the north, the open and prominent chalk downland to the east at Portsdown Hill, and the underlying chalk geology that characterises the central part of the site. To the south, lower lying land connects into the two river valleys that lie to the west, along the Meon and to the east of the site along the Wallington.
- 2.3 The Welborne Plan shows that the prominent landscape features within and adjacent to the site could be used to inform and develop four character areas referred to in the Plan as: Woodland, Downland, The Meadows and Parkland. The location of these character areas is shown on the plan at the beginning of this chapter. There would also be a number of 'sub' areas based on land use within these main Character Areas.
- 2.4 This section of the guidance focuses on design matters relating to the character of Welborne as a whole, as well as the different character areas which will be

created within the new Community.

- 2.5 Design Guidance is provided on the following elements:
- Character of Welborne as a Whole
  - Site-wide Design Principles
  - Character Areas within Welborne
    - The Woodland Character Area
    - The Downland Character Area
    - The Meadows Character Area
    - The Parkland Character Area

### Character of Welborne as a Whole

- 2.6 The Vision for Welborne seeks a high quality, sustainable garden community with a unique overarching character. The expectation is that Welborne will apply a 21st Century interpretation to the long established 'garden city principles'.
- 2.7 The development will be well designed

and incorporate different uses and development at a range of densities and building heights to create a series of attractive places with different and distinctive characters and that contribute overall to the creation of a varied but cohesive new community with a strong sense of place.

- 2.8 In order to meet this Vision it will be necessary for Welborne to adhere to a number of site wide principles, to avoid Welborne looking like an anonymous development which has been repeated elsewhere in the Country.



## Site-wide Design Principles

- 2.9 Places result from the way buildings, streets, paths and open spaces are brought together.

## Public space and private space

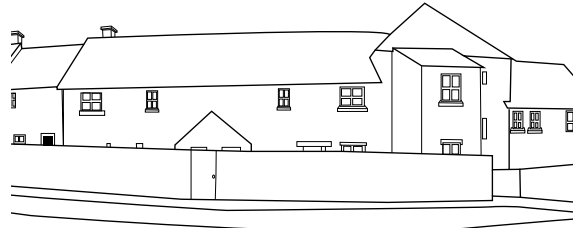
- 2.10 It is important that proposals clearly distinguish between public space and private space, giving clarity about how this will be successfully achieved, especially through their boundaries e.g. walls

Figure 11



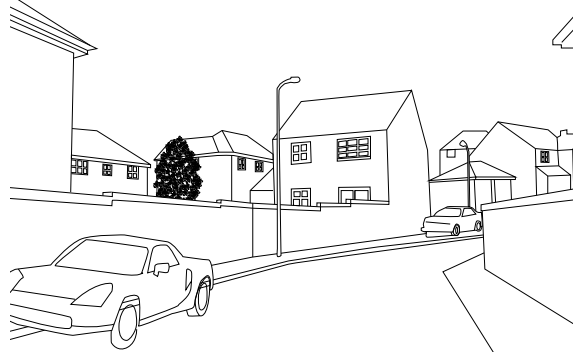
- 2.11 Figure 11 is an appropriate design approach as the robust low brick built boundary wall and gates make a clear distinction between private front gardens and the public street

Figure 12



- 2.12 Figure 12 is an inappropriate design approach as the unattractive high fence prevents natural surveillance of the street

Figure 13



- 2.13 Figure 13 is an inappropriate design approach as the high wall creates 'dead space' and no activity between the private properties and the public street. Properties should face onto the street to avoid this.

## Fronts and backs of buildings

- 2.14 Buildings have both a front and back.

Figure 14



- 2.15 Figure 14 shows the front and backs of buildings.

- 2.16 The front of a building should face onto the street. This is vital to ensure there is natural surveillance from private buildings onto public streets.



Figure 15



erected around the outside of the block that faces the street with private space behind should form the basic pattern of development.

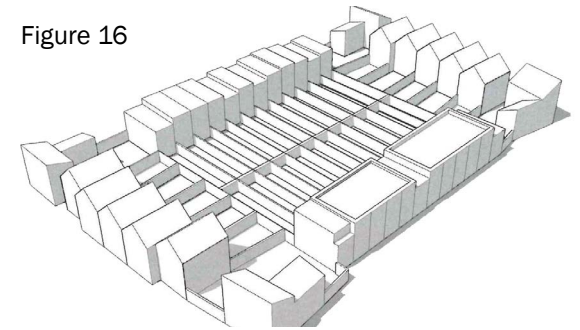
2.20 The use of perimeter blocks also ensures the efficient use of land and creates streets that are arranged around a series of direct routes which are overlooked by buildings that face onto the street.

2.21 Whilst the use of perimeter blocks is expected to be consistent throughout Welborne, the form of development around the blocks should be varied. For example, development in the District Centre could comprise higher density, mixed use buildings (e.g. offices or shops at ground floor with flats above), whereas residential areas are more likely to contain a mix of terraced and semi-detached houses with the highest proportion of detached houses located towards the edges.

2.22 Proposals should ensure that streets have a relationship with the uses and activities along them. Particular care must be taken to ensure that public spaces are overlooked from surrounding private

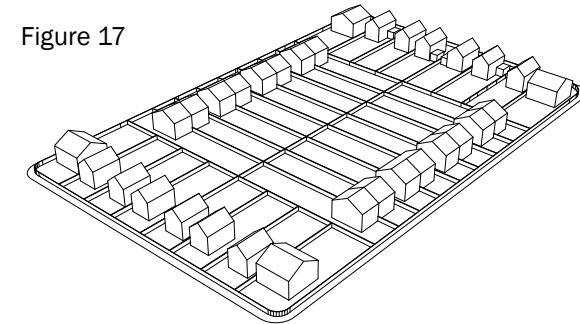
buildings to create spaces that are safe and well used.

Figure 16



2.23 Figure 16 An example of a mixed-use perimeter block which would be located close to the centre of the site.

Figure 17



2.24 Figure 17 An example of a residential perimeter block which would be located further from the centre of the site.

2.17 Figure 15 is an appropriate design approach through placing well-used rooms (e.g. kitchens) and balconies on the front of the property so there is natural surveillance of both the street and parking areas.

2.18 It is important to ensure that public fronts face onto the street and private backs face each other as shown in Figure 14. This will avoid creating inefficient layouts and 'dead spaces' that could lead to anti-social behaviour. Back fencing onto public streets should be avoided.

2.19 The best way of ensuring this is achieved is through the use of 'perimeter blocks'. Perimeter blocks, where buildings are

---

2.25 Buildings should also be designed to respond to the south facing topography of the site in order to create a form that reflects the regular gradient of the site. This could be created through the use of east to west streets that run parallel to the contours. South facing development will also allow buildings to benefit from solar gain.

2.30 Generally development of a higher density (e.g. higher building heights) will be located in or close to the centre of the site, especially around the District Centre, Local Centre and Community Hub, as well as along the Bus Rapid Transit (BRT) Route and fronting onto the Central Park, (termed as Parkside and Transport Corridor respectively in Figure 18). Page 33 shows the type of uses expected in these higher density locations and their general forms (including building heights), along with illustrations (including example sections and photographs).

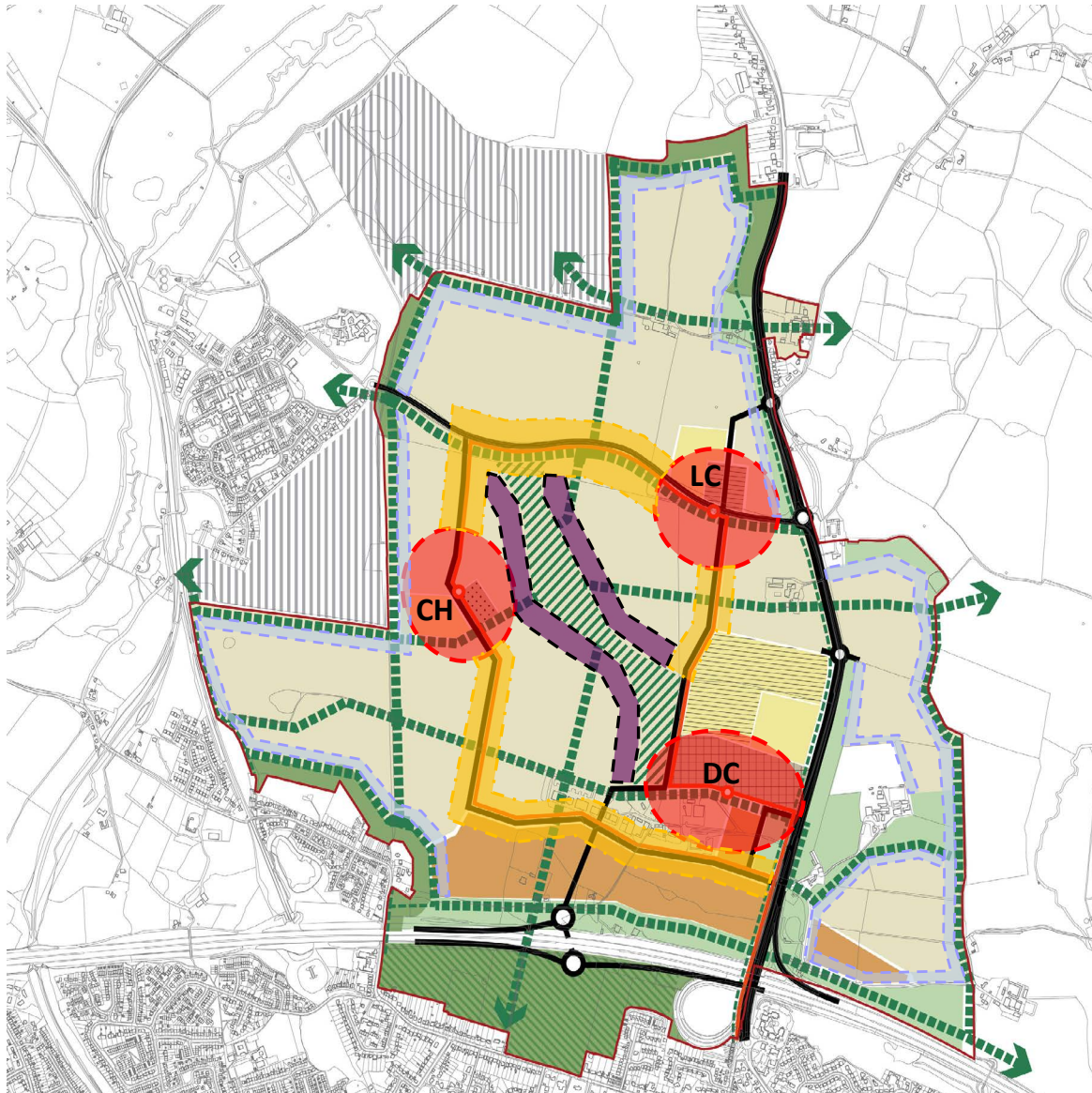
2.31 Streets within and close to the District Centre and the BRT Route are likely to be wider and more formal in character. They should be straight with uniform building lines and areas of parking interspersed

with trees either along the edges or the centre of roads to create areas of public space rather than simply routes. The materials used in these more central areas should be especially robust to withstand intensive use.

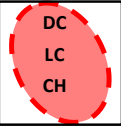






2.32 Streets located further out from the centre of Welborne are likely to be narrower and less formal in character, for example 'mews' style development, or the buildings could have a more varied building line, with features such as low level planters and trees integrated into the layout of the street and used as traffic calming measures. More informal surfacing materials could be used to create shared surfaces that enable streets to be used by children.

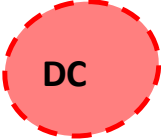
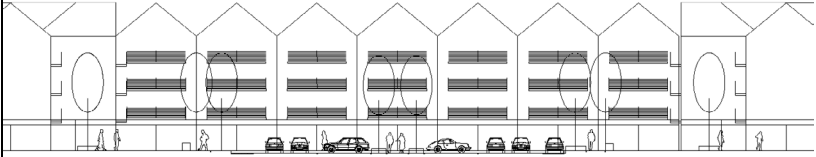



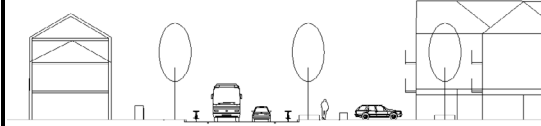



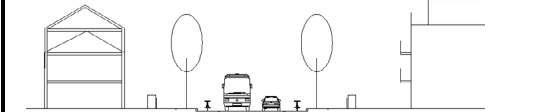



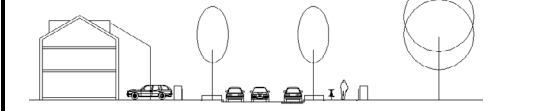

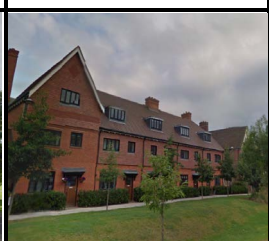
2.33 The most sensitive areas of the development are those on the outskirts of the site, often close to settlement buffers or the site boundary. It is in these locations that development would be expected to be less intensive (i.e. lower density), and predominately 2-storey.







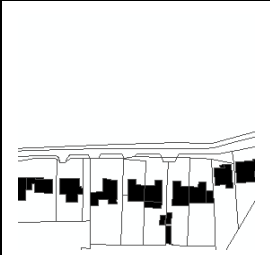
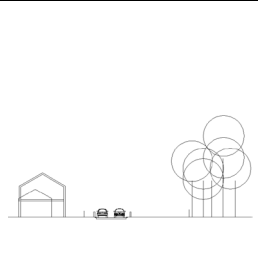



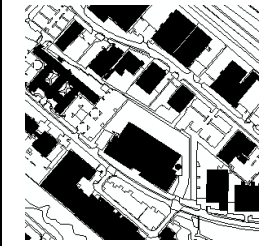





2.34 Page 33 - 34 also shows the type of uses expected in these lower density locations and their general forms (including building heights), along with illustrations (including example sections and photographs):



**Figure 18. Shows the Key Characteristics of the Welborne Development in Terms of Use and Form**

- 
District Centre  
Local centre  
Community Hub
- 
Transport Corridor  
(along BRT route)
- 
Parkside  
(Fronting Central Park)
- 
Residential
- 
Sensitive Landscape Edge
- 
Employment Zone
- 
Central Park

Location	Use	Form	Section	Image	Image
<b>Welborne District Centre</b> 	Food and non-food retail Employment and Services Health Community and leisure facilities Residential	Mixed use 'High Street' development; upto 3.5 storey. Continuous compact forms strong townscape. 'Market Square' public space; tree planting. No minimum set back			
<b>Local Centres and Community Hub</b> 	Food and non-food retail Health Community and leisure facilities Residential	Mixed use development blocks of 2-3 storey compact forms giving a strong townscape. No set back minimum. Public space; tree planting			
<b>Transport Corridor</b> 	Semi-urban housing	Mix of single houses and flats of 2 and 3 storey. Generally continuous form with breaks at key junctions and ped routes. Minimum 2m set back Wide corridor with street trees			
<b>Parkside</b> 	Sub-urban housing	Mix of single houses and flatted blocks of 2 and 2.5 storey. Generally mix of semi and detached forms with strong landscape. Minimum 3m set back			

Location	Use	Form	Section	Image	Image	Image
<b>Residential Character Areas</b> 	Sub – urban housing	Predominantly 2 storey with occasional 2.5 storey. Predominantly detached and semi detached with occasional short terracing and mews lanes. Mix of set backs and landscape				
<b>Sensitive Landscape Edge</b> 	Sub – urban peripheral housing	2 storey with occasional 2.5 storey. Predominantly detached with occasional semi and small cottage terraces. Open informal character, strong landscape. Facing edge. Lane appearance.				
<b>Employment Areas</b> 	Offices, research and development, light and general industrial and warehousing	Generally large scale format set within strong landscape framework of roads, parking, servicing and edge treatments.				
<b>Central Park</b> 	Multi-functional green space	The landform will follow the existing topography without additions or re-profiling. Character will derive from a planting design that reflects existing landscape features and geology.				

## Character Areas Within Welborne

- 2.35 The four individual character areas within Welborne are intended to ensure that the masterplanning process and the subsequent development is strongly informed by the landscape character of the area. Character areas are also intended to ensure that areas within Welborne will have their own identity within the unique overarching character of Welborne.
- 2.36 Consistency is essential to creating character areas in Welborne. Consistency can be achieved by providing a recognisable and repeating pattern of development components such as: layout; density; block pattern; urban form; layout of streets and areas of public space housing types; the way in which buildings relate to the street; design of the public areas (including materials, detailing and planting) architectural style & use of a simple palette of materials.
- 2.37 The variation of some of the development components is likely to occur at different levels, e.g. between different blocks or plots. The use of a consistent material

palette, but applied in a different way to different housing types is often the most successful way of providing character.



- 2.38 The following examples show how a measure of consistency has successfully been used to create a distinct and recognisable character while containing enough variety to be interesting.



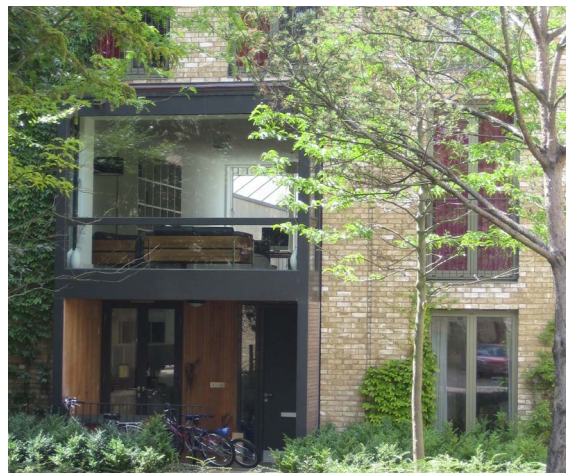
- 2.39 The following pages provide more detailed design guidance relating to the four character areas.

## The Woodland Character Area

2.40 Proposals must recognise the importance of the significant areas of woodland around the site and the sense of enclosure they provide. Development must be designed to ensure that the woodland is visible from within the majority of this part of the site. The routeing of streets towards areas of woodland will help to achieve this.



2.41 Proposals must seek to retain and incorporate areas of existing woodland within the site.



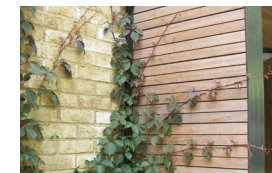
2.42 Links must be designed to provide direct and attractive walking and cycling routes to areas of existing woodland both within and adjacent to the site.

2.43 The layout of the development should be designed to allow for tree cover to become a dominant feature of the area with neighbourhoods enclosed by and formed around areas of existing and new woodland.

2.44 New tree planting in this part of the site should use species of tree common to the area and native understorey planting to reflect the woodland character.










2.45 Proposals should respect the existing rural character of Knowle Road by retaining and adding to any existing planting along the road. Development to the north of Knowle Road should also be more rural in character. This could be achieved by it being of a lower density or by having a less uniform layout. Buildings could incorporate natural materials such as timber cladding.



**Figure 19. Design Guidance for the Woodland Character Area**

**Legend:**

-  Character area extents
-  Existing vegetation
-  Listed building
-  Existing buildings
-  Enclosing effect of surrounding tree cover
-  Rural character of Knowle Road
-  Significant ridge line



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## The Downland Character Area

2.46 The development in this area shall be laid out in a manner which maintains some of the open and expansive qualities of the site, surrounding a large central park maintaining some distant views out of the site.



2.47 The green spaces and use of plant and tree species must reflect the downland character. This could be achieved by using less enclosing structural planting to leave substantial parts of green space open in character.

2.48 The belt of trees along the edge of the Knowle Triangle should be retained, and belts of planting that run east to west should be provided along the northern and southern edges of the area to provide visual breaks in development when viewed from the south.








2.49 The development layout should emphasise this character area as the most urban part of the site. This could be achieved by using an ordered and formal development character, compact built form, a volume of development capable of supporting community facilities and using materials, surfacing and planting that creates a more urban character.

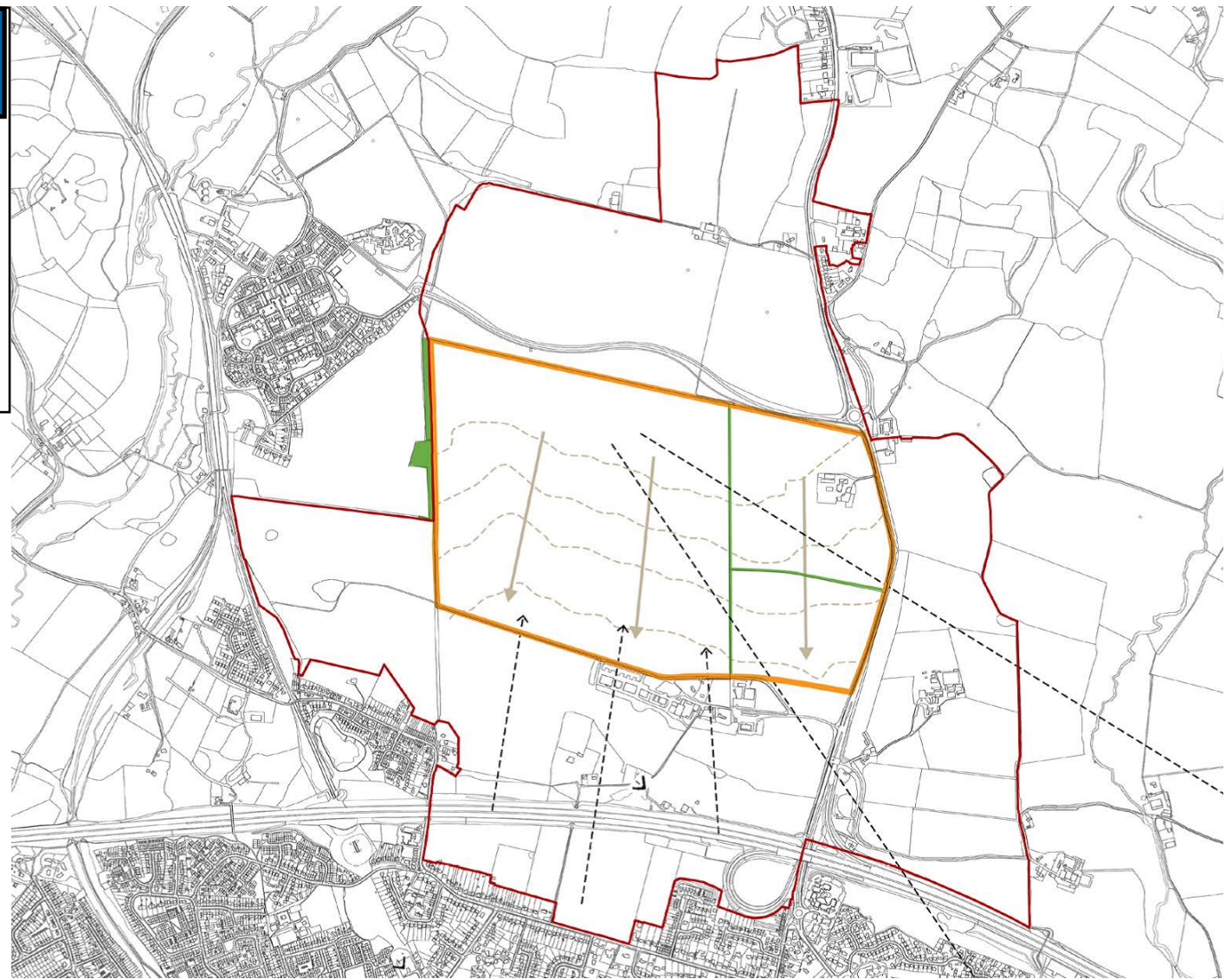
2.50 Proposals must ensure that the District Centre is integrated into surrounding areas and creates an important feature within Welborne. It must have strong links with and association with the Central Park.



**Figure 20. Design Guidance for the Downland Character Area**

Legend:

-  Character area extents
-  Limited amount of existing vegetation
-  Consistent, gently sloping topography
-  South facing slope
-  Key views



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## The Meadows Character Area

- 2.51 Strong landscape features such as continuous belts of trees and hedgerows, need to frame the large employment buildings in this area and to divide the site into smaller parcels to create attractive views of Welborne when viewed from the south.



- 2.52 The character of this area will be less formal and less urban than in central parts of the site. This could be achieved by designing layouts that incorporate existing landscape features such as trees and hedgerows and the use of substantial soft landscaping incorporating Sustainable Urban Drainage System (SUDS) that are of a more natural character.



- 2.53 Proposals should allow for residential densities and a development form which maintains a clear distinction between Welborne and the existing community at Funtley. This could be achieved by decreasing the height of those buildings closest to Funtley.

- 2.54 Where possible proposals should integrate areas of water, meadow and natural planting together with blocks of woodland into continuous green corridors running east to west which connect to the Meon and Wallington river valleys along the lowest lying part of the site.

- 2.55 The southern landscape buffer must enhance views into the site from the south. This should be achieved by the use of substantial numbers of large trees that create a dominant feature when viewed from the south.

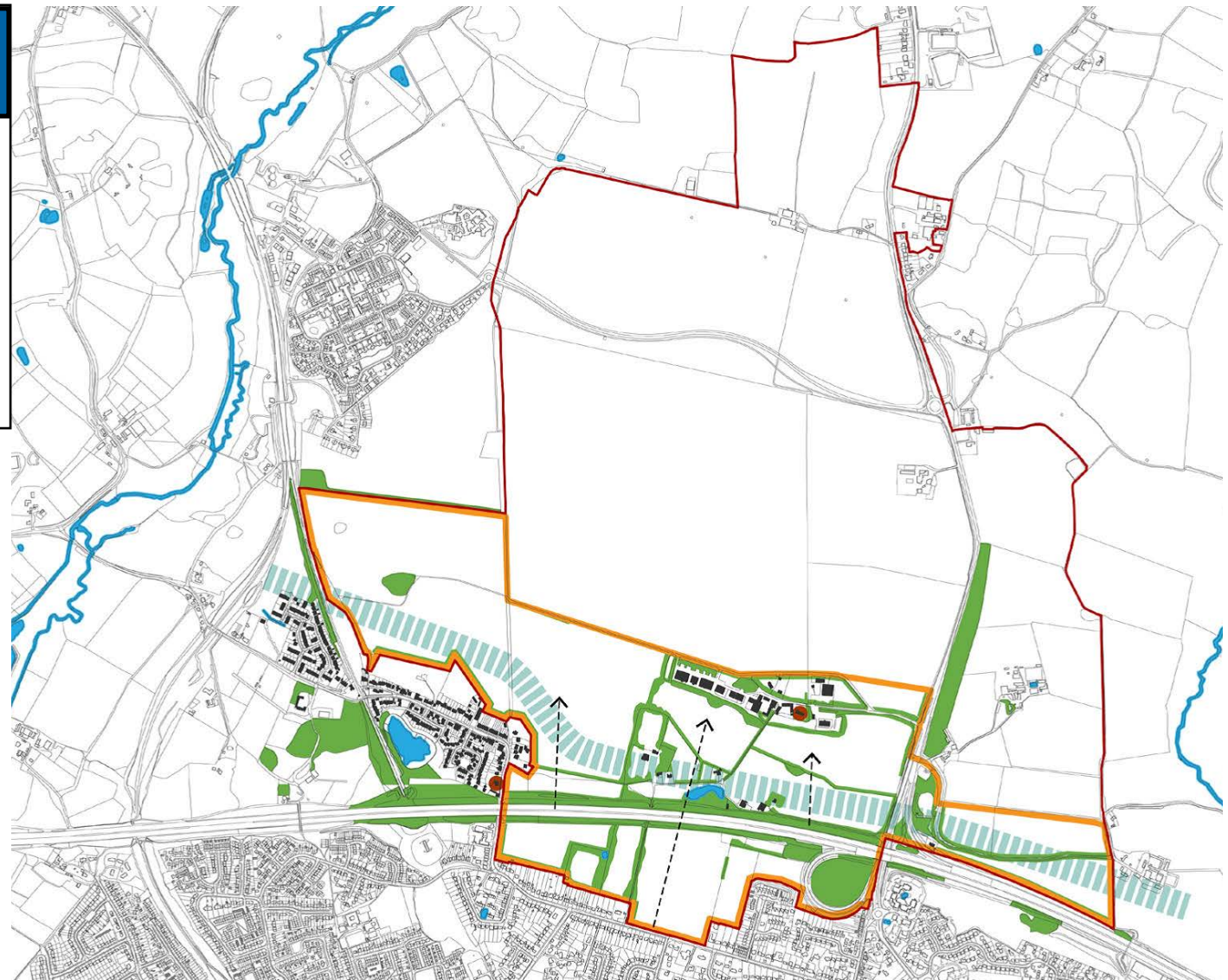
- 2.56 The listed buildings at Dean Farm and their settings must be sensitively incorporated into the development.



**Figure 21. Design Guidance for The Meadows Character Area**

Legend:

- Character area extents
- Existing vegetation and field boundaries
- Existing water courses/features
- ▨ Low lying areas of the site
- - - - -> Key views
- Listed building
- Existing buildings



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## The Parkland Character Area

- 2.57 Development proposals must incorporate and strengthen the existing tree belt along the A32 to filter views to and from this area.
- 2.58 The topography of this area falls towards Wallington which could result in a sense of separation with the rest of Welborne. Links between the Parkland Character Area and the rest of Welborne should be created for example by the use of a complementary palette of materials.

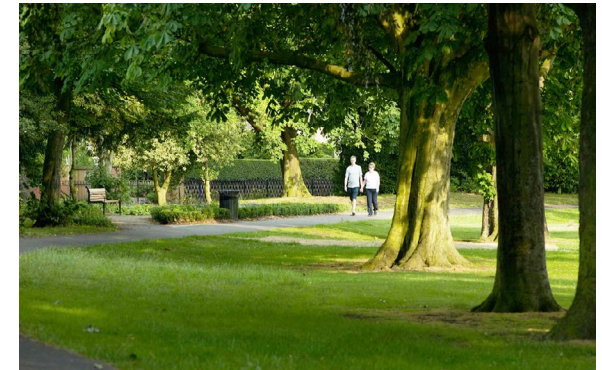


- 2.59 Proposals must be designed to respect the character and setting of the listed buildings at Roche Court and the buildings at Albany Farm.



- 2.60 The development proposals must be designed to reflect and enhance the existing pattern of woodland belts, open pasture, buildings and parkland trees associated with Roche Court. The layout should be of an open character, defined by grassland and designed around existing Parkland trees.

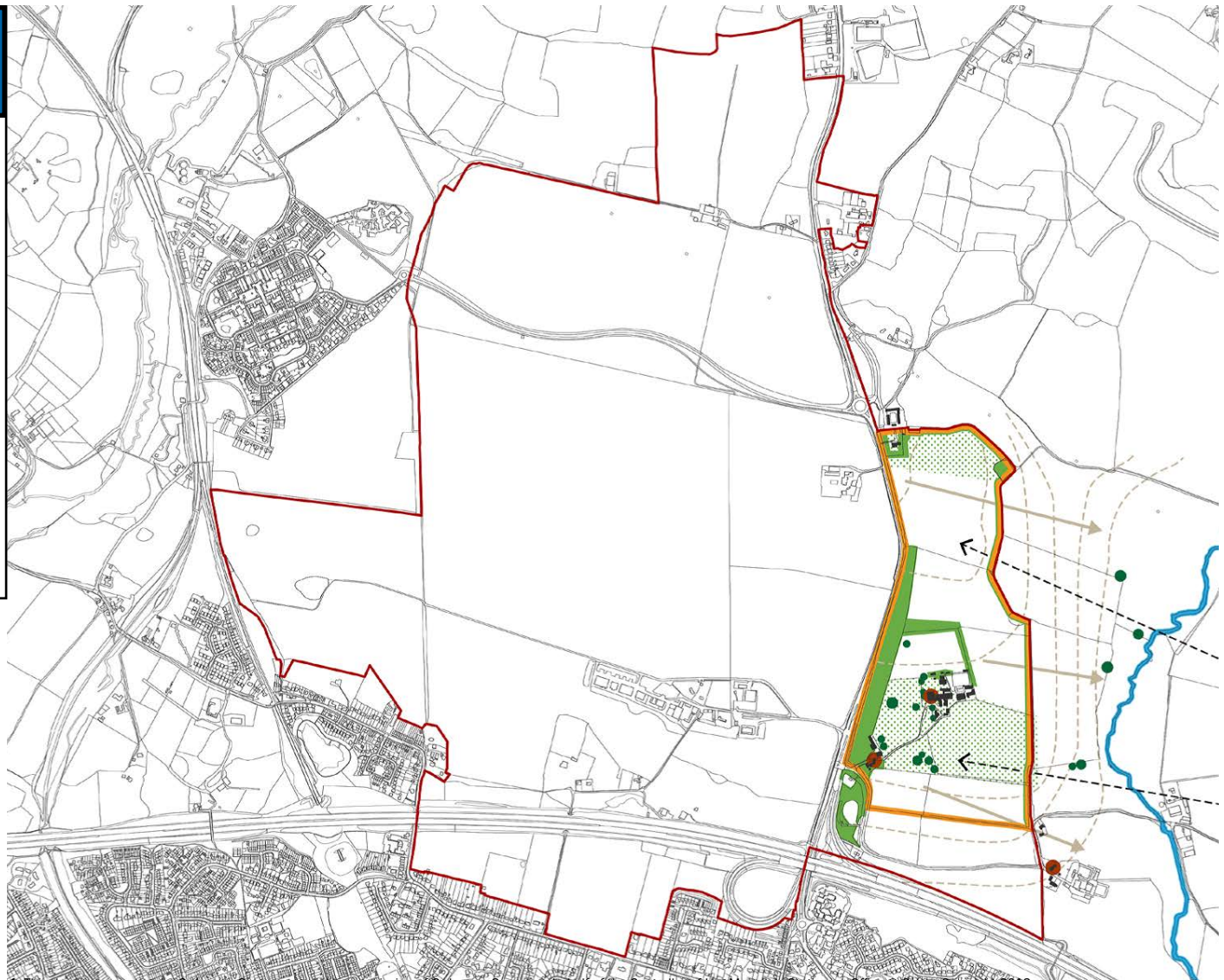
- 2.61 Any development proposals should be more open in character than development in The Meadows and Woodlands areas. It should be characterised by open grasslands using small tree groups, individual parkland trees and tree belts to filter views of the development from the east.



**Figure 22. Design Guidance for The Parkland Character Area**

**Legend:**

- Character area extents
- Existing vegetation
- Gently sloping landform
- Landform forming part of the Wallington Valley
- Key views
- Listed building
- Existing buildings
- Visual setting of key buildings
- Existing water courses
- Individual and parkland trees within open grassland and pasture



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# Green Infrastructure

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## Introduction to Chapter

2.62 Green Infrastructure is defined within the Glossary to the Local Plan Part 3: The Welborne Plan, as:

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

2.63 The Welborne Vision seeks to ensure that Welborne will have an integrated and linked network of multi-functional open spaces, civic spaces, public open spaces, private outside space and green routes. This green network will incorporate the site’s natural features, hedgerows,

trees and woodlands to provide habitat, recreational facilities, to frame the new development and to provide links to the wider area.

The successful creation and integration of Green Infrastructure into Welborne will be fundamental in ensuring that it meets its aims of being a distinct new community whose spirit, character and form are inspired by its landscape setting.

2.64 This section of the guidance focuses on design matters relating to Green Infrastructure within the Welborne development and provides clear design guidance as to how this Council believes that Green Infrastructure needs to be designed and delivered at Welborne to ensure the Vision is met.

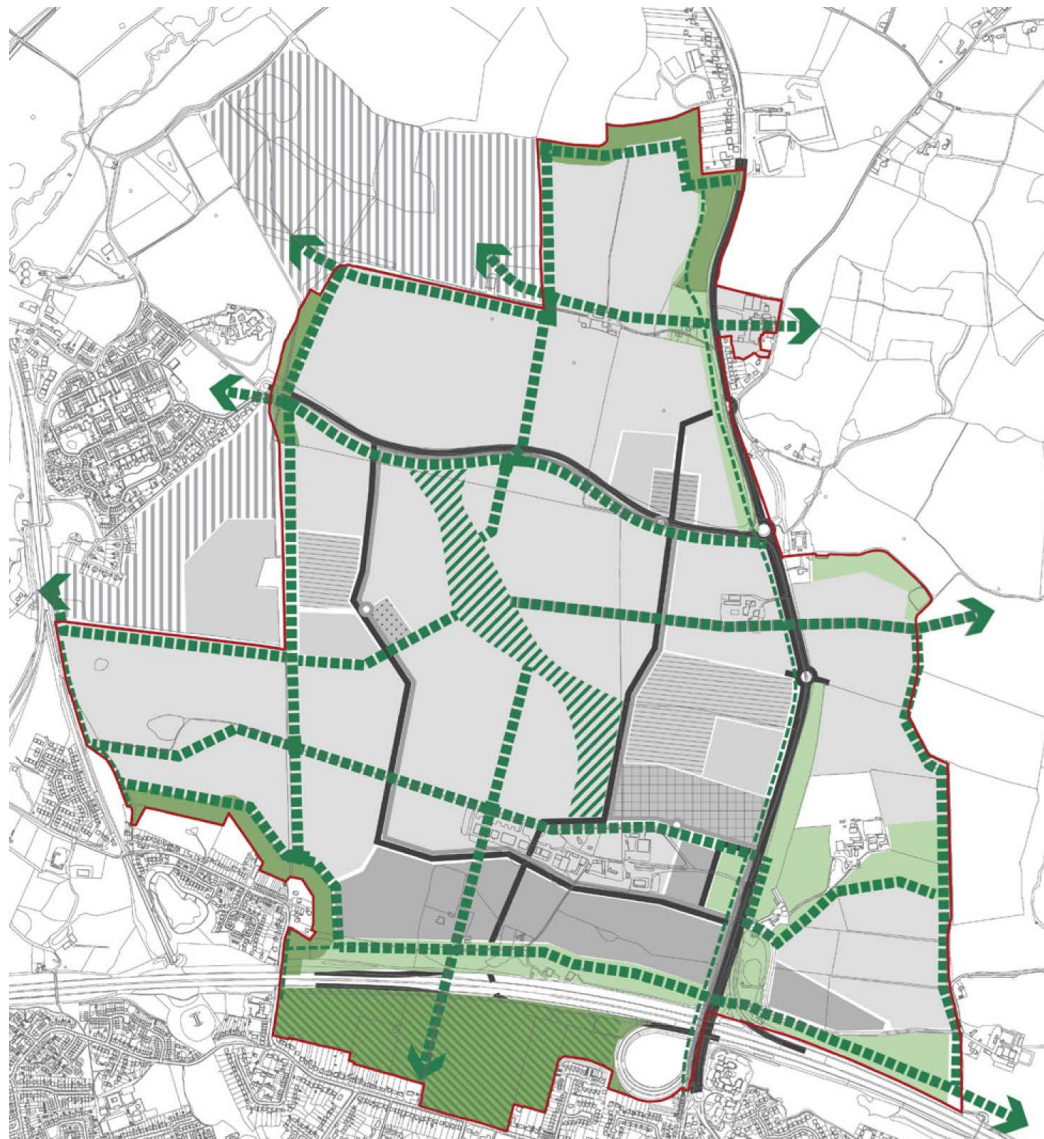
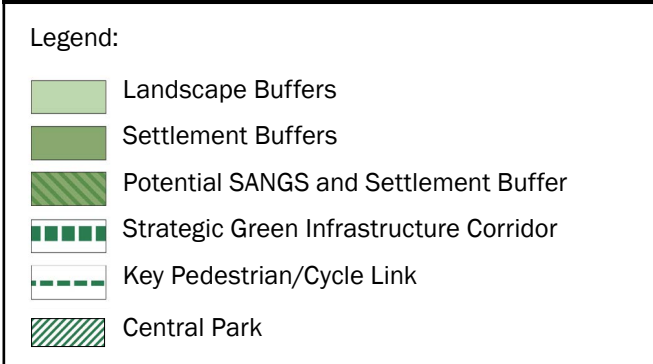
2.65 Design guidance is provided on the following aspects of Green Infrastructure:

- Central Park
- The Long Barrow
- Corridors and Connections
- The Structural Landscape

- Settlement Buffers
- Development adjoining green infrastructure

2.66 On the following page at Figure 23 there is an extract of Green Infrastructure from the Strategic Framework Diagram.

**Figure 23. An extract of Green Infrastructure from the Strategic Framework Diagram**



This figure is purely for illustrative purposes only. It is intended to assist applicants in illustrating the level of information required.

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## Central Park

2.67 The Central Park will be one of the key pieces of Green Infrastructure within Welborne and one which will strongly define its character. This green centrepiece to the development must be large enough in scale to create a sense of openness and should benefit from extensive long views beyond the site.

2.68 The approximate location of the Central Park is shown on the Welborne Policies Map (Reproduced on Page 2 of this SPD) and further illustrated on Figure 23.

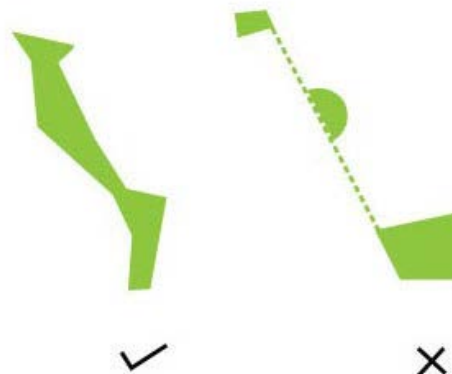
The Central Park should broadly follow the alignment of the gas pipeline to make best use of constrained land and to connect large residential areas of Welborne with the District Centre.



2.69 The Park should be centrally located and not crossed by any trafficked roads.

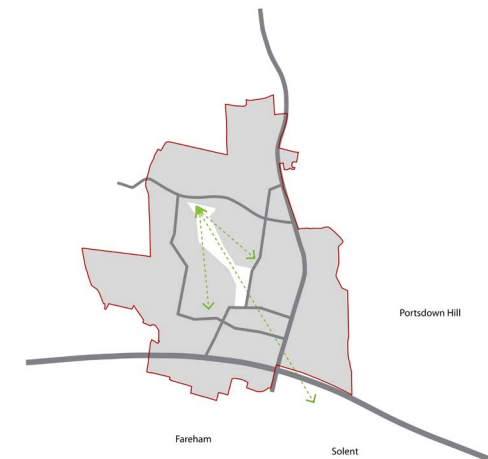


2.70 It must be one, large single space rather than a series of smaller connected spaces.

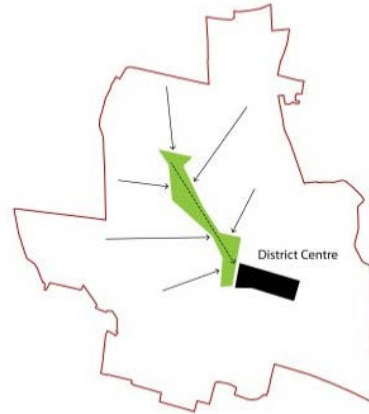
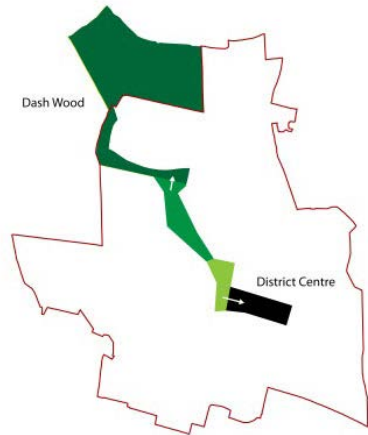


2.71 The Park should be large enough and designed to enable the whole community to gather for events.

2.72 It must be open and expansive in character and experienced as a single space offering views to the south and east of the site.



2.73 The Park should widen at the northern end and connect to potential areas of SANGS to the north and west of Welborne. It should also widen at the southern end to allow community uses such as children's play facilities to be incorporated within the Park.



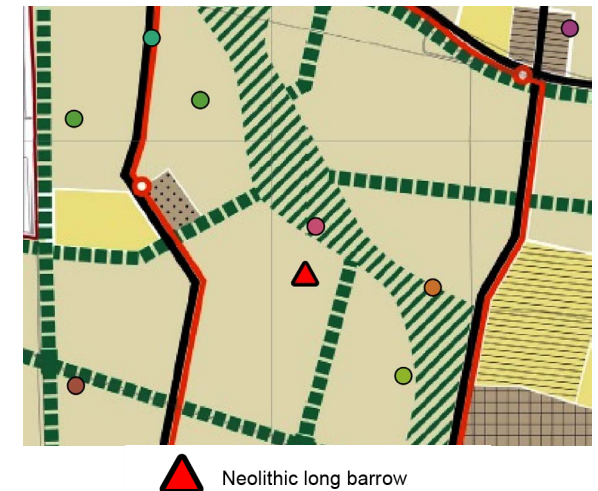
- 2.74 It must create a strong visual and physical link to the District Centre and provide an image defining identity for Welborne.
- 2.75 The Central Park should be designed so that it is overlooked by surrounding properties to ensure that it is safe and well integrated into the new community.

- 2.76 It should have a landscape treatment which reflects the chalk downland landscape character with a significant, open, semi-natural character, for instance using limited tree planting at the margins and large areas of grass / meadow suitable for the underlying chalk geology.
- 2.77 The Park itself should have a predominantly informal and semi-natural character with formal play areas and structures kept to the edges.
- 2.78 It should be capable of withstanding intensive use and of being easily maintained.

2.79 The Central Park should incorporate an element of physical public art that has a meaningful relationship to the area and the community, for example by using decorative surface treatments or by incorporating bespoke furniture, lighting, creative play equipment, forms of enclosure or sculptures.

### The Long Barrow

2.80 A 'long barrow' exists on the site in the approximate location shown on the following plan. Long Barrow's are historic burial chambers which date from around 4,000 - 6,000 years ago.

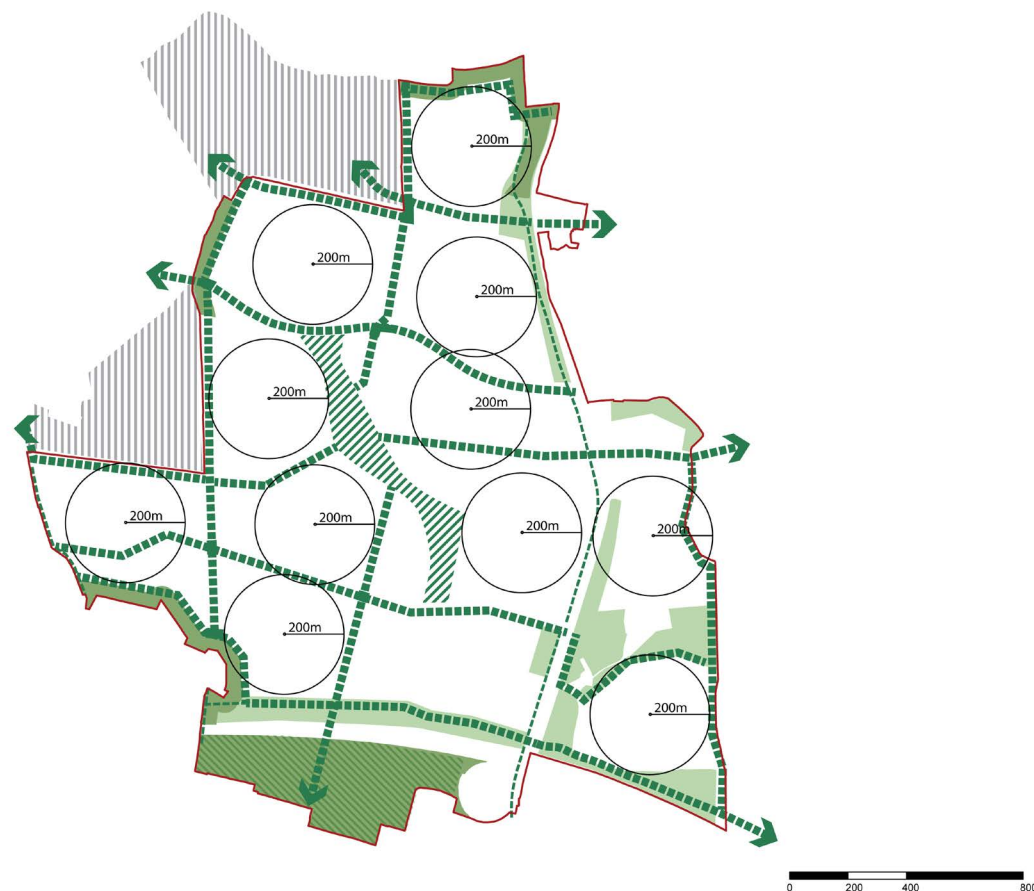


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2.81 Proposals must retain the Long Barrow and no building shall take place above it. The long barrow could be retained by incorporating it into an area of open space such as the Central Park. Proposals should incorporate creative ways of presenting the long barrow to the community. For example by the use of landscaping that locates, frames or enhances the long barrow and the addition of suitable interpretation, such as an information board, to explain its significance.

## Green Corridors and Connections

- 2.82 A series of well designed green corridors and connections will be essential in achieving the vision of Welborne. Creating an integrated movement system that connects Welborne with surrounding settlements and destinations as well as encouraging healthier lifestyles will ensure that services and public transport are all within walking distances of homes, reducing the need to travel by car.
- 2.83 Corridors and connections must be regularly spaced to place all residents in Welborne within 2 – 3 minutes' (approx. 200m) walk of a connected and regular grid of green spaces.
- 2.84 Corridors and connections should be designed to ensure footpath and cycle connections to North Fareham, Funtley, Knowle, the District Centre, employment areas and school sites are strong and direct.



2.85 Corridors and connections should combine to create a grid to ensure good connectivity throughout the site and beyond.

2.86 Corridors and connections should be designed to be sufficiently wide to ensure they are green in character and can accommodate tree planting.



2.87 Green connections must be provided to pedestrian crossings of the A32 and existing bridges and underpasses of the M27 to ensure connectivity.

2.88 Attractive and direct footpaths, cycle ways and bridleways should be provided into the surrounding countryside as part of a wider network of routes including; Dash Wood, playing fields at Knowle, Knowle Triangle, Fareham Common, public rights

of way along the east, north east and west boundaries of the site (including the bridge crossing of the railway), Pook Lane and Forest Lane.

2.89 Corridors and connections should be separated from trafficked roads where possible, with minimal road crossings.



2.90 Corridors and connections should incorporate proposed settlement buffers, buffers to the M27 and mature and remnant ancient woods within and surrounding the site.

2.91 Corridors and connections should incorporate appropriate use of lighting where routes would provide a useful commuting corridor and where it would not adversely impact wildlife corridors, or the rural character of the area.

2.92 Corridors and connections should accommodate sustainable drainage systems (SUDS) where appropriate.

2.93 Corridors and connections should contain a significant proportion of continuous native planting to serve as wildlife corridors through the site and provide residents of Welborne contact with the natural landscape.



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## Structural Landscaping

- 2.94 Structural landscaping should strengthen vegetation along the boundaries of the site particularly where adjacent to primary roads, to obstruct or filter views of these main transport routes.



- 2.95 Structural landscaping proposals should retain and strengthen existing belts, blocks of trees and field boundaries within the site. The expectation is that high quality existing planting, including hedgerows, will be retained and incorporated into the new development wherever this is possible.
- 2.96 It is important that the structural landscaping proposals incorporate existing planting into a new framework of planting across the Welborne site.

This must include, strong east-west belts of planting across the site parallel to the contours. The introduction of linear planting in this manner will be essential to help development at Welborne to integrate into the landscape, especially when viewed from the south and east.



- 2.97 Applicants will need to demonstrate within their applications how the proposed planting will develop over time and assist in softening views of the development and helping it integrate into the landscape.
- 2.98 It is essential that development undertaken does not cause harm or damage to the important woodlands, copses and belts of trees around the edges of the site. Development will therefore need to be carefully designed to ensure that built development is located

a sufficient distance from trees and planting to be retained, so as to remove the pressure for trees and planting to be reduced. Private garden areas should not back immediately onto important trees that are to be retained.

2.99 Trees should be considered at the beginning of the design process so that sufficient space is incorporated into the layout.

2.100 New structural landscaping must incorporate native broadleaved species appropriate to the locality and underlying soil conditions, for example oak trees would suite the slightly acidic loamy to clay soil that exists across parts of the site.

2.101 Prolific fruiting species, such as rowans and some large leaved trees such as horse chestnuts should be planted in grassed areas rather than in pavements where fallen fruit can cause slip hazards.

2.102 Trees that produce poisonous fruits are not suitable for incorporation in or next to play areas.

2.103 Development shall be positioned so that windows serving houses are not unacceptably affected by trees with dense foliage that casts dense shade.

2.104 Large native trees suitable for areas of open space or woodland (Oak, Beech, English Lime and Bird Cherry):



2.105 Smaller native trees that could be planted in more developed areas (Sorbus & Birch):



2.106 Lime tree lined avenue (Abundant sap means it is not recommended for use near to areas of car parking):



2.107 London Planes are not native, but are ideal for planting in constrained urban environments such as along streets:



2.108 Medium sized trees: Field Maple and Hornbeam are appropriate species for use in open spaces and buffers.



2.109 Native hedging such as Hawthorn may be an appropriate boundary treatment for green connections and corridors.



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## Settlement Buffers

2.110 The location of settlement buffers is set out on the Welborne Policies Map which is replicated at Figure 1 on Page 2 of this SPD.

2.111 Policy WEL5 of the Local Plan Part 3 sets out the importance of maintaining the separate identities of Welborne and the surrounding communities of Fareham, Funtley, Knowle and Wickham through the use of settlement buffers. Policy WEL5 also sets out the minimum physical width of each buffer.



2.112 Settlement buffers should be of a semi-natural character without any formal structures such as play equipment to ensure they create a transitional green space. The settlement buffers may also

incorporate safe and convenient links for pedestrians and cyclists.

2.113 Buffers should demonstrate how the development character in Welborne which would be adjacent to existing settlements, will respect the character of those settlements, for example by the use of appropriate urban form, density and layout.

2.114 Opportunities to reuse soil material within the Welborne site should be optimised, and could be usefully re-used to create suitably placed land features and noise buffers especially on the outer parts of the site, such as within the settlement buffers.

2.115 Planning applications must be accompanied by site sections through the respective settlement buffers to demonstrate that appropriate visual and physical separation will be achieved.

2.116 Applicants will be responsible for providing these details as part of their planning application.



## Development Adjoining Green Infrastructure

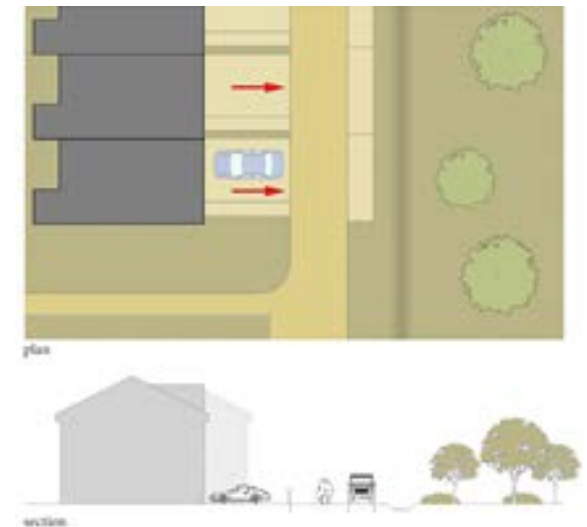
2.117 The provision of linear green corridors, connections and landscape features will be essential in ensuring the success of Welborne as a place where people wish to live in, work in or visit. The provision of green infrastructure immediately alongside residential and other development brings with it many design challenges which need careful thought from the outset.

2.118 The following design principles are key to ensuring that development can be successfully undertaken immediately alongside green infrastructure:

- Private rear garden areas backing onto green corridors, connections, buffers and green spaces must be avoided.
- Green Infrastructure should be overlooked by development wherever it is possible to do so.
- Around the edges of green spaces

active frontages and building entrances should be provided where possible, and there should be regular access points (i.e side streets and footpaths) onto the green space.

- A clearly defined boundary should be provided between public and private land.
- Well designed physical deterrents such as drainage ditches and/or bollards should be used to prevent inappropriate parking on green infrastructure.



2.119 This arrangement allows for overlooking of the open space through the provision of a shared access way alongside the open space. The access way would be used to provide vehicle access to parking in front of properties.

# Access and Movement

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## Introduction to Chapter

2.120 This section of the guidance deals with matters relating to access and movement within the Welborne development and provides clear design guidance on how this Council believes that access and movement needs to be designed and delivered at Welborne to ensure the Vision is met. The chapter is set out in the following manner:

- The Vision and principles to be adhered to
- Detailed Guidance on Access and Movement

2.121 Matters relating to car parking design are set out in the 'residential', 'employment' and 'district centre, local centre and the community hub' chapters respectively.

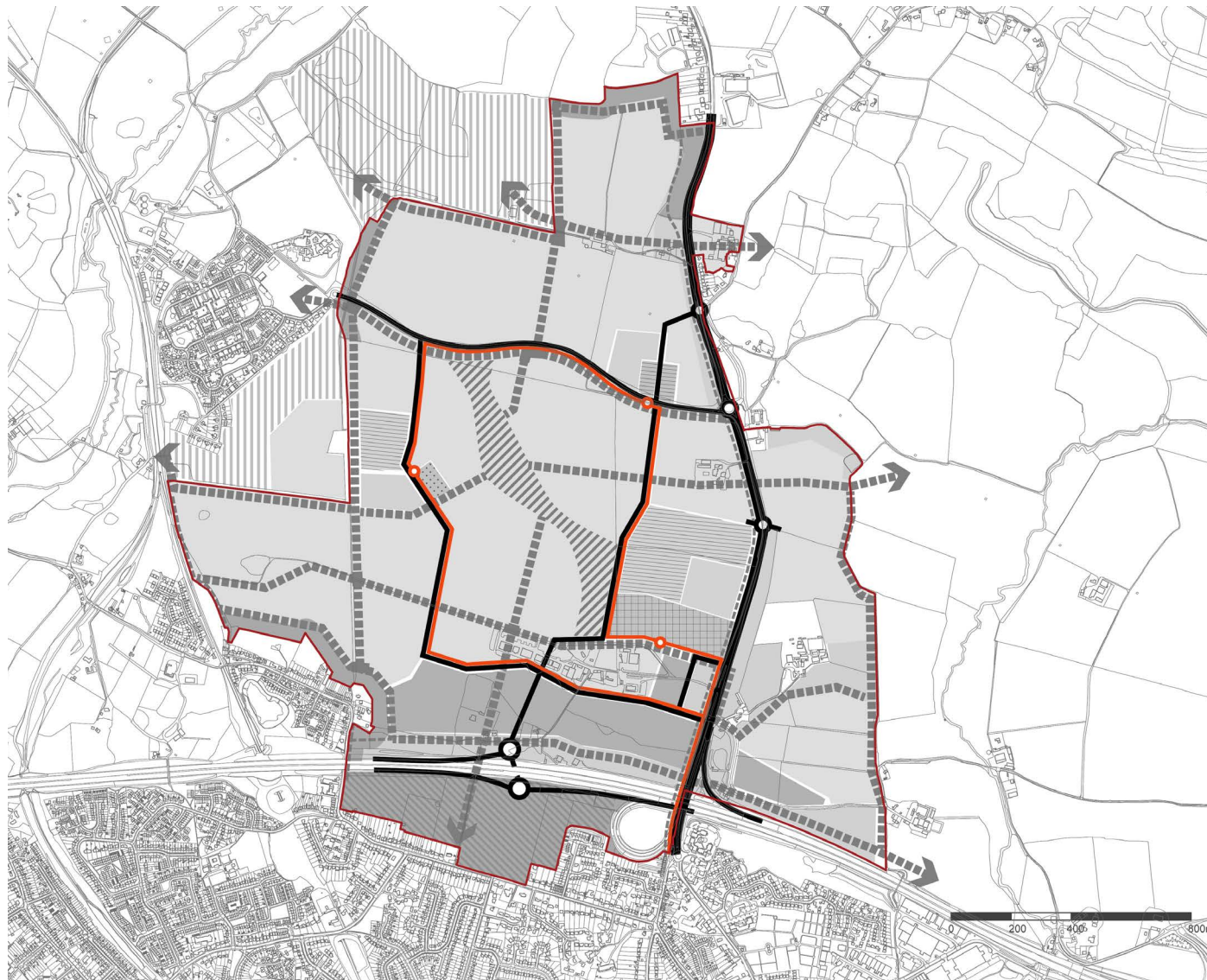
## The Vision and Principles

2.122 The Vision for Welborne envisages a Garden Community served by *'an integrated movement system connecting it with surrounding settlements and destinations. It will incorporate footpaths, cycle ways, and vehicular traffic in a way that encourages walking and cycling, provides excellent transport and feels comfortable and safe to use.'*

2.123 To achieve these aims, the Welborne development will need to:




- Ensure the delivery of a high quality sustainable public transport scheme, including the extension of the existing bus rapid transit (BRT) network to serve the Community;
- Implement travel planning to reduce reliance on the private car;
- Ensure that the Welborne development is 'southward facing' in transport terms, through the delivery of access via A32 and an improved junction 10 of the M27.

- Ensure that a series of footpaths and cycleways are created within the site which ensure all parts of the development link up with the key uses and activities within Welborne.



**Figure 24. An extract of Strategic Access and Movement Routes from the Strategic Framework Diagram**

Legend:

-  Primary Street Network
-  BRT Route
-  BRT Stop

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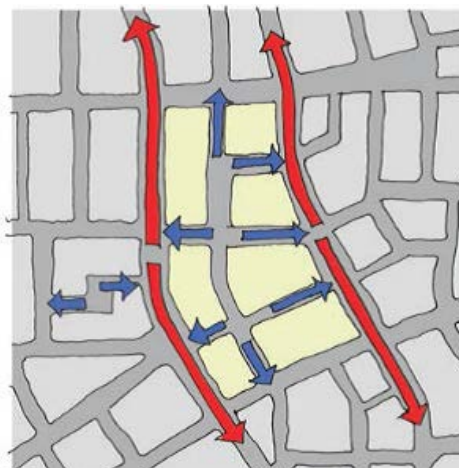
This figure is purely for illustrative purposes only. It is intended to assist applicants in illustrating the level of information required.

## Detailed Guidance on Access and Movement

2.124 One of the most important objectives of all the roads, footpaths and cycleways within Welborne is that they provide clear and direct routes to where people will want to travel. Figure 24 on the preceding page is an extract from the Strategic Framework Diagram and shows the layout of strategic access and movement.

2.125 To help achieve this perimeter blocks should form the basic pattern of development within the new Community to ensure the efficient use of land and to create streets that are arranged around a planned grid of direct routes.

2.126 New streets should provide clear and well connected routes. A well connected street will allow people to move easily between places and provide direct routes to key services and facilities.

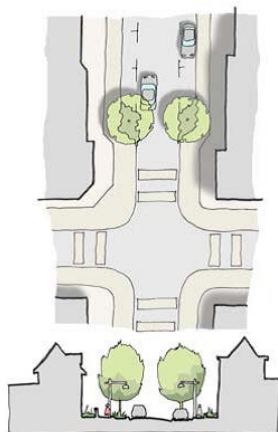


2.127 Places are made up of a hierarchy of routes often referred to as primary, secondary and minor routes. Welborne will need to clearly show which routes are major ones and which are more secondary down to the most informal pedestrian routes. This needs to be clear from the dimensions of the street and the corresponding scale of buildings and trees which front it. Development will need to be designed appropriately to fit into the existing 'route hierarchy' of the surrounding area.

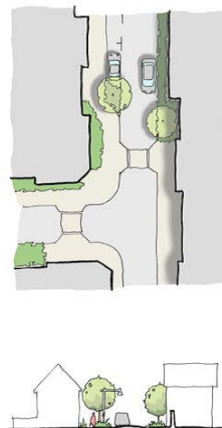
2.128 The layout of streets should be clear and easy to understand, with the number of primary streets kept to a minimum to facilitate easy movement throughout the new community.

The character and design of primary, secondary and minor routes is illustrated on the following pages.

2.129 Primary streets are the largest streets and are typically wide enough to accommodate parking alongside the carriageway, with taller buildings and segregated cycle routes and foot ways.



2.130 Secondary streets have modest street widths, smaller buildings and smaller street trees with dedicated space for larger specimen trees. Secondary streets would also have on-street parking with cycle and pedestrian routes (although they may not be segregated).



2.131 Minor streets (sometimes referred to as tertiary streets) typically only serve a small number of houses and do not tend to incorporate formal on street parking. Most car parking is likely to be on plot.

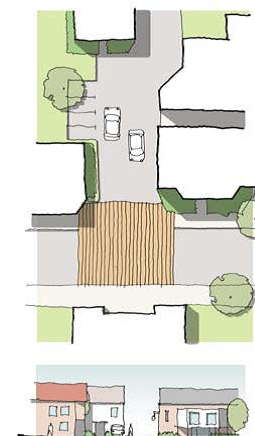
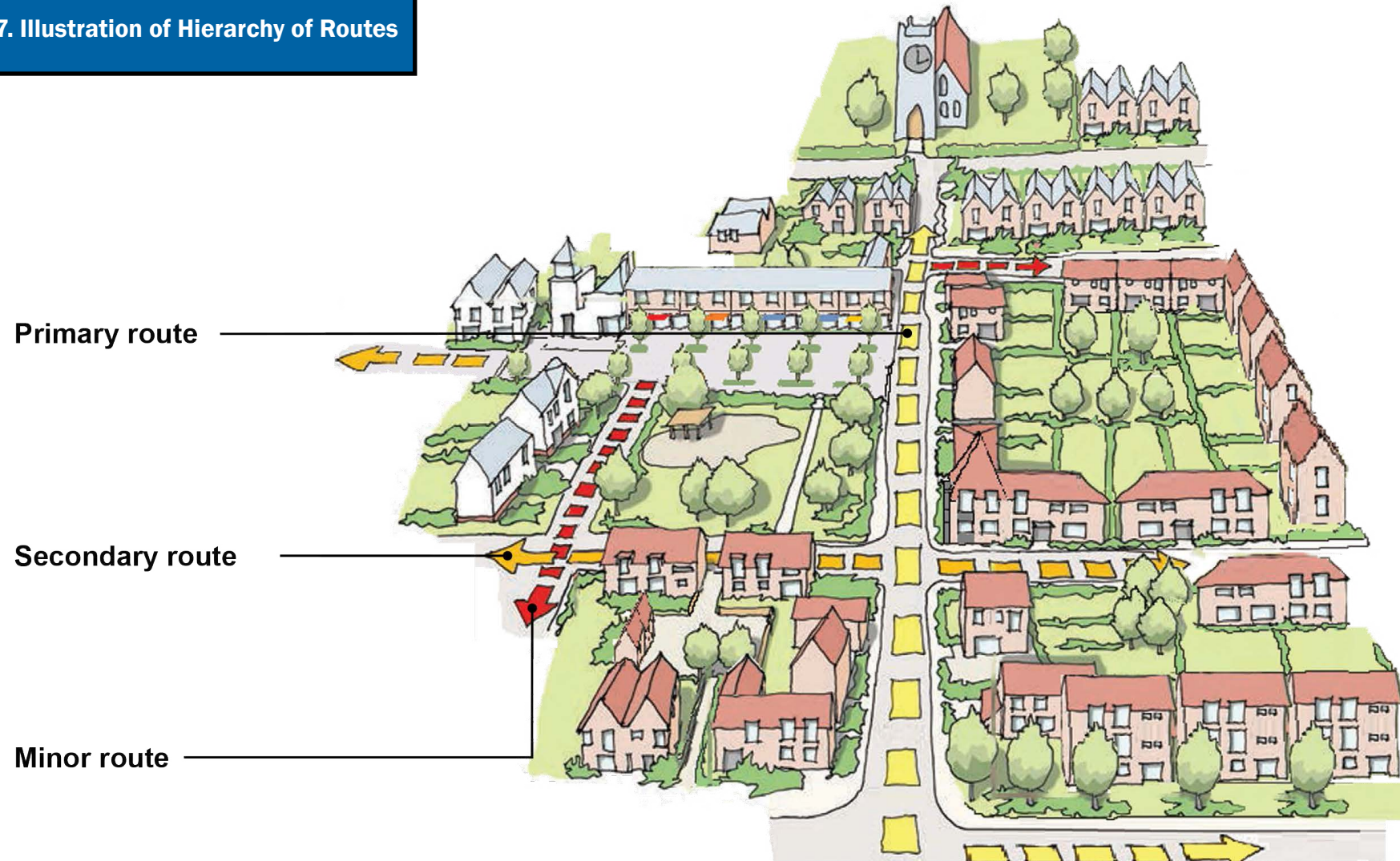


Figure 17. Illustration of Hierarchy of Routes



2.132 Buildings should front onto routes and provide active frontages facing onto roads to provide natural surveillance in turn making areas feel safe to use.

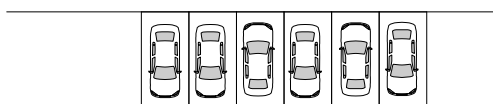


2.133 Streets should incorporate significant soft landscaping (including Sustainable Urban Drainage System- SUDS) whenever possible to re-enforce Welborne’s garden community character.

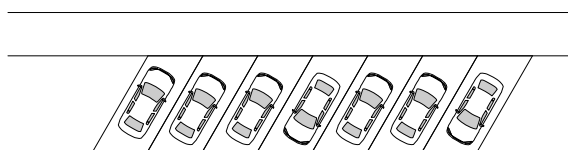


2.134 Details of tree planting and street planting must be provided at the planning application stage, to ensure that they are integral to the proposed scheme design (guidance regarding appropriate trees and other forms of soft landscaping is provided on page 52 of this SPD).

2.135 Streets should be designed to control vehicle speeds naturally by using appropriate dimensions and keeping the length of street between junctions short. The use of physical features such as trees and on street perpendicular or echelon parking can also be successful ways of decreasing traffic speeds.



Perpendicular Parking



Echelon Parking

2.136 Street trees can be interspersed with street lighting.



2.137 Street trees can also be used to help demarcate parking spaces and slow traffic.

2.138 The layout and planting within streets should reflect the character and land use of the surrounding area (guidance on character is provided on page 35 of this SPD).

2.139 Traffic calming can be provided through reduced carriageway widths and the incorporation of a central strip to reduce speeds and create a more pedestrian friendly street

2.140 Footway paving can be extended across secondary/tertiary route to highlight priority for pedestrians.



2.141 Proposals will need to demonstrate how large and heavy goods vehicles accessing the main employment areas, the District Centre or Local Centre can be routed to avoid residential streets and sensitive uses such as schools and play areas.



2.142 Proposals must provide for high quality, hard-surfaced, off-highway, cycling and pedestrian routes alongside the primary street network and where possible, the secondary street network. Off-highway routes must be both functional and attractive.

2.143 Off-highway cycle path along a primary routes (with on-street parking) can be segregated through the use of shrub and tree planting.



2.144 Proposals must demonstrate how cycling will be safely integrated alongside motor vehicles (including buses) and pedestrians, particularly for non-segregated streets through appropriate width cycle strips and the use of measures such as small corner radii, raised tables, road markings through junctions and shared zebra crossings.

2.145 Dual pedestrian and cycle crossings help improve safety between pedestrians, cyclists and road users.





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2.146 Proposals will need to demonstrate the provision of high quality green movement corridors which provide dedicated pedestrian and cycle links set within green space and linking the community to surrounding countryside (including the SANGS) and existing surrounding communities.

2.147 Proposals must demonstrate that the surface finish for each footway, footpath or cycleway is appropriate for its location, intended purpose and expected frequency of usage.



## **Car Parking and Cycle Parking/ Storage**

2.148 Matters relating to car parking design are set out in the ‘residential’, ‘employment’ and ‘district centre, local centre and the community hub’ chapters respectively.

2.149 Detailed guidance on cycle parking/  
storage is contained within Appendix C of  
this document.

# Residential Areas

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## Introduction to Chapter

2.150 The Welborne Plan establishes the vision for a sustainable Garden Community that provides approximately 6000 new homes together with the facilities required to support them.

2.151 This section of the guidance covers:

- Design objectives for the residential areas;
- Design guidance relating to residential development and character areas;
- Design guidance relating to the internal environment;
- Guidance regarding environmentally sustainable design and climate change;
- Guidance regarding parking in residential areas; and
- Design of bin and cycle storage in residential areas.

## Design Objectives for the Residential Areas

2.152 Welborne must include a range of dwelling types and tenures including: market housing, private rented, affordable and social rented and shared ownership, self-build and starter homes.

2.153 The residential development must meet the requirements and vision of the Welborne Plan. This means high quality adaptable design, with access to external space. Homes should also be accessible by sustainable transport & located close to places of employment, services & amenities

2.154 Residential development must be designed to respond to the landscape character of the area.

2.155 It should be attractive to live in and must be of an adaptable design that meets the needs of residents now and in the future.

2.156 Residential development should be environmentally sustainable by reducing reliance on carbon emissions, conserving

water, mitigating flooding and enhancing biodiversity.

## Design Guidance Relating to Residential Development and Character Areas

2.157 The Character Areas section of this SPD (see pages 27 - 43) sets out the principles for establishing different Character Areas across Welborne. Residential development should have careful regard for the guidance under each of the key Character Area criteria to ensure that it responds to and creates character across the whole of Welborne as well as within specific areas of the site.

2.158 The form, scale and arrangement of streets and spaces will (combined with the density of development), be fundamental to creating character and quality of place at Welborne.

2.159 Residential layout should be based on a clear hierarchy of streets that creates a street pattern that is easy to navigate together with a direct pedestrian network.

2.160 Residential development should be designed to reflect the character of the landscape; public space and topography.

2.161 Development should be designed to overlook public spaces and paths to create environments where people feel safe.



2.162 Proposals will need to demonstrate that layouts avoid creating areas that would be difficult to maintain.

2.163 The density of development should make efficient use of the space and respond to its location within the wider site. Houses near the centre of Welborne and at the District and Local Centre, are likely to be of a higher density than those at the edges.

2.164 The layout and design of individual

plots within residential areas will play an important role both by creating high quality homes for residents but also by positively contributing to the quality and character of the street.

2.165 The effect of boundary treatments, front gardens, building line, orientation, building height and rhythm in building elevation on development character must be considered and illustrated to ensure an appropriate level of consistency.

2.166 The design of car parking, bin and cycle stores should be carefully considered particularly when incorporated within front gardens.

2.167 Plot design should provide for future adaptability by considering ways in which the properties could be extended in the future without compromising the quality of the street.

### **Private Domestic Garden Areas Serving Houses**

2.168 Gardens should be adequately sized and provide good quality outdoor space. A

minimum garden length of 11 metres will normally be sufficient to serve houses. Larger family homes, such as those in the Woodland Character Area, should be served more generously sized gardens.

2.169 Gardens that would be affected by excessive shading from trees and buildings should be avoided. Likewise gardens on steeply sloping sites or with significant changes in levels will not be acceptable unless only part of the space is affected in this way.

### **Private Amenity Space Serving Flats**

2.170 New flats should have access to adequately sized and good quality outdoor space.

2.171 An amenity space of 25 metres square will normally be sufficient for most one or two bedroom flats. Only where it is not possible to provide each flat with its own private garden, a communal garden or (enclosed/open) balcony will be acceptable where it serves a small number of residents.

2.172 Private amenity areas/balconies and communal gardens should be designed so as to be attractive to residents, useable and located to receive good levels of sunlight.

2.173 Within the parts of Welborne where higher density development will take place, such as the District and Local Centre, more innovative ways of providing quality outdoor space will be required. For example courtyards, roof terraces and balconies may be acceptable alternatives to communal gardens.



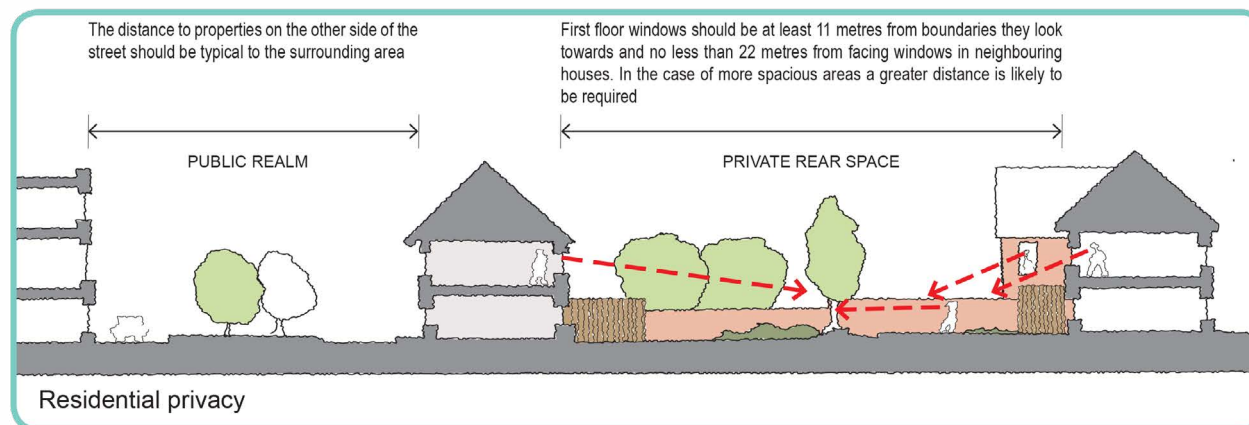
2.174 Where higher density development is closely located to public open space consideration may be given to approving flats which are not served by their own dedicated amenity space.

## Privacy

2.175 Proposals should demonstrate how appropriate levels of privacy will be achieved within habitable rooms and private amenity areas. Normally clear glazed windows at first floor level and above should be at least 11 metres away from the party boundary with the neighbouring garden. Where clear glazed windows at first floor level and above face towards each other a minimum distance of 22 metres should be provided between windows.

## Outlook

2.176 To ensure an attractive living environment within dwellings, it is important to provide an outlook from all principal windows serving habitable rooms. As a minimum, a distance of 12.5m should be provided between principal habitable room windows and other two storey buildings.



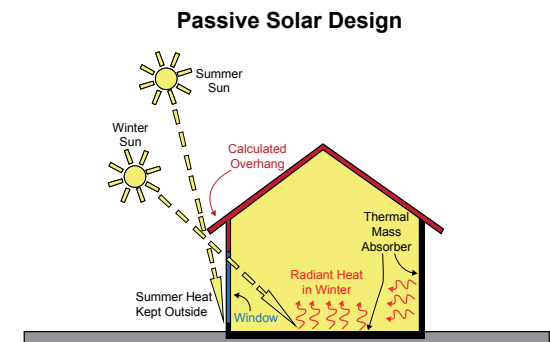
## The Internal Environment

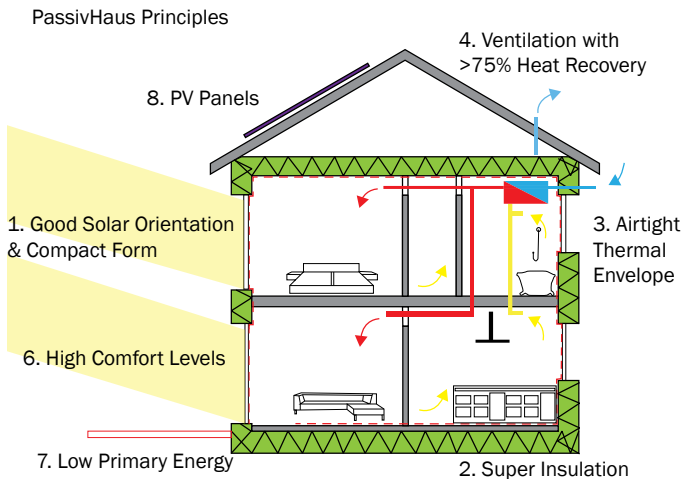
- 2.177 Adequate living space is essential to providing a high quality internal environment for residents. The internal dimensions of all dwellings will be expected to meet at least the minimum sizes as set out in the Nationally Described Space Standard.
- 2.178 Plans should demonstrate that room sizes can accommodate sufficient furniture to meet the needs of occupiers. The incorporation of adequate storage space is also essential (both for the storage of belongings and to encourage residents to recycle) and should be demonstrated on floor plans.
- 2.179 Internal circulation is important as it creates a sense of spaciousness and can help ensure the design is inclusive and meets future needs such as wheelchair access.
- 2.180 Layouts should be designed with a degree of flexibility to allow occupiers to adapt the internal layouts as their needs change, for example by altering layouts to create more or less open plan living.

- 2.181 Generous ceiling heights also increase the sense of space within houses and can be important in terms of their impact on the external proportions of dwellings.
- 2.182 The orientation, window size and arrangement of windows should be designed to allow good levels of natural daylight whilst avoiding overheating in summer. All habitable rooms shall be served by windows which enjoy an outlook with a degree of openness and daylight. (Habitable rooms are rooms used for living purposes such as bedrooms, sitting rooms and kitchens. Bathrooms, utility rooms and WCs are not considered to be habitable rooms).

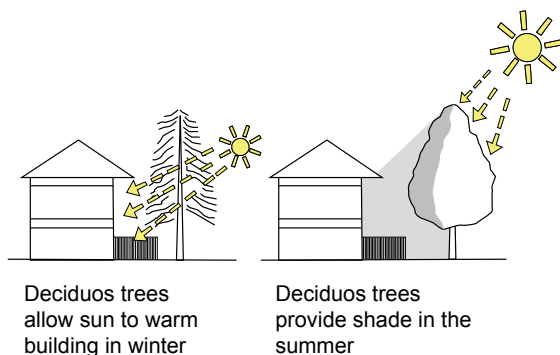
## Environmentally Sustainable Design and Climate Change Mitigation

- 2.183 Applicants for all new housing should demonstrate how they will limit carbon emissions, conserve water, mitigate flooding and increase biodiversity. An understanding of climate and ecology is necessary not just to reduce carbon emissions and provide sustainable homes, but also to make homes that are comfortable in hot summer months as well as insulated for the winter and economical to run. One way in which carbon emissions can be reduced and energy can be conserved is by the incorporation of Passivhaus principles.





2.184 The impact that trees have on houses at different times of the year should be considered when planning the layout of residential development.



2.185 The design of residential development should have regard to the following hierarchy of priorities for providing energy for heating, lighting, and cooling the home:

- **Lean:** using less energy in construction and operation by incorporating sustainable design and construction measures, and by specifying energy efficient lighting and appliances;
- **Clean:** supplying energy efficiently, for example by prioritising decentralised energy generation; and
- **Green:** using renewable energy. Housing design should demonstrate how it will minimise energy use both during its construction and subsequent use. The fabric of dwellings should be designed to minimise energy loss by reducing the need for electric lighting, heating, mechanical ventilation and cooling and specifying energy efficient lighting and appliances as demonstrated. Renewable energy generation can also be incorporated.

2.186 Residential developments should consider connection to district heating and cooling networks or provision of site wide CHP (Combined Heat & Power) networks where feasible, unless on plot low carbon and renewable energy generation will provide more effective reductions in carbon emissions.

2.187 Where feasible, development proposals should incorporate on-plot renewable energy generation to reduce carbon emissions. Renewable energy generation methods include solar thermal systems, biomass fuelled heating and/or power, ground source heating and cooling, airsource heat pumps, photovoltaics, wind power, and renewable energy from waste.

2.188 Use of measures such as dual flush toilets, highly efficient water heating systems and hot water recirculation should be maximised to reduce water consumption and energy use.

2.189 Residential layouts should incorporate Sustainable Urban Drainage Systems and green roofs where appropriate to control and attenuate surface water run-off, including grey water recycling systems.

2.190 Provision should be made for recycling bins both inside and outside homes.

2.191 Residential development should consider the use of materials that have a lower impact on the environment over their lifecycle, for example this could be because they are sourced or produced locally, have low levels of embodied energy or are easily recycled.

2.192 The design and layout of residential development should avoid areas of ecological value and seek to enhance the ecological value and biodiversity of its chosen site through the use of native planting and the incorporation of features such as bird and bat boxes. These can be integrated into the design.



### Residential Car Parking

2.193 The provision for car parking will have a significant effect on both the quality of the built form at Welborne and the lives of residents and visitors. The majority of car parking should ideally be provided on plot. Where this is not achievable, a flexible approach will be taken to parking which allows for a range of on street and on plot parking as well as a small amount of court based parking.

2.194 A number of key principles should underpin any parking solution:

- Provide sufficient parking. Parking shall be provided in accordance with this Council's adopted Residential Car

and Cycle Parking Standards SPD.

- Parking solutions should be self-enforcing/naturally policed. This will be achieved through the provision of adequate spaces in convenient and safe locations whilst ensuring that parking is difficult or inconvenient in all other locations.
- All car parking should be overlooked, with residents able to see their vehicles from their own house where possible.

### On Plot Parking

2.195 There are a variety of appropriate ways in which on-plot residential parking can be provided:

2.196 On-plot to the side is to be utilised for detached, semi-detached and end of terraces. This will be accommodated through plots that are wide enough to allow parking at the side of the dwelling, potentially allowing for two spaces one in front of the other.

2.197 On-plot to the front of the dwelling is sometimes utilised for short runs of terrace housing allowing for associated off-street parking. Where this arrangement is utilised it is essential that adequate space is also provided for planting and cycle and bin storage.



2.198 Integral garaging is often utilised for more narrow streets e.g. mews style streets. Integral garages are not normally counted towards the total number of parking spaces required as they are often used for storage purposes rather than parking. Street elevations must not be dominated by garage fronts, so integral garages should either be alternated with other arrangements or used with wider dwelling frontages that incorporate entrances and openings onto habitable rooms to ensure active frontages.

## On Street Parking

2.199 On-street residential parking will be left unallocated to provide flexible parking for either residents or visitors. On-street parking should be provided in clearly marked bays and designed into the streetscene. There are various ways in which on-street parking can be provided such as parallel parking (adjacent to footways or separated from footways by verges) or through perpendicular parking.



2.200 Perpendicular parking can be used to vary the townscape by creating wider streets or spaces such as squares, often utilising trees within the parking areas to add to the townscape and make use of the street width/space created. They can also be used to alter the nature of streets for example by requiring people to drive more slowly. Perpendicular parking can also be

used to increase numbers along streets. A minimum of 6m beyond parking spaces is required for manoeuvring and access.



2.201 Combinations of these types of parking can be used to vary the character throughout Welborne.

## Court parking

2.202 Rear courtyard parking should only be used occasionally. Where courtyard parking is used it should be:

- Well overlooked by adjacent buildings;
- composed of high quality materials such as block paving (rather than tarmac); and
- well landscaped with substantial planting. Soft landscaping should be



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used to divide parking spaces into small groups of a maximum of 5 bays.

- separated from residential windows and gardens to avoid disturbance to residents.

2.203 Front courtyard parking can be used to vary the townscape and to increase parking numbers. This can be achieved through widening streets at key locations or by altering the street alignment. These spaces often provide the opportunity to combine parking and tree planting and to create a sense of place. This differs from on street parking where the spaces are provided behind the adoptable road area allowing designation of the parking spaces.

### **Bin Storage**

2.204 In general terms designing for bin storage should take the following guidance into account:

- Convenient: storage must be positioned so that it is practical and easily accessed.

- Visibility: The storage facility should be capable of minimising the visual intrusion of bins on the street scene, this will include ensuring sufficient height to screen bins, maximising the number of sides of the bin which are screened and minimising the of visible bins from the street.

- Integrated: form and materials should be considered so that there is continuity with either the front elevation of the buildings or the boundary treatment or both and that the bin store itself does not end up dominating the street scene

- Consistency: A consistent approach should be taken to minimise the visual interference of the facilities in the street scene.

2.205 Detailed Guidance on bin storage is provided within Appendix B of this SPD.

### **Cycle Parking & Storage**

2.206 Detailed Guidance on cycle parking and storage is provided within Appendix C of this SPD.

# Employment Land

## Introduction to Chapter

2.207 This section of the Guidance deals with matters relating to the employment land within the Welborne development and provides design guidance on how it needs to be designed and delivered to ensure the Vision and policies of the Local Plan are met.

## The Vision and Principles

2.208 Welborne 'will encourage self-containment with a significant proportion of its inhabitants' needs being accessible within the District centre and smaller neighbourhood centre.'

2.209 The provision of a range of highly accessible employment opportunities, including dedicated employment floor space, will reduce the need for commuting and will contribute towards self-containment.

## Design Guidance for the Employment Area as a Whole

2.210 Uses with high numbers of employees

and footfall, served by buildings which will have active frontages and elevations (for example office space) should be located closest to the district centre, A32 and strategic routes.



2.211 The employment area should be divided into 'parcels' with substantial and continuous tree planting in between to strengthen the landscape setting of the buildings and reduce the visual dominance of the employment area in views from the south.



2.212 Existing landscape features such as trees and hedgerows should be retained and integrated into development proposals wherever possible.



2.213 The landscape structure should define the character of the area and should incorporate planting and SUDS features which enhance the biodiversity of the area.



2.214 The public areas immediately around and between the employment uses must be of a high quality with direct, overlooked pedestrian and cycle routes to the district centre and surrounding residential areas.

### **Guidance Applicable to the Design of Individual Employment Plots**

2.215 Individual development parcels must be carefully planned to ensure that buildings, car parking and ancillary development relates well to adjoining green infrastructure, corridors and streets. This will be achieved through the careful location of access points, active building frontages and high quality elevations, especially where prominent from public areas including the M27.

2.216 All buildings within the employment area shall demonstrate a high quality of design. The design of buildings, including the use of materials must positively contribute to the character of the area.

2.217 Buildings must be of a sustainable design that facilitates resource efficiency and resilience to climate change.



2.218 Service areas and open storage should be located behind buildings or within landscaping that minimises visibility from public areas.

2.219 Parking areas should be carefully designed and positioned, ensuring they are well enclosed by buildings and planting to minimise their visual impact. The layout of car parking should also ensure that it is not a dominant feature when viewed from the south.



2.220 Plots should be laid out wherever possible to minimise the amount of security fencing required, for example by using the building itself as part of the plot boundary.

2.221 Buildings with large footprints should be positioned in a manner which avoids dominating views from the south or other prominent public vantage points. Constructing long and tall elevations parallel to the M27 must be avoided.

2.222 Plant and machinery on roof tops should be sensitively designed and located so that it is not visually intrusive, particularly when viewed from the M27, long distances or higher surrounding land.

### **Car and Lorry Parking- Cycle Parking and Storage**

2.223 Detailed guidance on non-residential parking standards are set out within Fareham Borough Council's Non- Residential Parking Standards Supplementary Planning Document

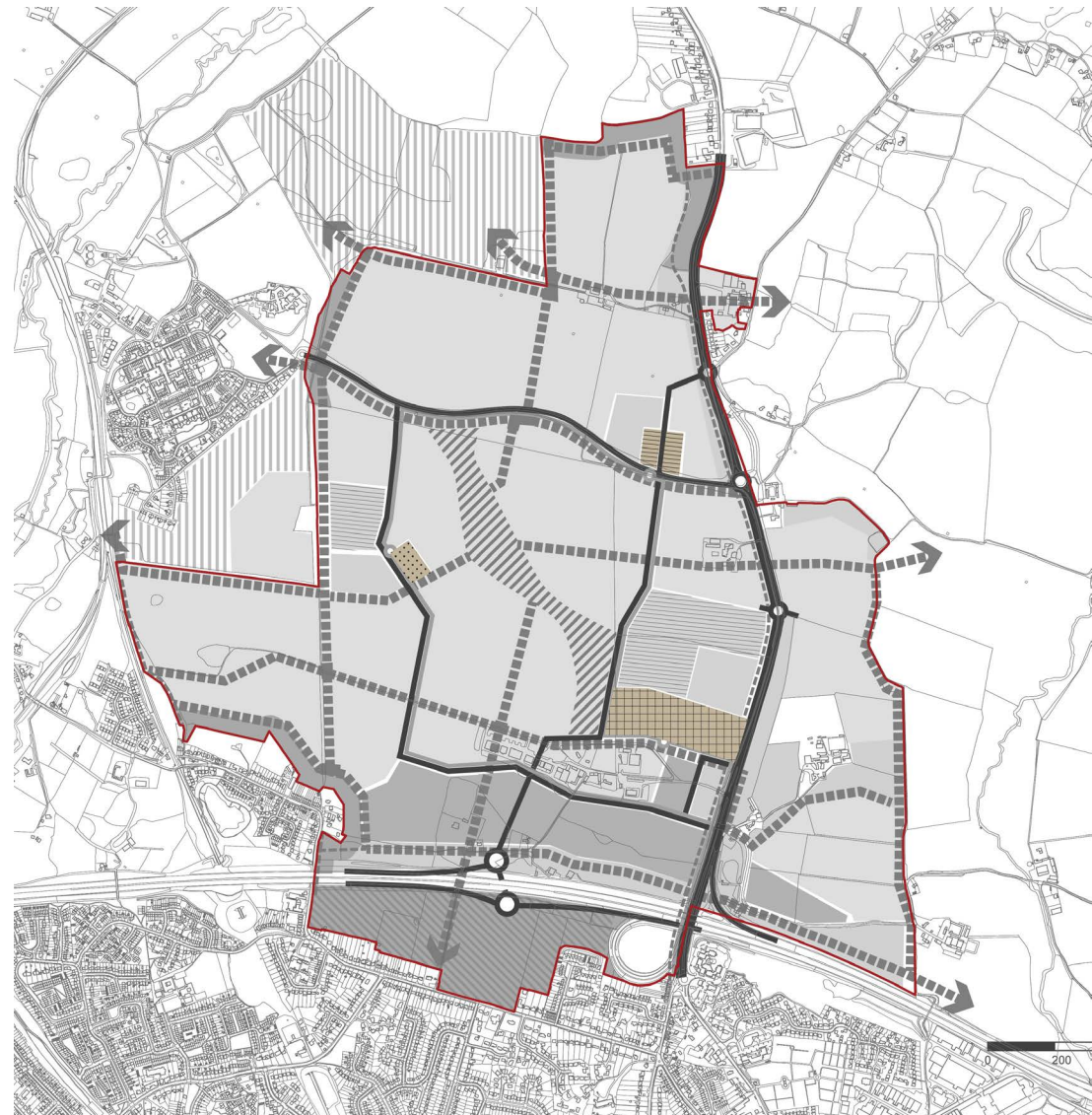
2.224 Detailed guidance on cycle parking/storage is contained within Appendix C.

# District and Local Centres and Community Hub

**Figure 25. Illustration of Location of District and Local Centres and Community Hub**

Legend:

-  District Centre
-  Local Centre
-  Community Hub



This figure is purely for illustrative purposes only.  
It is intended to assist applicants in illustrating  
the level of information required.

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## Introduction to Chapter

2.225 The Welborne Plan identifies an essential need for a range of well-located and accessible social and community facilities to be provided to meet the day to day needs for residents of Welborne.

2.226 The Welborne Plan identifies three centres; The District Centre, The Local Centre and The Community Hub and sets out the uses that each would be expected to contain.

2.227 The approximate locations of the District and Local Centres and the Community Hub is set out on the Strategic Framework Diagram (which forms Appendix B.2 of the Local Plan Part 3: The Welborne Plan) and is shown on the preceding page.

2.228 This section of the guidance covers:

- Core functions of the District and Local Centres and the Community Hub
- Design Objectives for the Centres and the Community Hub

## Core Functions of the District and Local Centres and the Community Hub

2.229 The following design guidance applies to the District and Local Centres and the Community Hub:

2.230 To provide the majority of the social, community and retail facilities for Welborne which are capable of meeting the day to day needs of residents to encourage self-containment.



2.231 To establish a hierarchy of centres, each with a clearly defined role and scale.

2.232 To provide a gathering point for communities within easy walking distance of each residential area.

2.233 To play a significant role in establishing quality of place and identity of Welborne.

## Design Objectives for the Centres and the Community Hub

2.234 The following design guidance applies:

2.235 To distribute the centres so that every house is within 800 – 1000m walking distance (10 – 15 minutes' walk) of at least one centre to ensure that they can become accessible focal points for new neighbourhoods.

2.236 To ensure that safe, convenient and direct walking and cycling routes are provided from residential areas to each of the centres along green routes.

2.237 To co-locate the centres with the school sites and the principal public transport stops to encourage a range of uses and activity at the centres and create vibrant atmospheres.

2.238 To locate each of the centres at highly accessible locations such as along primary streets.

2.239 To create active frontages that are visually interesting and overlook public areas.

2.240 To create an attractive and appropriately sized public space within each community centre which is not dominated by traffic.



2.241 The public spaces should also have the flexibility to accommodate a range of outdoor uses.

2.242 To provide a range of uses that reflects the role of the centre as set out in the Welborne Plan.

2.243 To provide architecture of a high quality which provides a focus and is a source of pride for the community.



### General Design Guidance

2.244 Opportunities for including residential and small scale employment uses within the centres will be encouraged, including accommodation to meet the varying needs of the elderly.

2.245 Opportunities for co-locating centres with school sites (including provision for pre-school places) will be encouraged (see chapter 12 for guidance regarding the schools).

2.246 Car parking is to be provided in accordance with Fareham Borough Council's Non-Residential Car and Cycle Parking Standards Supplementary Planning Document.

2.247 Proposals for each of the centres must demonstrate how parking can be incorporated so that it is convenient, well enclosed by the front or side of retail and community buildings and can connect directly into key public areas.



2.248 Where multi-level car parking is proposed, applicants must demonstrate that the scale will not dominate the area or the Centre it will serve. It will also need to be designed as an integral part of the Centre, well related to any public spaces and enabling natural surveillance wherever possible.

2.249 All key public areas must be well defined spaces, enclosed and overlooked by surrounding development. They should be constructed of high quality materials and incorporate street furniture and planting

that enhances the character of the area.



2.254 Ground floor uses that are open to the public, create active frontages and support the natural surveillance of public areas will be encouraged to create vibrant centres.

2.255 Mixed use perimeter blocks should provide enclosed parking within the block.

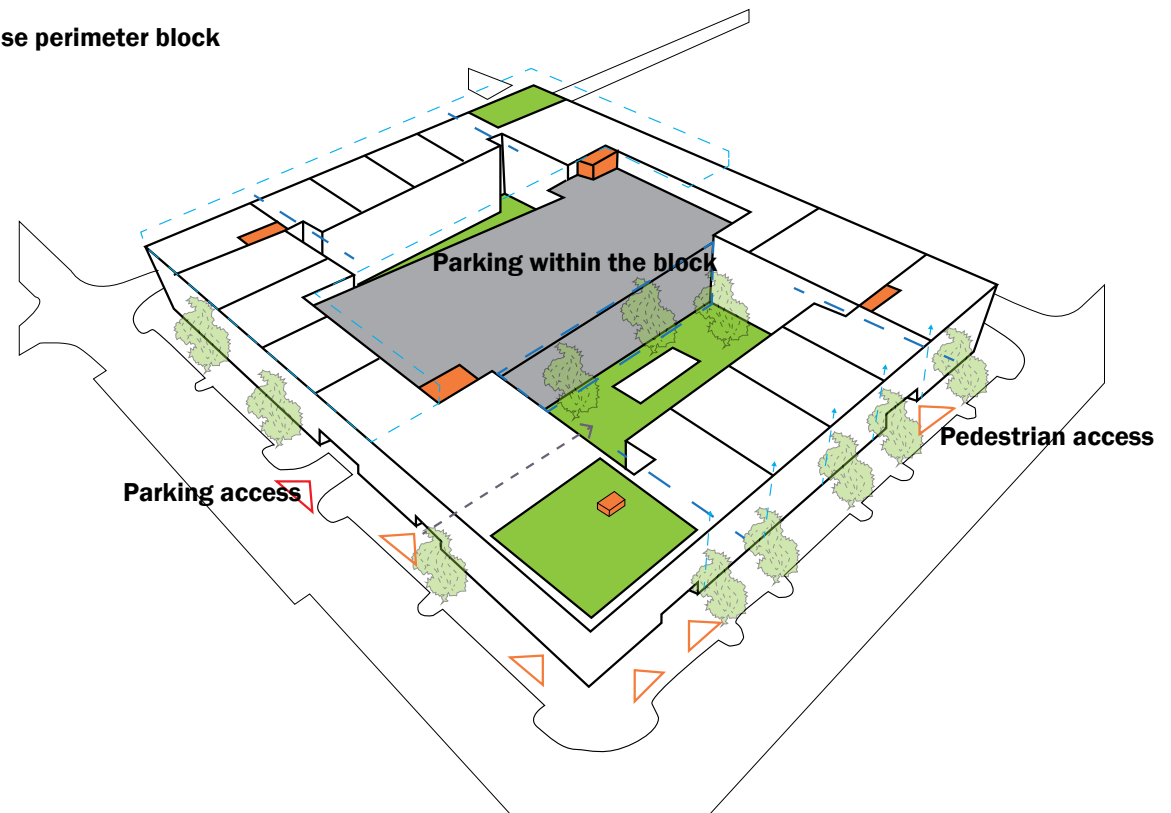
#### Mixed use perimeter block

2.250 Proposals must demonstrate how service areas can be provided in a way which does not compromise key public areas for example by utilising a similar arrangement.

2.251 Public transport provision must be provided in accessible locations at the heart of each of the centres.

2.252 Community buildings should be of a scale and quality of architecture which is in keeping with the importance of their role as focus points within Welborne.

2.253 Proposals should display how commercial and community buildings will be visible from and address the strategic road network.



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## The District Centre

- 2.256 The largest and most urban in character of the three centres, the District Centre, is to be located directly between the A32 and Central Park. It must provide a positive frontage to both.
- 2.257 The Central Park (detailed at chapter 7) should meet the western edge of the District Centre and incorporate clear and well defined cycle and pedestrian links to channel people between the two areas.
- 2.258 One of the core functions of the Central Park is to connect and link substantial parts of the residential area of Welborne down to the District Centre. The District Centre should therefore be visible from the park and the community buildings should be located towards the end of the street that fronts the Central Park.



## The Local Centre

- 2.259 The local center is located to the north of Knowle Road in close proximity to Knowle Road, the proposed north-south primary street and the A32.
- 2.260 The Local Centre must be accessible via the green infrastructure network with strong pedestrian and cycle links to Dash Wood and residential areas in the northern part of Welborne.
- 2.261 The Local Centre will be smaller in scale than the District Centre and its layout should reflect this. For instance the centre could be arranged around a widened section of the street forming a square which fronts the public realm and retail uses and incorporates car parking.



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## **Community Hub**

- 2.262 Located to provide small scale community facilities and convenience retail which is accessible and can form a focus to neighbourhoods in the west of the site.
- 2.263 The Community Hub will be smaller in scale than the Local Centre and proposals will need to demonstrate how the layout of the hub along with the design of the streets and spaces will reflect this.

# School Sites

## Introduction to Chapter

- 2.264 The approximate location of the schools at Welborne are set out on the Strategic Framework Diagram produced on Page 7 of this SPD.
- 2.265 The Welborne Plan identifies a requirement for around 350 pre-school places, three primary schools and one secondary school.
- 2.266 This chapter covers:
- Core Functions for schools
  - Design objectives for schools
  - Design guidance

## Core Functions for Schools

- 2.267 To ensure the sufficient provision of education facilities capable of being used by the community outside of school hours, to create a successful and vibrant community and promote self-containment and thereby reduce the need to travel by car.

## Design Objectives for Schools

- 2.268 To ensure that the school sites are planned as an integral part of the development and contribute positively to the sense of place and community at Welborne.

## Design Guidance

- 2.269 The following criteria should be carefully considered when determining a suitable location for the school sites within Welborne:
- 2.270 Co-location with other community uses to create potential for shared facilities and parking, reduce the need for multiple trips and help support investment in public transport at centres. Co-location with the centres will also ensure the schools are centrally located in recognition of their importance in the community.
- 2.271 Adequate parking should be provided for staff and visitors together with facilities for dropping off and picking up pupils which avoids parking/congestion in residential areas.



- 2.272 Designed to facilitate community use of school facilities outside of school times.
- 2.273 Close proximity to and strong pedestrian routes to public transport stops is essential.
- 2.274 Located directly along Green Corridors and Connections to ensure provision of attractive and safe pedestrian and cycle links.
- 2.275 Primary schools should be located so that they are within 800 – 1000m walking distance (10 – 15 minutes walk) of all residential areas.
- 2.276 The secondary school site and preferably the primary schools should be located on the primary street network to ensure

accessibility and to avoid placing traffic on less suitable, smaller scale residential streets.

2.277 School sites will need to be located a safe distance from the gas pipeline which cuts diagonally across the site from the north - west to the south - east. The Strategic Framework Diagram contained within the Welborne Plan was prepared on the assumption that the school sites would need to be located 195m away from the pipeline for health and safety reasons (See the Health & Safety Executive's Planning Advice for Development near Hazardous Installations guideline for further information).

2.278 School sites will need to be positioned so that noise levels in playing fields and other outdoor areas do not unacceptably impact upon residential properties. The impact of noise upon residential areas should be minimised through the design and layout of sites and the incorporation of noise mitigation measures where necessary.

2.279 Schools must positively contribute to public areas in terms of their architectural quality and the way in which they address

public areas by enclosing and fronting onto to it. The layout of the site and the design of buildings should avoid large blank walls, long unrelieved boundary treatments or large areas of parking that are visible from public areas outside the site.



2.280 Areas of planting that are designed to enhance the biodiversity of the area should be included within the school grounds.



2.281 Soft landscaping and furniture must also be of a good design that contributes to the quality of the outdoor environment

## Outdoor Sports Lighting

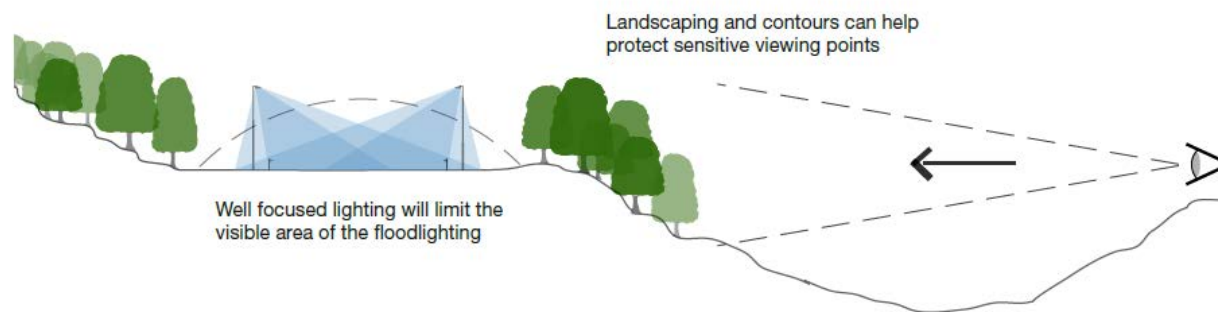
character of the area and the amenities of neighbouring properties.

2.282 Floodlighting should be sensitively designed so that it does not cause undue light pollution.

2.283 Outdoor sports lighting is often incorporated with sports pitches, multi-use games areas, tennis courts and athletics tracks as a way of extending the hours during which the facilities can be used.

2.284 Column height should be carefully considered so that they are in proportion to the facility and of a height that will reduce glare and minimise the impact on neighbouring properties. External illumination should be designed to minimise overspill outside the pitch with the intensity of the illumination for each column limited.

2.285 The design should be carefully considered to ensure it is energy efficient, has limited spillage onto surrounding areas, and limited visibility from the wider area. The intensity of the lighting, height of columns and hours of use should also be designed to minimise the impact on the



# Appendices

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# A - Documents Required for Planning Applications

Ref	Document	Reference in Plan	When Required
1	Site wide viability assessment	1.40	With any application that includes a reduced or delayed provision of infrastructure.
2	Structuring plan	WEL4	Initial applications
3	Comprehensive masterplan	WEL4	Initial applications
4	Parameter Plans	NPPG	With the structure plan
5	Strategic design codes codes or design principles document	WEL7	Initial applications & applications for phases of development
6	Design & access statement	4.15	Each phase of development
7	Heritage strategy and Historic environment management plan	WEL8	Initial & outline applications
8	Retail impact assessment	WEL10 & WEL11	Applications for retail uses
9	Transport Framework (incorporating a public transport plan and a framework travel plan)	WEL23 & WEL26	With structure plan (in accompanying text) /With proposals to develop all or part of Welborne (in policy)
10	Public Transport Plan	WEL26	With the structure plan
11	Transport Assessment	WEL23	Proposals to develop all or part of Welborne
12	Framework Travel Plan	WEL27	Applications for all/part of the site & subsequent applications for residential, employment, education, retail & leisure development.
13	Open space & green infrastructure strategy	WEL29	Initial applications
14	Habitats Regulations Assessment	WEL30	Conservation of Habitats and Species Regulations 2010
15	Ecological Assessment	WEL31	Initial planning applications
16	Structural landscaping scheme	WEL33	Initial planning applications
17	Detailed landscaping scheme	WEL34	Initial planning applications

18	Green Infrastructure Network Plan	WEL32 & WEL35	Initial planning applications
19	Energy strategy	WEL36	Revised/updated for each phase of development
20	SUDS strategy	WEL39	Initial planning applications
21	Flood risk assessment	WEL39	Any development other than minor development in a designated critical drainage area
22	Detailed Phasing Plan	WEL41	Initial planning applications
23	Infrastructure Delivery Plan	WEL41	Initial planning applications
24	Employment and training plan	WEL43	Initial planning applications
25	Affordable housing statement	Welborne Design Guide	Any application for 5 dwellings and above.
26	Community involvement statement	Welborne Design Guide	Required for full and outline major planning applications.
27	Contamination assessment	Welborne Design Guide	Criteria within the local list of requirements
28	Foul sewage and utilities assessment	Welborne Design Guide	Required for full planning applications if the proposed development results in any changes or replacement to an existing system or the creation of a new one and all applications where existing sewage flooding takes place.
29	Noise impact assessment	Welborne Design Guide	Applications for developments that raise issues of disturbance by noise to the occupants of nearby existing buildings, and for developments that are considered to be noise sensitive and which are close to existing sources of noise.
30	Tree survey/arboricultural assessment	Welborne Design Guide	Required for householder, full and outline planning applications, when there are trees on the site that may be affected by the proposed development.
31	Lighting assessment	Welborne Design Guide	Significant proposals involving provision of publicly accessible developments, in the vicinity of residential properties, a listed building or conservation area, or open countryside, where external lighting would be provided or made necessary by the development.
32	Environmental Statement	EIA Regs requirement	See EIA Regulations

# B - Refuse & Recycling Storage

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## Introduction

Fareham Borough Council is responsible for the collection of waste and recyclable material from all domestic properties within its boundary. The service is a key council operation, and it is essential that all new developments are designed to enable effective and efficient collections.

The Council has powers to specify the type and number of bins to be used for waste and recycling collection, and the location where they should be placed for collection.

This guidance complements the Building Regulations, and they should be followed at the planning/design stage of waste and recycling storage and collection facilities.

## Outline of the Main Requirements

The service is provided using a variety of sizes of wheeled bins.

Each house is allocated one 240 litre bin for waste, and one for recyclable material. Garden waste is also collected

in reusable sacks or bags, on the same day as recycling. Flats are issued with bins of varying size depending on the number and type of dwelling; up to 240 litres of refuse and 240 litres of recycling per dwelling. Garden waste is also collected from flats if required, as outlined above.

Collections from houses are carried out from the kerbside; and residents are asked to place their bin at the edge of the highway on collection day. In the case of flats, collection will take place from a communal bin storage area.

Development proposals must therefore:

- Comply with all applicable legislation
- Provide sufficient internal storage capacity to separate waste and recycling
- Provide sufficient external storage space for the separate waste and recycling containers, including garden waste and with room for other services, for example glass collection

- Locate the waste and recycling storage areas:
- Householders do not need to carry material (waste and recycling) for a distance greater than 30m
- That the collection vehicle can park as close as is possible to the collection point and certainly no more than 25m away.
- Without being impeded by vehicles parked in a parking space,
- The waste and recycling storage areas must be at ground level, with dropped kerb crossings and road markings provided
- Where necessary, to ensure that bins can be transferred to the collection vehicle unimpeded.

## Waste and Recycling Capacity

The ratio of bins to number of flats, and the size of bins to be installed will be at the discretion of the Council, in discussion with the developer. Developers pay for all



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refuse bins, there is currently no charge for recycling bins.

Flats: 240 litres each of refuse and recycling, multiplied by number of households/units.

This equates to:

- Refuse approx 1 x 1100 litre bin per 5 flats
- A mixture of 1100 litre, 340 litre and 240 litre bins can be issued to meet required capacity
- Recycling bins approx 3 x 340 litre bins per 5 flats

Sheltered housing (flats): 110 litres each of refuse and recycling, multiplied by number of units

- Refuse - if 1100 litre bins are used, thought must be given to the residents' ability to lift the heavy lids in order to deposit their waste. The bin store can be constructed with a ramp for the residents to use the bins.

- Alternatively, 340 litre bins can be issued to the required number.
- Recycling approx 1 x 340 litre bin per 5 flats.

Houses: 2 x 240 litre bins - one refuse and one recycling

### **Bin types**

1100 litre bins are used for refuse, one for every 5 flats. They are not used for recycling because any contamination is not seen until the bin is tipped into the vehicle. 340 litre bins are the largest size issued for recycling.

### **Dimensions of bins**

The dimensions of the bins are:

240 litre: 1070mm (1800mm with lid open) x 580mm x 740mm

340 litre: 1095 mm x 625mm x 860mm

1100 litre (Euro): 1370mm (2350mm with lid open) x 1250mm x 980mm

## **Individual Houses**

Space should be allocated within the boundary of each house, to store the necessary number of bins for that household, in a manner which does not detract from the street scene. This is particularly important for households where no rear access is proposed.

The route to and from the collection point should allow for ease of use, namely a hard surfaced pathway from the store to the collection point at least 1.5 metres wide and as near level as possible. There should be a dropped kerb at the highway edge to allow easy movement of larger wheeled bins. Again, steps and other hazards to ease of movement should be avoided.

## **Flats**

Internal Storage:

To enable occupants to easily recycle their waste, developers should provide adequate internal storage, usually within the kitchen, for the storage of waste

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and recyclable material in separate containers, prior to the transfer of the material to the external bins.

#### External Storage:

In any communal refuse store adequate space must be provided for separate bins for both refuse and recyclables at the ratios given at the end of this document. Communal refuse stores must be located adjacent to the highway for collection; the route to and from the highway should allow for ease of use, and include a dropped kerb at the highway edge. Residents in flats are not required to pull bins out for collection.

### **Construction and Appearance of Communal Bin Design Stores**

#### Size:

The size of enclosure should provide space for the required number of bins, and should allow room for filling and emptying. A clear space of 150mm between and around the containers should be provided. They should be a

minimum of 2m high.

#### Location and gradient:

Bin stores must be located to allow the collection vehicle to park as close as is practicable to the store, to a maximum distance of 25m. They must be at ground level. The access from the bin stores to the collection vehicle must be level, and with dropped kerbs. If there is a gradient it must not exceed 1:12. Steps must be avoided.

#### Surface:

The roads in the development and to the bin store must be of suitable construction and surfacing to take the weight of a fullyladen refuse collection vehicle, which at the present time is 26 tonnes.

#### Construction:

It is recommended that external bin enclosures are of durable construction, and roofed. Enclosures should be well ventilated and secure, with drainage to facilitate periodic cleansing. Doors must be large enough to allow easy removal

of the bins, and could incorporate self closures to prevent access by foraging animals. Suitable lighting must be installed inside, and outside where necessary. There must be no protruding taps or other fittings which can be damaged by the bins. Bin stores and entrances must not be obstructed by car parking bays or any other obstruction.

#### Security:

Lockable gates or doors are recommended to deter fly-tipping. Either a key or PIN code is acceptable; the Council must be supplied with the pin code, or a minimum of four keys per store. Where a development includes several separate bin stores, a matching suite of locks with one master key is required, to avoid crews having to manage large bunches of keys.

#### Access:

Road markings, such as 'no parking' markings, may be required to maintain access to the bin stores, or to allow room for the vehicle to turn.

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## Design

The design of refuse storage facilities can have an adverse impact on the character and appearance of existing buildings, streets and spaces. This is particularly the case in Conservation Areas and within the setting of Listed Buildings. For this reason purpose built external bin enclosures need careful design as an integral part of the domestic built environment as a whole. They should never be added merely as an afterthought. They and the activity associated with them should be away from windows and ventilators, and preferably in shade or shelter. They should not dominate the outlook from any dwelling, either existing or proposed.

## Private Roads

The Council collects bins from the public highway. The Council's collection vehicles will not enter a private road unless a legal agreement has been entered into prior to dwellings becoming occupied. Refuse storage serving dwellings on any private road should be positioned accordingly – generally with a safe bin collection point

allocated for use on collection days. Guidance outlined above in relation to bin collection points would apply.

## Management

Details of the management company responsible for maintenance of communal areas, bin stores and grounds must be provided to the Refuse and Recycling Section of the Council before the developer vacates the site. Careless misuse of a bin enclosure, including dumping bulky items, constitutes fly-tipping, and will not be cleared by the Council.

## Dimensions of Vehicles

All roads within developments must be sufficient for the refuse collection vehicle to safely manoeuvre. The Council uses 11 metre long, triple axle mid-steer vehicles. The road surface must be of suitable construction for a fully-laden collection vehicle which at the present time is 26 tonnes. Swept path plans must be provided with the plans.

For Advice please contact:

Development Management (Planning)  
devcon@fareham.gov.uk  
Telephone 01329 236100

Refuse, Recycling and Transport Manager  
customerservices@fareham.gov.uk  
Telephone 01329 236100

Building Control Partnership  
bcpartnershipfareham.gov.uk  
Telephone 01329 236100

# C - Cycle Parking & Storage

## Design Guidance for Cycle Parking and Storage

Cycle parking should be available throughout all public areas in Welborne, particularly in areas of high footfall such as the District Centre and Schools. Cycle parking locations should be well lit, have high levels of natural surveillance, and be as close as possible to the destination and allow for bike locking.

Tubular stands can take alternative forms from the standard Sheffield stand.



Use of contrasting pavement surfacing to characterise cycle parking areas



Cycle parking should integrate within the streetscape and benefit from good natural surveillance and lighting



Good quality cycle storage must be provided for all residential dwellings. Design solutions should ensure that storage is secure, sheltered, adequately lit where necessary, and accessible.

## Stand-alone cycle garage



Well-designed covered cycle unit with natural surveillance provides short-term parking for visitors and secure permanent storage for residents,



Accessible cycle storage at front of houses  
– providing a lockable frontage would improve security



Cycle parking can be integrated into employment buildings in a number of different ways. Ideally it should be provided within buildings with controlled access for staff only along with the provision of lockers, showers and changing facilities.

Secure compound storage within basement car park with controlled access, secure lockers and Sheffield stands to enable locking.



Cycle storage outside can be successful but it needs to sufficiently shield cycles from the weather and be located where it is highly visible to ensure security.

