

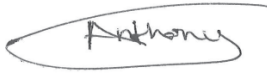
Welborne Infrastructure Delivery Plan

Buckland Development LTD

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1. Introduction

Buckland Development Limited (BDL) are bringing forward proposals for Welborne - a 6,000 dwelling, mixed-use and sustainable new community to meet the growth needs of Fareham. This Infrastructure Delivery Plan is submitted as part of a suite of documents that form the outline planning application for Welborne. Welborne is a critical element of the Fareham Development Plan and is an important component of the South Hampshire Strategy. It is located largely north of the M27 at Junction 10 – east and west of the A32. The red line boundary of the application also extends to the south of the M27, as part of the delivery of Green Infrastructure. Fareham Borough Council's (FBC) adopted Welborne Plan (forming Part 3 of the Local Plan) provides site specific guidance to shape the practical development of the new community over the period to 2036. Welborne will set new standards for high quality sustainable development and contribute significant new public open spaces, community facilities, homes and employment generation for the whole Borough.

BDL support and endorse FBC's strategic development policies. This document sets out the social, green and strategic infrastructure associated with the proposals, including a major upgrade to M27 Junction 10 to transform it into an all moves intersection. The OPA seeks to be as compliant as possible with adopted local planning guidance, together with any relevant sections of the National Planning Policy Framework (NPPF).

The OPA has been prepared with the benefit of pre-application discussions with, inter alia, FBC, Hampshire County Council, Highways England, Natural England, Solent LEP and, importantly following substantive consultation with the local existing communities. In addition, a separate full planning application will be submitted to Winchester City Council (WCC) that will enable the provision of related enhanced Green Infrastructure within the existing Dashwood. This area is outside the application boundary.

This report deals specifically with the strategic and local infrastructure required to unlock and serve the site, enable its successful delivery, mitigate its impact and support its future residents and business.

Purpose of the IDP

The role of this IDP is to identify and plan for the delivery of the infrastructure that is needed to achieve the planning objectives and policies relating to Welborne. These policies and objectives are contained within the Core Strategy, which was adopted by the Council in August 2011, and also within the Welborne Plan, adopted June 2015.

This IDP seeks to identify the infrastructure necessary to facilitate and support the development of Welborne. In view of the scale of the project and the long term delivery programme, a supporting sequencing plan has been prepared to indicate the likely progress of the development over time. Each sequence covers an approximate period of 5 years. This IDP identifies the infrastructure necessary and appropriate for the development of each sequence, the estimated total cost of each element of infrastructure (which may span more than one sequence) and the time period over which it will be provided. It also identifies the intended provider and whether the infrastructure is critical, essential or desirable as part of the delivery of the new community at Welborne.

Relationship of the IDP to S106 Agreement and OPA

The Section 106 Agreement will set out the specific commitments and undertakings of the signatories and triggers for payments of contributions by BDL to ensure timely and appropriate infrastructure delivery at Welborne.

The Section 106 Agreement and conditions attached to a planning permission will be informed by the recommendations of this infrastructure delivery plan.

Document Structure

The contents of this document include:

- An explanation of the masterplan for Welborne development;
- An overview of the proposed housing and employment quantum proposed for the Welborne site;
- A review of the Welborne Plan population assumptions;
- A review of existing studies and data of relevance to infrastructure provision across the Fareham borough, adjoining local authority areas and Hampshire County;
- An infrastructure capacity baseline providing an understanding of the existing infrastructure capacity across the study area including location of infrastructure, type of provision, size and capacity of facilities;
- A summary of the infrastructure required to unlock, mitigate and promote the new community at Welborne to work with and complement the existing infrastructure baseline presented;
- A description of the infrastructure delivery by sequence;
- A summary of the infrastructure costs associated with Welborne;
- A review of potential infrastructure funding and delivery partners who will jointly contribute to the delivery of the infrastructure set out in this document;
- A detailed project schedule setting out each specific infrastructure item with associated details on scale of provision, cost, delivery triggers (where appropriate) and sequencing.

Definition of Infrastructure

The term 'infrastructure' covers a wide variety of structures and facilities that are required to support development and to ensure that development can be successful and sustainable. This means that the role of infrastructure is to allow development to support the economy, to promote a high quality of life and to protect the environment. This IDP includes infrastructure which is needed to support the delivery of the development at Welborne, although the infrastructure detailed here is also intended to benefit existing communities where possible and ensure that the development of the new community does not prejudice their quality of life.

Infrastructure in this IDP includes:

- Transport, Movement and Access
 - Highways (access and onsite roads)
 - Junction Improvements (on and off site)
 - Public Transport (Bus)
 - Pedestrian and Cycling
- Utilities, Flood risk & Waste
 - Energy (Electricity & Gas)
 - Potable Water Supply
 - Waste Water & Drainage
 - Waste
 - Flood Defences
 - Communications / Broadband
- Social Infrastructure
 - Education
 - Early Years
 - Primary and Secondary Education
 - Further Education
 - Health and Social Care
 - Primary Healthcare facilities (including GPs, dentists, pharmacy, opticians)
 - Hospitals
 - Adult Social Care (Extra Care Housing)
 - Community and Leisure
 - Community facilities (including meeting spaces, library etc)
 - Indoor Sport
 - Children's Playspace
- Green Infrastructure
 - SANGs
 - Semi-Natural Green Spaces (SNG)
 - Parks and Amenity Open Spaces
 - Sports Areas and Playing Fields
 - Allotments

Stakeholder Engagement

Through the Welborne Masterplan development and planning application preparation a number of key stakeholders have been consulted to inform the infrastructure proposals for the development. These include but are not limited to:

- Transport and the M27 – Hampshire County Council, Solent LEP, Highways England and FBC;
- Public Transport – First Group (Bus Routes);
- Utilities – Albion Water and Southern Water, SSE and other Utility Providers;
- Education – Hampshire County Council;
- Health – Fareham and Gosport Clinical Commissioning Group and West Hampshire CCG;
- GI Strategy – Natural England and Winchester City Council.

2. Planning Policy Review

This chapter summarises the relevant planning policy context at national, regional and local level. The Development Plan for the site comprises the Core Strategy, Development Sites & Policies and Welborne Plan.

The National Planning Policy Framework (NPPF) also constitutes a material consideration as the overarching national planning document.

National Planning Policy

The NPPF places an emphasis on the need to promote the provision of infrastructure and includes this as part of the economic role of sustainable development. Local planning authorities are expected to set policies that seek to address the barriers faced by business investment, including infrastructure deficits and to identify priority areas for infrastructure provision.

The need to plan positively for the infrastructure required to encourage development is stressed in the 'Plan making' section of the NPPF where authorities are asked to work with their neighbours to assess the quality and capacity of infrastructure and to take account of the need to plan for strategic infrastructure. This policy is reinforced by the definition of 'soundness' in the NPPF which includes a need for plans to be "positively prepared" which is described as plans which are based on a strategy which seeks to meet objectively assessed development and infrastructure requirements.

The NPPF also seeks the identification of infrastructure costs and the timescales for delivery to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. In order to facilitate this, it expects authorities to prepare infrastructure and development policies at the same time as part of the Local Plan. It also suggests that, where practical, CIL charges should be worked up and tested alongside the Local Plan.

Local Planning Policy

The Fareham Local Plan is made up of the Core Strategy (2011), the Development Sites & Policies (2015) and the Welborne Plan (2015). The Core Strategy and the Welborne Plan set out specific development criteria for the site.

Policy CS13 of the Core Strategy sets out the high level development principles originally set for the Welborne development site. The Core Strategy recognises the importance of maintaining the economic viability of the development proposals and it establishes the need for standards and infrastructure requirements to be set at levels that maintain viability and create the conditions for long-term investment in the construction and management of the new Welborne community. For instance, the policy also recognises that the long-term transport infrastructure proposed as part of the development will need to be carefully designed to minimise the impact on the local road network.

Welborne Plan Policy WEL41 states that initial planning applications for development at Welborne shall be accompanied by a detailed sequencing plan and infrastructure delivery plan for the whole Welborne development. This will be guided by the agreed Sequencing Plan and by the Infrastructure Delivery Plan that supports the Welborne Plan. The approved detailed sequencing plan and infrastructure delivery plan will be kept under review over the life of the development, with changes being submitted to the Council for approval alongside relevant planning applications.

The sequencing of development and associated infrastructure at Welborne shall be in accordance with the agreed detailed sequencing plan and infrastructure delivery plan, unless it can be demonstrated that suitable appropriate infrastructure is available and the development can be adequately serviced.

Supplementary Planning Guidance and evidence base

Welborne Infrastructure Delivery Plan 2014

The Welborne Infrastructure Delivery Plan Stage 2 Update Report published in January 2014 provides an updated review of the existing infrastructure capacity and required infrastructure at Welborne. This review has informed the Welborne Plan and therefore provides detailed evidence based to the Plan. The report is intended to provide a succinct update on the earlier in-depth Stage 1 report.

The three Masterplan options described in the Stage 1 report are narrowed down to a single option in the Stage 2 report: Option 2c which includes the third M27 Junction option. The Stage 2 report confirms the latest position with 20ha of employment land and 6,000 residential units in total (33.5DPH housing density) to be developed on site over a 20 years trajectory, spanning from 2018 to 2038, and including 30% affordable housing. This report also focuses on the key infrastructure proposals changes that have occurred since Stage 1.

Welborne Design Guidance FBC Adopted January 2016

The Welborne Design Guidance seeks to provide further guidance on design principles set out in the vision, objectives and policies of the Welborne Plan to ensure the new community meets these aims.

This document reiterates the stance that is taken within the Welborne Plan stating that applicants are required to produce a detailed Infrastructure Delivery Plan and Sequencing Plan for submission with the initial planning applications at Welborne.

The guidance indicates that applicants will be expected to base their Infrastructure Delivery Plan (IDP) and Sequencing Plan on the two Plans produced by Fareham Borough Council as part of the evidence for the Welborne Plan. The IDP and Sequencing Plan must be produced to the same level of detail as those produced by the Council in 2014 as a minimum. The IDP and Sequencing Plan will need to be kept under review as the development of Welborne progresses.

Fareham Community Infrastructure Levy Charging Schedule

Fareham Borough Council formally approved the CIL Charging Schedule on 25th April 2013, and it was adopted on the 1st May.

Fareham Community Infrastructure Levy Viability Study

The Viability Study demonstrates that, based upon the Welborne Plan IDP and associated development outputs, the Welborne scheme appears to be unviable with the policy cost and CIL requirements. The study suggests that bringing the site forward therefore requires a bespoke solution, for which CIL lacks the flexibility to ensure delivery. It therefore recommended within the study that CIL is applied at a zero rate for all land uses at Welborne, and that infrastructure and planning requirements are secured via section 106 planning agreements and section 278 highway agreements.

Welborne Infrastructure Funding Strategy

The June 2014 paper explored various funding mechanisms and highlighted a number of potential funding sources to assist in the delivery of infrastructure at Welborne. This included but was not limited to:

- A grant funding application by Hampshire County Council to the Solent Local Enterprise Partnership (LEP) of £41.2m;
- A grant funding application by the landowners to the Solent LEP of £24m;
- A Local Infrastructure Fund (LIF) loan bid by the landowners, via the Homes and Communities Agency (HCA) of £45m, and;
- The application of a portion of the Council's New Homes Bonus.

While this was only indicative it demonstrated that these type of funding sources can have a significant and positive impact on the overall viability of the scheme.

3. Site and Area of Influence

The application site for Welborne occupies a strategic position in the South Coast Solent region with easy access to Southampton Airport and Portsmouth Harbour as well as sub-regional transport nodes that provide links to the capital and other major towns.

The site covers largely arable countryside and is located to the north of Fareham in Hampshire, at the intersection of Junction 10 of the M27 and the A32. The village of Wickham lies 1 mile north of the site, whilst the villages of Funtley and Knowle are located adjacent to the site in the southwest and west respectively.

Figure 1 show the red line boundary of the site which is bounded:

- To the north by the southern edge of the residential properties on Crockerhill, on Hoad's Hill, A32 and Dashwood;
- To the east by field boundaries and arable countryside (but excluding the sites of Boundary Oak School, Albany Business Centre and Albany Farm House);
- To the south by North Fareham; and
- To the west by the railway line and the borough boundary between Fareham Borough Council and Winchester City Council, including an area of open arable land known as the Knowle Triangle.

Figure 1 also shows – for context and information only – the blue line boundary of the adjacent site of Dashwood. This will form part of the Suitable Alternative Natural Greenspace (SANGs) provision for the new community, but is outside of the Outline Planning Application (OPA) and subject to a separate full planning application to Winchester City Council. The vast majority of the OPA site, outlined in red is within the Borough of Fareham, with a small strip of retained woodland on the western edge of the site within the City of Winchester.

Currently there are limited facilities within the site itself. These include agricultural land uses across much of the site, employment uses at the Dean Farm Estate, Charity Farm and Pinks Timber Yard (Sawmill Estate) education uses at Boundary Oak School, and a business park at Albany Business Centre. There are also a small number of residential properties within the site along the northern part of the A32 and to the south including Dean Farm Cottages, Hellyers Farm and Dean Farm House. The land south of the M27, within the red line boundary, comprises scrubs, ponds and open green land.

The application site is the immediate area in which development will come forward and the area in which infrastructure proposals are likely to be required to support that development. For the purposes of infrastructure planning however the surrounding areas has also been taken into account as existing social infrastructure, open space, utilities and transport provision will undoubtedly be affected by residents and businesses in the new community coming forward at Welborne.



Figure 1: Site Plan

4. The Masterplan

Description of Development

The Description of Development is as follows as set out in the Outline Planning Application (OPA):

- A new community of up to 6000 dwellings (C3 and C2, including a care home of use class C2) together with a district centre [comprising up to 2,800m² food store retail (A1), up to 2,419m² of non-food retail (A1) and up to 2,571m² of other non-convenience/comparison retail use (A1 – A5)]; a village centre [comprising up to 400m² food store retail (A1), up to 1,081m² of non-food retail (A1), a public house (up to 390m² A4 use) and up to 339m² of other non-convenience/comparison retail use (A1 – A5)]; up to 30,000 m² of commercial and employment space (B1); up to 35,000 m² of general industrial use (B2); up to 40,000 m² of warehousing space (B8); a hotel (up to 1,030 m² C1 use); up to 2,480 m² of community uses (D1 and D2); up to 2,200 m² ancillary nursery (D1), health centre (D1) and veterinary services (D1); retention of Dean Farmhouse and Dean Farm Cottages; a secondary school and 3 primary schools; green infrastructure including - formal and informal open and amenity space; retention of some existing hedgerows, grassland, woodland areas, allotments, wildlife corridors; all supporting infrastructure; household waste recycling centre; requisite sub-stations; sustainable drainage systems including ponds and water courses; a remodelled M27 J10 including noise barrier(s); works to the A32 including the creation of three highway junctions and new crossing(s); distributor roads (accommodating a Bus Rapid Transit network) and connections to the surrounding cycleway and pedestrian network; car parking to support enhanced use of Dashwood; ground remodelling; any necessary demolition; with all matters reserved for future determination with the exception of the works to M27 J10 and the three highway junctions and related works to the A32.*

Figure 2 on the following page illustrates the land use plan.

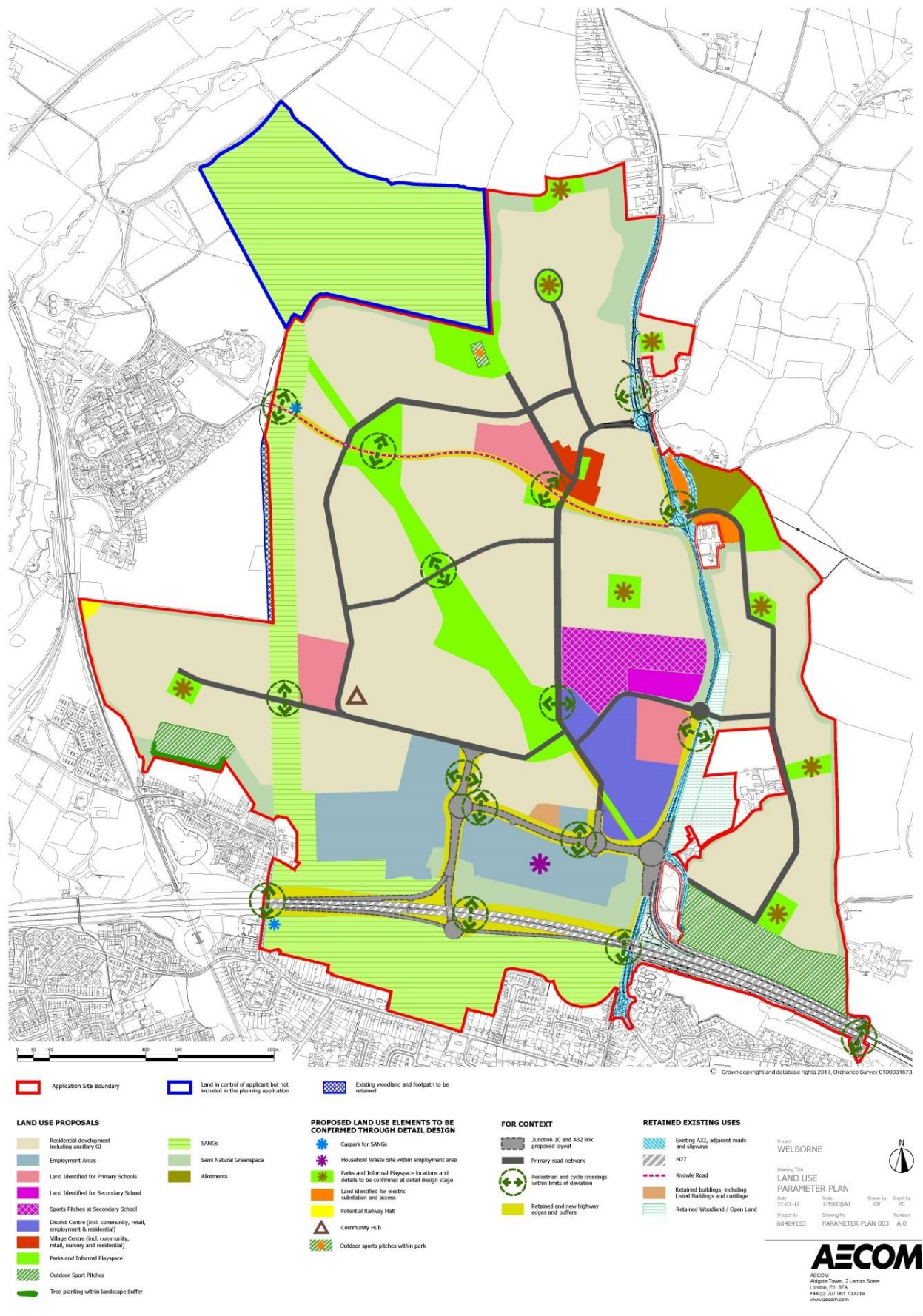


Figure 2: Land Use Plan

Land Use Budget

The land use budget which sets out the quantum of development proposed is included in Table 1. This table should be read in conjunction with the description of development as set out in the OPA. It should be noted that the areas shown in Table 1 are not intended to add up to the Welborne site area. This is because the Welborne Plan provides for some land areas to fulfil a dual function. These areas include SANGs and Semi Natural Greenspace within Fareham and playing pitches at the Secondary School which also contribute to Outdoor Sports Pitch provision. The areas shown in Table 1 include these elements of appropriate dual use.

Table 1 Land Use Budget

Land Use Component	Area (ha)	Notes
Residential <i>(including ancillary GI)</i>	174.4	
Strategic Employment	20.0	
District Centre	6.9	
Local Centre	0.8	
Education	17.4	
_Primary	_8.4	_Primary School 1: 2.8 Ha _Primary School 2: 2.8 Ha _Primary School 3: 2.8 Ha
_Secondary	_9.0	
Health & Community	0.8	
Parks & Informal Play Space	23.9	
Outdoor Sports Pitches	18.3	OPA Area includes permitted 7.15 Ha within secondary school sports pitches.
Allotments	2.1	
SANGs	78.5	Area to be offered as SANGs. Effective SANGs area may be reduced by noise assessment with financial contribution in lieu.
Semi Natural Green Space	59.6	OPA Area includes dual use of land provided as SANGs but excl. 38.1 Ha@ Dashwood and 1.09 ha strip adjacent to Knowle Triangle
Household Waste Facility	0.8	
Rail Halt Reservation	0.3	
Junction 10 & A32 link	6.5	
Primary road network	16.0	
Retained and new highway edges & buffers	11.0	
Existing A32, M27 and Knowle Road	18.1	
Retained building & curtilage	0.5	
Retained woodland and open land	6.0	

Delivery Sequences

The sequencing and construction of the Welborne development will take place over a sequenced programme, which may commence in 2017/18 - subject to the outcome of the Outline Planning Application and subsequent Reserved Matters Applications. In line with the guidelines of the Welborne Plan this IDP presents the sequencing of the development in five sequences as follows:

- Sequence 1: 2017/18 – 2021/22
- Sequence 2: 2022/23 – 2025/26
- Sequence 3: 2026/27 – 2029/30
- Sequence 4: 2030/31 – 2033/34
- Sequence 5: 2034/35 – 2037/38

These sequences are referred to throughout the IDP and are presented in detail in chapter 10.

Housing Proposals

Total Housing Units and Mix

The masterplan for the Welborne site has been developed on the basis that 6,000 residential units will come forward as proposed under the Welborne Plan.

The South Hampshire Strategic Market Assessment (SHMA), issued in January 2014, identifies the housing need within the Borough up to 2036 and confirms a 30% affordable housing target for development to come forward. With the Welborne site representing a majority of Fareham's planned housing delivery opportunity within the Plan period, the initial indicative figures for the site show that this target will be met at Welborne with 30% of affordable units and 70% of market housing units proposed.

Figure 3 sets out the indicative affordable housing range to be provided on site and highlights the higher provision of affordable medium-sized units (2 to 3 bedrooms) and overall a generous provision across all affordable housing tenures. This indicative mix of unit types is relevant to the IDP because through the use of unit size specific household sizes we are able to review the demographics of the scheme in more detail and assess the associated requirements for social and green infrastructure.



Figure 3 Indicative Housing Unit Type Mix by Housing Tenures

Housing Trajectory

The indicative housing trajectory for the Welborne development spans from 2018/19 until 2037/38 and emulates the pace of housing delivery assumed by Fareham Borough Council for the purpose of the Welborne Plan. Figure 4 shows the annual unit completion over this period.

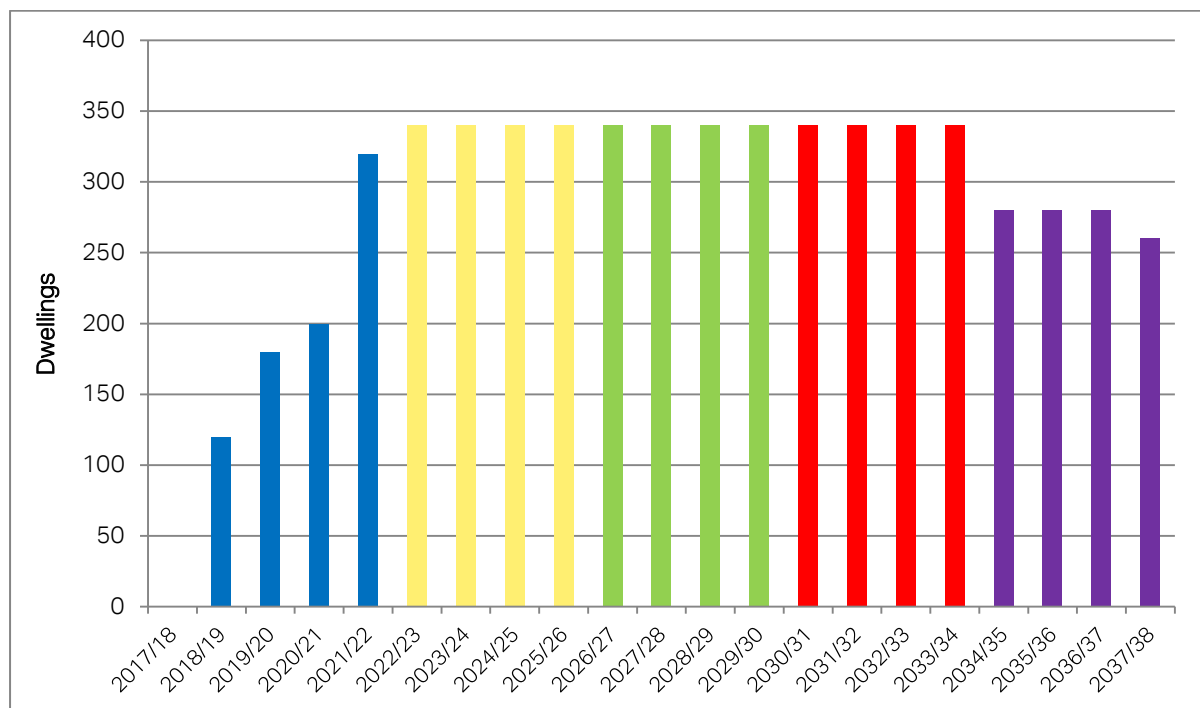


Figure 4 Indicative Housing Delivery between 2018/19 and 2037/38

This development trajectory has been divided between five delivery sequences over which the housing delivery will fluctuate. Figure 5 below illustrates how the delivery increases from sequence 1 to 2 and remains steady over the course of sequences 2 to 4 before decreasing during the last sequence.

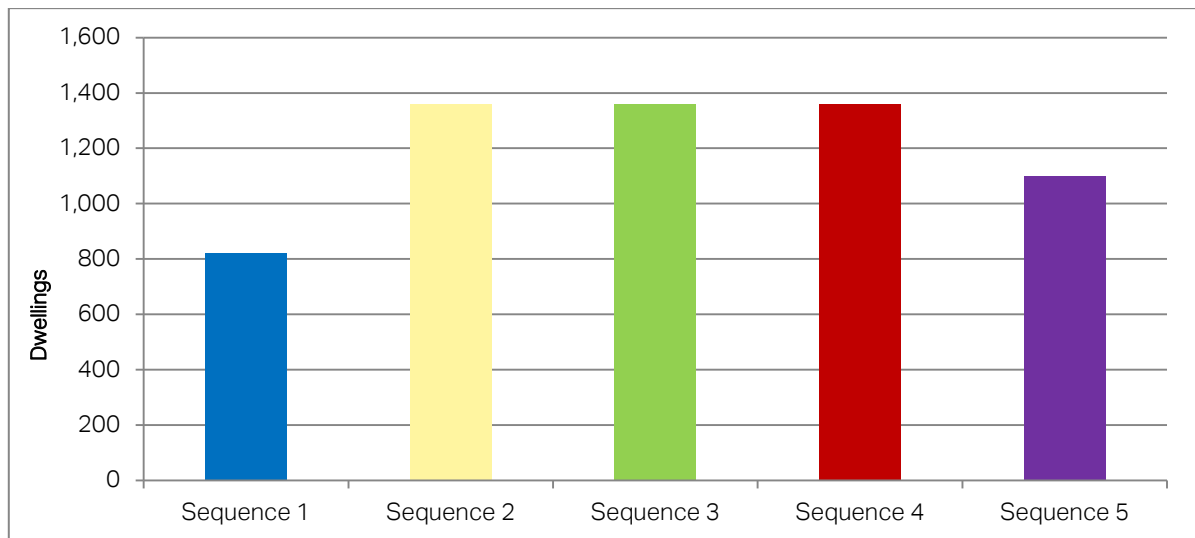


Figure 5 Indicative Housing Delivery by Sequence

Employment Proposals

The Welborne development includes an area designated for employment uses, towards the south of the site and immediately north of the motorway. Together with the District Centre, this strategic allocation will bring forward up to 20 ha of employment floorspace, including Business (B1 Use Class), General Industrial (Use Class B2) and storage and distribution (Use Class B8).

The District Centre and Village Centre as well as other mixed use parcels across the site will include a series of commercial uses and facilities to support the residential development. The proposal will bring forward food and non-food retail floorspace, primarily located within the District Centre. There will also be some provision within other mixed use parcels across the site.

Facilities such as Community Centre, health and education facilities are also proposed within the District Centre and Village Centre.

It is anticipated that work on the District Centre will begin in Sequence 1, together with the Community Centre. Commercial and employment floorspace will be brought forward throughout the development. In Sequence 1, an employment area will be built east of Dean Farm, followed by a larger employment development east of Welborne Approach in Sequence 2 with the final employment areas brought forward in Sequence 3.

5. New Community Demographics

New Community Demographics

In order for this IDP to review and confirm the infrastructure provision required to support the housing proposals, it is necessary to estimate the potential demographic impacts of the scheme and how the population will grow and change over the build out period and into the future. The existing baseline demographics of the Area of Study are also important to establish.

Existing Demographics

The Planning application covers a site which is primarily agricultural land with minimal existing residential properties and residents. The wider area and its residents however must be taken into account.

In 2001, the population of Fareham Borough Council (FBC) totalled 107,977 people. By 2011, the population had increased to 111,581 which represented a 3.3% increase in population between census years. Comparatively, the Borough has experienced a lower rate of growth, compared to Hampshire County by 6.2%, and England by 7.8%, over the same ten-year period.

Borough Level Age Profile

As shown in Table 2, FBC has an older age profile than the comparable South East England and England as a whole in 2011. Between Census years there has been a growth in the older population in FBC, more so than across the South East and England as a whole. In addition, the Borough has experienced a decrease in the number of children, and represents a typical demographic pattern across England as a whole; where many locations are witnessing an ageing population. FBC has experienced a 2.2% drop in the percentage of residents aged 0-15, compared to a 3% increase in those people aged 65 and over.

Table 2 Age Profile Change between Census Years (rounded)

2001 Age Profile	FBC	South East England	England
Young Population (0-15 years)	19.6%	19.9%	20%
Working Age Population (16-64 years)	63.0%	63.1%	64%
Older Population (65+ years)	17.4%	16.4%	16%
2011 Age Profile	FBC	South East England	England
Young Population (0-15 years)	17.4%	19%	18.9%
Working Age Population (16-64 years)	62.2%	63.8%	64.8%
Older Population (65+ years)	20.4%	17.1%	16.4%

Borough Level Population Projections

The ONS 2014-based sub-national population projections (SNPP) indicate that, by the year 2036, there will be 129,000 people living in FBC. This represents a 15.6% increase in population between 2011 and 2036. Compared to a lower projected increase in population (15.2%) within Hampshire overall over the same period, FBC is anticipated to experience an above average rate of growth in the near future. It should be noted however that the ONS SNPP does not take into account future housing developments and is based upon the trend of migration in previous years. Therefore, given the scale of housing forecast for Fareham as a result of the Welborne development this ONS SNPP should be treated with caution.

Population Impacts from the Welborne Development

Approach 1 – Welborne Plan IDP Assessment

The Welborne Plan states an assumption that Welborne will deliver 6,000 new dwellings with a projected population of around 15,000.

The Welborne Plan evidence base was informed by a bespoke population forecast commissioned by Fareham Borough Council. This bespoke population forecast considered a number of dwelling completion scenarios including a 6,000 unit scenario. It is important to note however that trajectory considered for the Welborne Plan commences earlier than the development trajectory considered by this IDP.

As part of that commissioned bespoke population forecast Cambridge Econometrics forecast the potential change in average household size for the Welborne Development over the project lifetime. Table 3 presents those assumed average household sizes between 2018/19 and 2037/38. These household sizes have been applied to the indicative housing trajectory to estimate the potential population growth on site over time. The total on site population generated through this approach by 2037/38 is approximately 14,800 residents.

Table 3 Population Estimates from Indicative Housing Trajectory

Sequence	Year	Units Built	Cumulative Units Built	Average household Size	Estimated population
Sequence 1	2017/18	0	0		
	2018/19	120	120	2.82	338
	2019/20	180	300	2.77	832
	2020/21	200	500	2.73	1,365
	2021/22	320	820	2.72	2,229
Sequence 2	2022/23	340	1,160	2.71	3,139
	2023/24	340	1,500	2.69	4,041
	2024/25	340	1,840	2.68	4,935
	2025/26	340	2,180	2.67	5,821
Sequence 3	2026/27	340	2,520	2.66	6,693
	2027/28	340	2,860	2.64	7,556
	2028/29	340	3,200	2.63	8,410
	2029/30	340	3,540	2.61	9,254
Sequence 4	2030/31	340	3,880	2.60	10,088
	2031/32	340	4,220	2.58	10,896
	2032/33	340	4,560	2.56	11,692
	2033/34	340	4,900	2.55	12,475
Sequence 5	2034/35	280	5,180	2.53	13,095
	2035/36	280	5,460	2.51	13,705
	2036/37	280	5,740	2.49	14,281
	2037/38	260	6,000	2.47	14,796

Approach 2 - Average Household Size based assessment

It is useful to understand FBC's household characteristics in order to sense check the population impacts according to proposed housing type. As set out in the previous chapter, an indicative housing mix has been tested for the development which can be compared against possible household characteristics to provide an indication of likely direct population impacts from the scheme

Table 4 sets out average household sizes for market and affordable housing across all existing properties in Fareham Borough, according to the 2011 Census. This provides a useful basis to estimate the future population of similar housing types on the Welborne development.

Table 4 Average Household Size of Properties in Fareham Borough (2011)

	Flats		Houses		
	1 bed	2 bed	2 bed	3 bed	4 bed
Market Housing A.H.S	1.25	1.60	1.74	2.35	2.95
Affordable Housing A.H.S	1.21	2.39	2.46	3.19	4.53

The presented household characteristic assumptions have been applied to the indicative housing proposals in order to determine the population impacts associated with Welborne Development. Table 5 presents the future population by dwelling type estimated to be generated by the built development

at full occupation across both tenure types. The total on site population generated through this approach is approximately 14,800 residents.

Table 5 Population calculated through application of Household Sizes to indicative housing mix

	Flats		Houses			Total
	1 bed	2 bed	2 bed	3 bed	4 bed	
Market Housing Residents	134	189	1,394	4,125	4,216	10,058
Affordable Housing Residents	251	1,076	1,108	2,001	303	4,740
All Housing Residents	385	1,265	2,502	6,126	4,519	14,798

Conclusion and Approach adopted for IDP

The Welborne Plan states an assumed resident population of 15,000 residents and the associated infrastructure requirements set out within the Welborne Plan have been scaled to a population of that size.

The sense checking exercises undertaken within this chapter have reviewed the original Welborne Plan assumptions and an alternative simplistic Census 2011 based assessment of the proposed development of 6,000 units. Each of these assessments suggested similar resident populations of 14,800. This assumed population figure is less than 2% different to that assumed within the Welborne Plan

As a result this IDP will continue to work to the assumption that the proposed development will generate between 14,800 and 15,000 residents and that the scale of infrastructure proposed by the Welborne Plan and the associated delivery triggers (with regard to number of units) is still appropriate.

6. Transport Infrastructure

Approach

This chapter sets out the existing and proposed transport infrastructure. For the purpose of delivering appropriate transport infrastructure within the Welborne Development, proposals have been grouped as follows:

- Highways projects
 - Connections through the site
 - Site access
 - M27 Junction 10 and East/West Road Link
 - A32 Improvements
- Off-site Works
- Railways Projects
- Bus Projects
- Smarter Choices Projects
- Walking and Cycling

The following documents have been used to establish the baseline analysis for the Welborne site and provide further detail about the infrastructure proposed:

- Transport Assessment
- Environmental Statement Transport Chapter
- Welborne M27 Junction 10 Design Report
- Public Transport Strategy
- Framework Residential Travel Plan
- Framework Workplace Travel Plan
- Walking and Cycling Strategy
- Transport Strategy and Transport Framework

Baseline

The Welborne site, shown in Figure 1, is located at the M27 Junction 10 and to the north of Fareham, which currently provides a limited link from the M27 to the A32. The site is however strategically positioned to access existing facilities within Fareham, Wickham and Knowle.

The local road network is principally made up of the A32 passing through the site, which for the most part, includes a single lane carriageway in each direction. This road provides a rural strategic link running north/south, linking settlements in the north from Wickham and beyond to Alton, to the M27 at the south of the site and onwards south to Fareham Town Centre and Gosport. The M27 motorway runs in an east-west direction along the southern boundary of the site. It provides a connection along the Solent coast linking Portsmouth, Fareham, Whiteley, Hedge End and Southampton. Finally, Knowle Road, a single lane carriageway, bisects the development site east-west and links the village of Knowle to the A32. Knowle Road runs alongside a planted bank and is accompanied by a public footpath.

J10 of the M27 has only east facing slip roads, which is a constraint in terms of accessibility to the west towards Southampton. The layout of the local road network helps route the majority of motorway traffic from Fareham towards J11 (M27 Junction 11).

J11 of the M27 is a four arm, partially signalised, grade separated roundabout. Both of the off slips from the M27 motorway are two lane approaches and are signal controlled, both of the motorway on-slips are also two lanes wide. The A27 provides a strategic route into Fareham Town Centre and Boarhunt Road and forms a minor giveaway northern arm of the junction. The circulating carriageway varies between two and three lanes. There is a three lane circulating carriageway on the south and west of the junction and there is a two lane circulating carriageway on the north and east of the junction.

Congestion and roads operating at or above capacity is a significant issue in South Hampshire. The region's motorways are operating with high levels of traffic flow in the peak periods, and urban roads show similar levels of congestion. Future traffic forecasts for Welborne have predicted a decrease in traffic volumes between M27 Junction 10 and 11, A32 Wickham Road between Knowle Road and M27 Junction 10, Kiln Road and Highlands Road. Traffic increases have been predicted along A32 Wickham Road between M27 Junction 10 and Wallington Way, North Hill and Park Lane. However, even without the Welborne development, the local road network will have junctions that are forecast to operate near or over capacity in 2036 (with a volume to capacity ratio greater than 90%) due to growth in population and associated traffic growth.

Further detail of local highway links and traffic forecasts are provided in the accompanying Transport Assessment.

Public Transport Infrastructure

The no. 20 and 69 bus services follow routes either side of the proposed development site but both include stops for Fareham Bus Station and Wickham Square. Other regular bus services are available from Fareham Bus Station providing connections to elsewhere in Fareham and across Hampshire.

The closest bus stops to the site are located on Funtley Road, Knowle Avenue and Forest Lane, a walking distance of between 800m to 1.2km from the centre of the site. These are indicated by a flag and pole and include a shelter on southbound stops on A32 Wickham Road and Knowle Avenue. Due to the semi-rural location of the site, current stops appear to be located a greater distance away than if agricultural land was currently used for residential dwellings, which typically would see existing bus stop provision being available in closer proximity.

In addition to traditional bus routes, the BRT (Bus Rapid Transit) system is in place and provides a faster and more efficient service. This is a result of improvements to existing infrastructure, vehicles and scheduling. Sequence 1A of the BRT between Gosport and Fareham began operating in April 2012. There is currently no provision of BRT services in the vicinity of the site but BRT is expected to form an integral part of the transport strategy in the Fareham area in the future.

Pedestrian and Cycling facilities

The site currently includes a limited number of pedestrian facilities due to its isolated agricultural use. A number of Public Right of Way (PRoW) are present within the local area and run through the proposed development site.

The accompanying Walking and Cycling Strategy also indicates a number of signalised crossing opportunities existing in key locations and which contribute towards the safety of pedestrians.

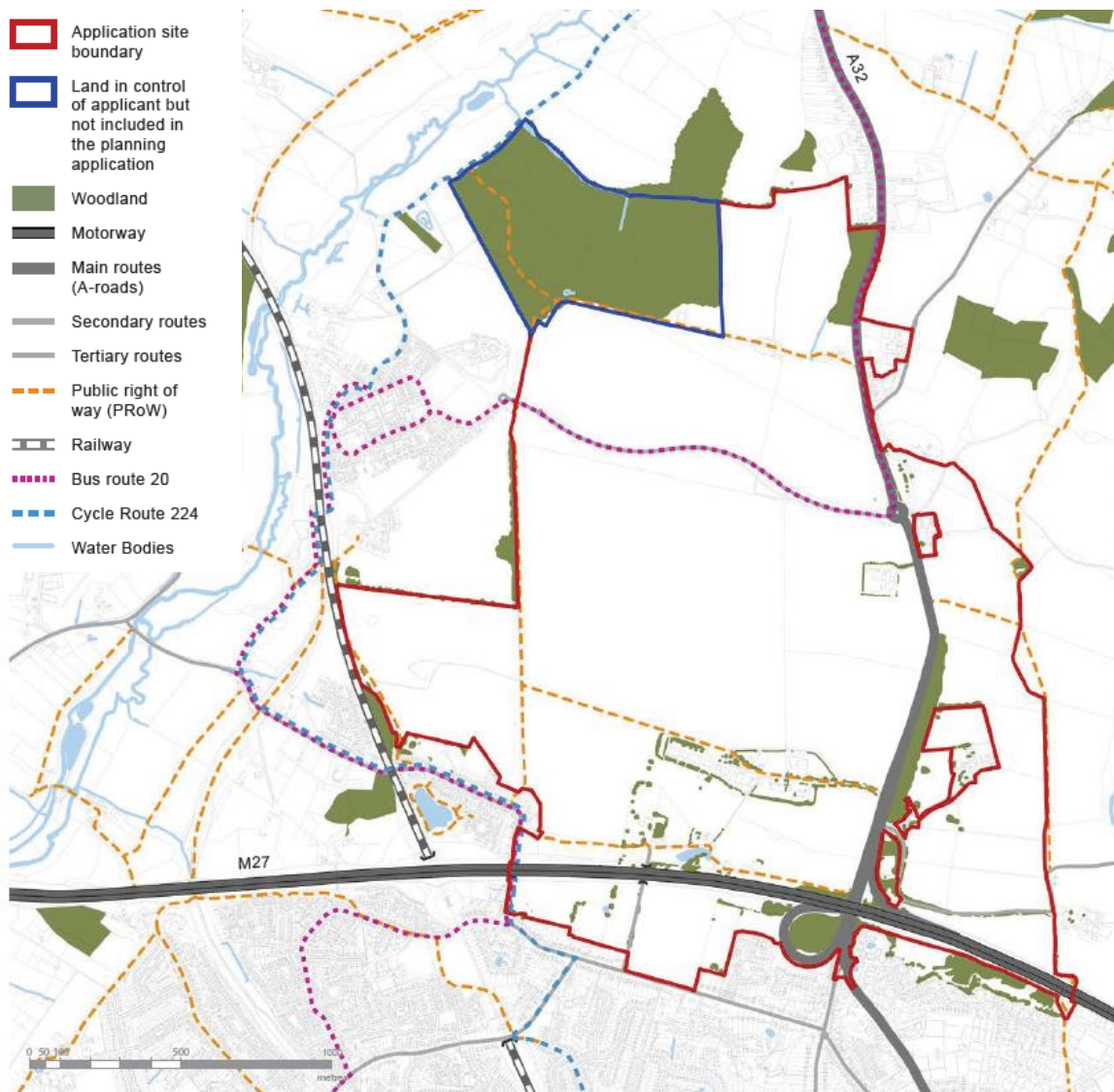


Figure 3: Existing movement network

The site is surrounded by a limited number of formalised cycle facilities given its rural location. On Wickham Road there is a shared use path on the western side of the carriageway which runs north south between Forest Road and Junction 10 of the M27. Knowle Road which currently runs east and west through the development has a shared use path on the southern side of the road which is set back from the carriageway edge.

A National Cycle Network (NCN) Route (224) runs from Wickham to Fareham along Mayles Lane, Funtley Road, Highlands Road, Miller Drive, William Prince Gardens and Southampton Road, making use of existing cycle routes. South of Fareham, Route 224 connects to Gosport. The 244 Route connects to local routes and the NCN 236 Route towards Portsmouth.

There is a lack of on-road cycle facilities in the vicinity of the site. Cyclists are able to utilise the existing highway network, with the topography of the area being conducive to cycling. An existing off-road cycle track is provided to the west of the site along an old railway line, providing a link from south of Knowle to Highlands Road, Fareham.

Further details of public transport capacity and pedestrian and cycling facilities are provided in the accompanying Walking and Cycling Strategy, Public Transport Strategy and Travel Plans.

Proposed Infrastructure

Highways Projects

The Welborne development will include a number of on-site transport infrastructure proposals to allow for movement within the site to adjacent destinations. These will address the requirements of the Welborne Plan and mitigate some of the impacts of the development:

- Connections through the site;
- Site access: A32 works comprising the Central Roundabout, the Knowle Road Roundabout and the North Roundabout;
- M27 Junction 10 and East/West Link Road Work; and
- A32 Improvements.

In accordance with Welborne Plan Policy WEL23, the planning proposals at Welborne are accompanied by a full Transport Framework and Transport Assessment which set out the delivery of a high quality sustainable public transport system, travel planning, access to the site via the A32 and improved junction 10 on the M27 and transport interventions to mitigate the traffic impacts on the local road network.

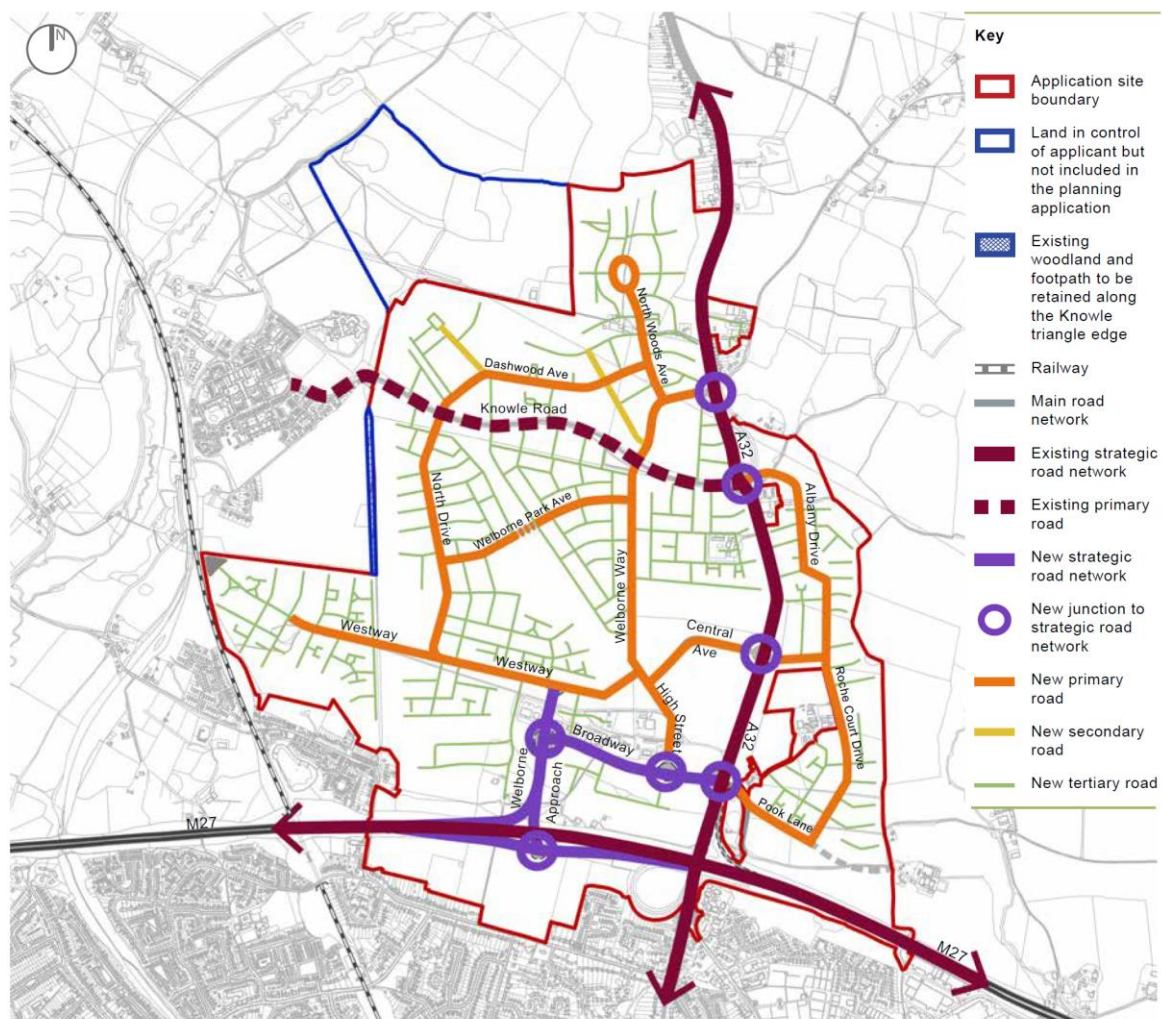


Figure 4: Highways Plan

N.B. Secondary and Tertiary Roads are Diagrammatic

Connections through the site

In order to allow for a correct circulation through the site, a north-south route (Welborne Way leading to High Street) is proposed to provide a link between the new slips for M27 Junction 10 and A32 north of Knowle Road.

Figure 5 illustrates this link, starting off the Welborne Approach Roundabout, through the Central Avenue and connecting to Welborne Way to the Welborne Way Roundabout, cutting across Knowle Road. The construction of this link will reduce vehicle flows along A32 Wickham Road south of Knowle Road and provide a more direct link to the M27 Junction 10.

The north-south route will also include bus priority measures, the details of which can be found in the Transport Strategy document.

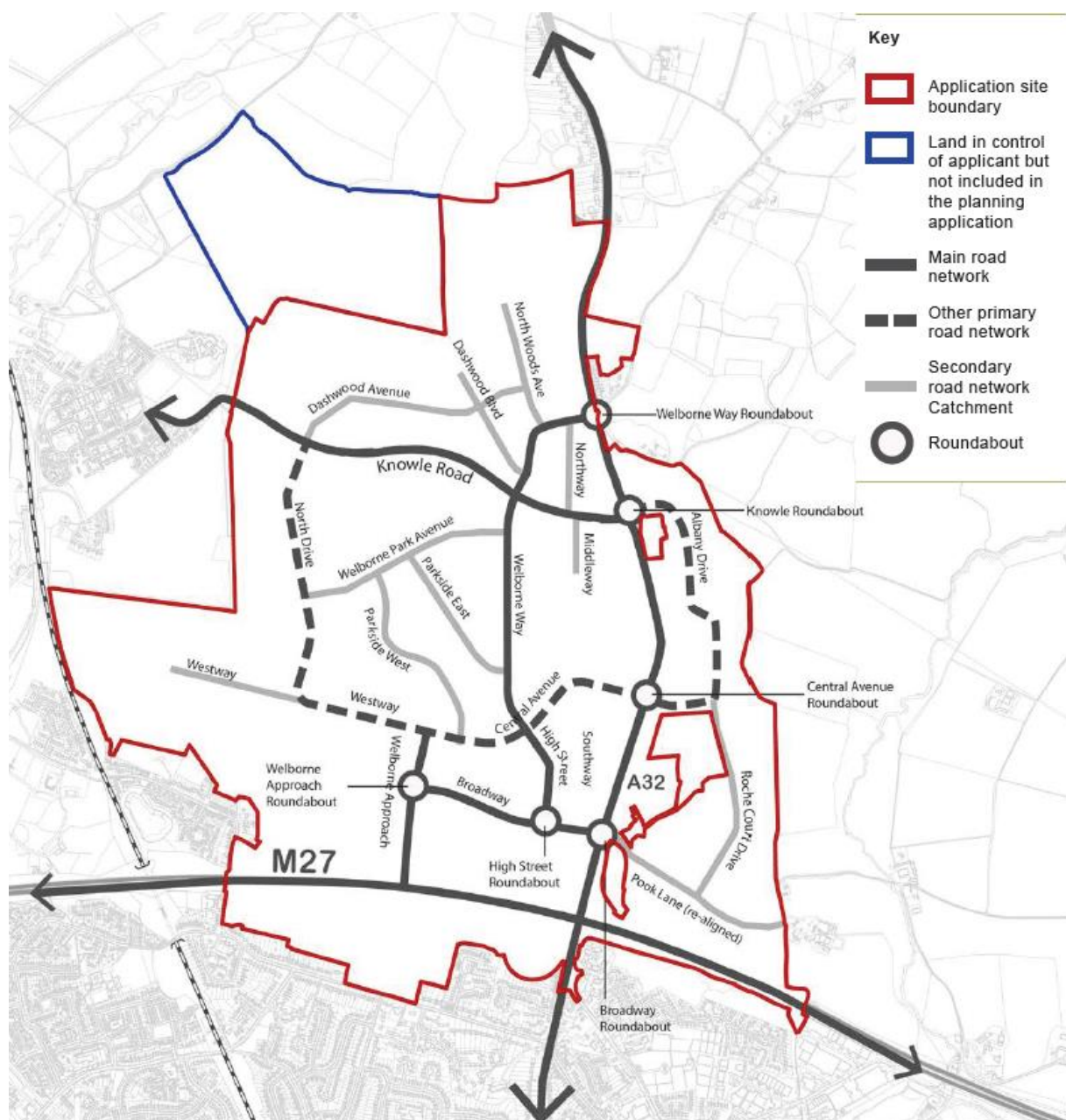


Figure 5: Proposed on-site road names

Figure 5 indicates a number of primary and secondary roads which will come forward through various delivery sequences as part of the masterplan proposal to articulate the development and ensure connections through it. Further details are contained in the Transport Strategy document and includes key primary streets:

- Welborne Way (key north south route through the site)
- North Drive / West Way / Central Avenue
- Albany Drive / Roche Court Drive / Re-aligned Pook Lane

And including key secondary streets:

- Welborne Park Avenue
- Dashwood Avenue
- Dashwood Boulevard
- North Woods Avenue
- Western End of West Way

This is in accordance with Welborne Plan Policy WEL25 which states that proposals for the development of Welborne shall include a spine network of routes to facilitate vehicle movement through the site in addition to a principal north-south route through the site, connecting to the A32.

Site access

Welborne Plan Policy WEL23 indicates that although the Welborne development should be southward facing in terms of transport, a delivery access should be provided via the A32. The M27 which runs along the southern part of the Welborne site currently provides access to the A32 via Junction 10. This junction however only has restricted access allowing movement to and from the east. The existing motorway is also under considerable pressure due to capacity constraints evident during peak periods.

Access to the development will be possible with the creation of new roundabouts along the A32 Wickham Road, new links and improvement works. These are considered to be appropriate junction treatments for the site access points as they emphasise the rural to urban environment transition and facilitate heavy right turn movements. They form part of the masterplan proposals.

The following access points and links illustrated in Figure 6 are proposed:

- A new four way priority junction at Knowle Road (east of Knowle Village) to allow for a western link road;
- A new staggered cross road junction at Knowle Road and north-south spine road to allow for access to a village centre;
- The junction of the new north-south spine road and A32 Wickham Road located at Forest Lane (to the north of Knowle Road junction);
- An improvement to the existing junction of Knowle Road and A32 Wickham Road;
- The junction of a new district centre road and A32 Wickham Road (to the south of Knowle Road junction); and
- The junction of the new east-west link road and A32 Wickham Road located near Pook Lane and the M27 Eastbound on-slip.

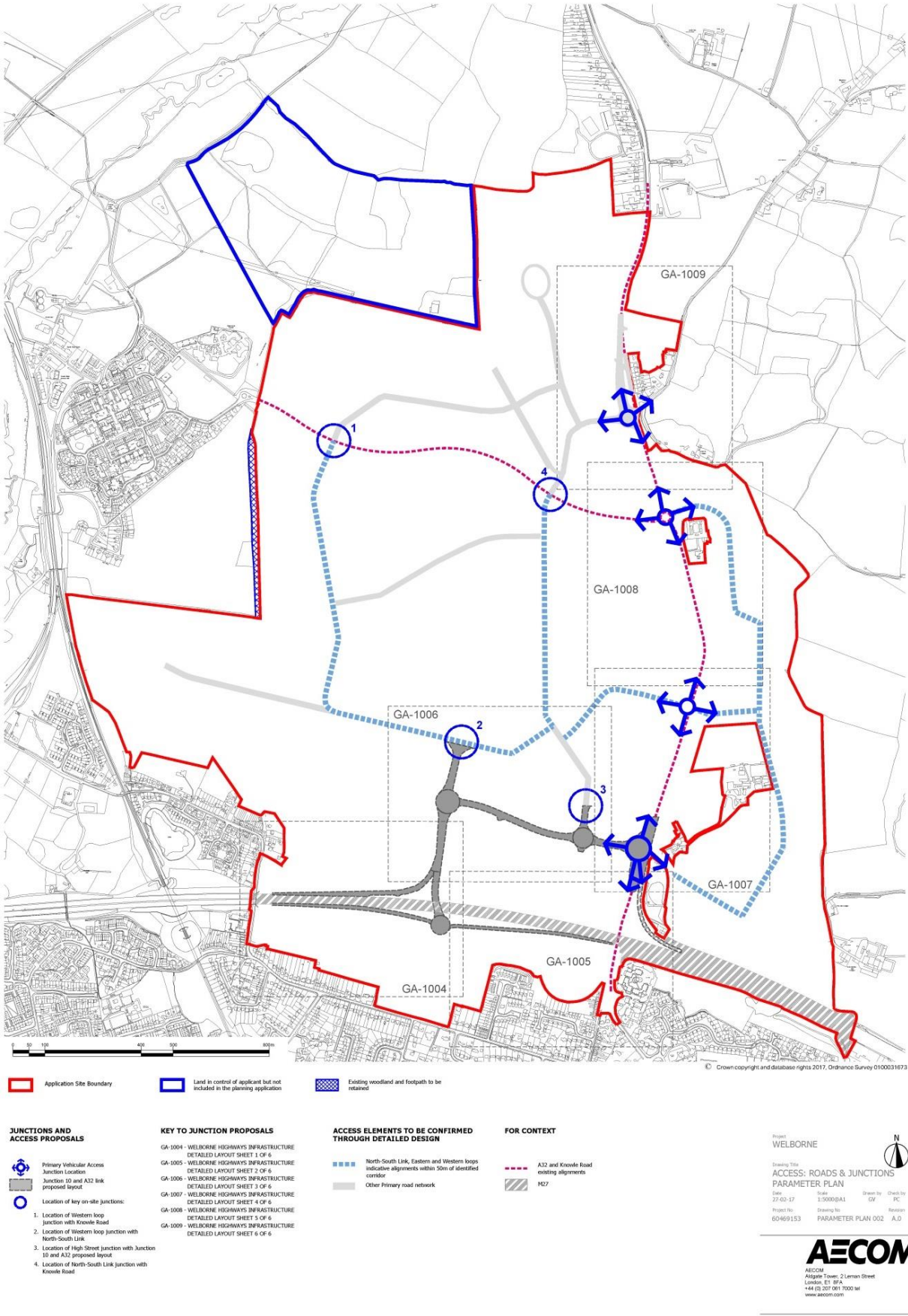


Figure 6: Proposed Site Access

M27 Junction 10 and East-West Link Road Work

The new junction will be provided within the development site and existing highway land as a mitigation measure, and will allow direct access to the M27 from Welborne without having to travel onto the wider highway network.

The junction improvements scheme has been split into two distinct work contracts: Contract 1 and Contract 2. The first will be delivered by Highways England and form part of the Strategic Road Network (SRN). Contract 2 may be delivered by the enabling developer, and will form part of the HCC's Local Road Network (LRN).

The development is proposing improvements to the M27 Junction 10 to include:

1. New Eastbound off-slip - diverging the motorway east of the Funtley Road over-bridge and heading into the development site north of the motorway;
2. Retained eastbound on-slip - existing slip-road retained with minor alignment improvements;
3. Revised Westbound off-slip - existing slip-road diverge retained but existing loop replaced with straight slip into the development site south of the motorway. The existing U-turn facility at Pook Lane will be replaced by a five arm roundabout which will provide access to the development, via the dual 7.3m carriageway East / West Link Road, Pook Lane and the M27 Eastbound on-slip; and
4. New Westbound on-slip – slip-road commencing in the development south of the motorway, at the same location as the westbound off-slip and merging with the motorway east of the Funtley Road over bridge.

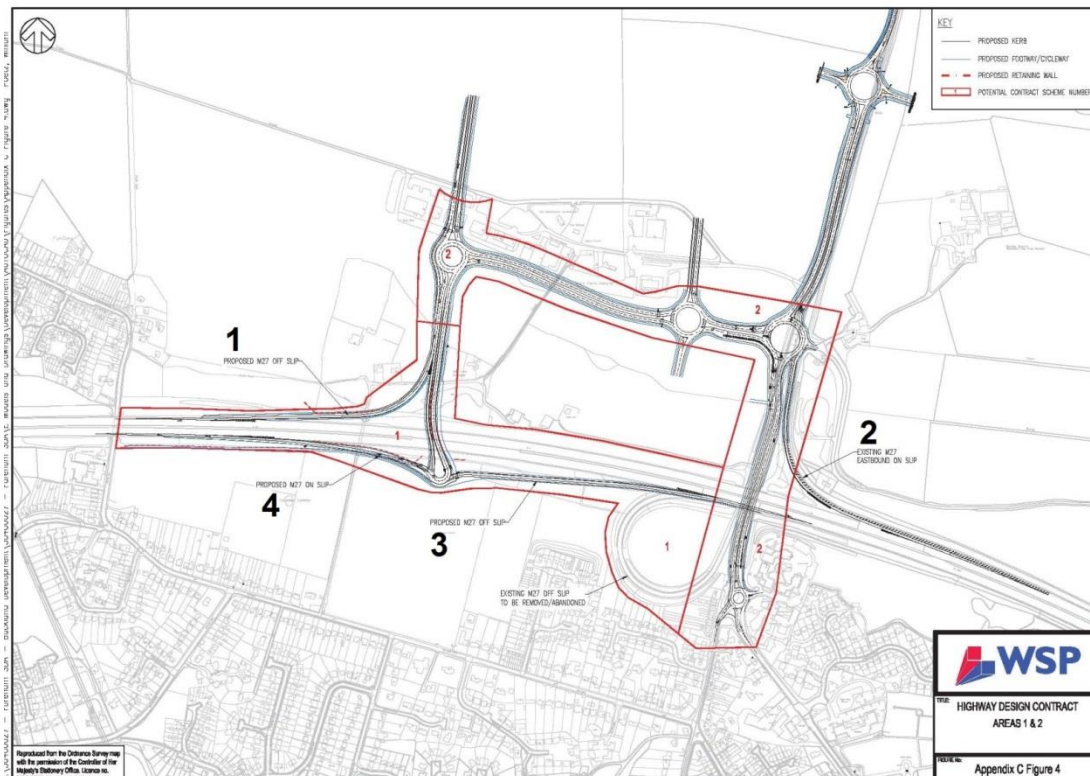


Figure 7: M27 Junction 10 Proposed Arrangements

The previously mentioned East/West Link Road (or "new east-west link road"), connecting the eastbound off-slip, westbound off-slip and westbound on-slip to the A32 and the eastbound on-slip, forms part of the Junction 10 improvement mitigation work.. The existing Northbound M27 off-slip south of the motorway is to be abandoned as a result of the Junction 10 improvement work.

The provision of all movements (eastbound and westbound) will reduce the need for the existing traffic pattern of performing U-turns at Junction 11 to access the west. Similarly, the relocation of the westbound off-slip will remove the need to perform the U-turn movement at A32 Wickham Road to access Fareham towards the south.

In accordance with Welborne Plan Policy WEL24 the above proposals will ensure that Junction 10 becomes an 'all-moves' junction. This will result in a decrease in traffic between Junction 10 and 11 as motorists no longer need to travel to Junction 11 in order to travel west on the M27. Furthermore, in addition to providing improvements to the local road networks, this enhancement will ensure that Junction 10 becomes one of the principle access points to the Welborne site, in accordance with Policy WEL25. Together with the A32 road improvements this will ensure an appropriate vehicle gateway to the development.

The construction of the Junction 10 Improvements is a key part of the OPA and the timing of contributions towards Junction 10 improvements will be controlled by a trigger in the S106 Agreement. The public sector, including the Department for Transport and Solent LEP, have made similar public commitments on how and to what extent they will contribute to the funding of the Junction 10 Improvements. These funds include Local Growth Funding. BDL have similarly committed to make a substantial contribution towards the cost of this major infrastructure project

Other A32 improvements

In line with Welborne Plan, additional roadworks are proposed on the A32 to alleviate pressure on the local traffic that the Welborne development is anticipated to generate. As such, the A32 will be upgraded to a dual lane carriageway for the southbound direction between Central Avenue and Broadway, and a two lane dual carriageway between Broadway and North Hill

Off-site Works

A number of off-site roadworks have been identified to mitigate the impact of the Welborne development proposal on the local urban and rural roads. Welborne will inevitably generate trips within the wider area by all modes of transport. Mitigation measures are therefore required to manage the increased flow of traffic. In order to anticipate the traffic mitigation required, trip generation, distribution and assignment have been derived from the Solent Transport Sub Regional Transport Model (SRTM) which covers the South Hampshire Sub National Area.

Off-site junction and link improvements are proposed at:

- A32 School Road / A32 Hoads Hill / A334 Fareham Road roundabout – reduced capacity in accordance with Fareham Local Plan requirements;
- A32 Wickham Road / Furze Court / North Hill roundabout – provision of a signalisation junction;
- North Hill / Old Turnpike / Park Lane / Kiln Road signals – installation of MOVA signal controller;
- A32 Wickham Road / A32 Wallington Way / Southampton Road roundabout – formalisation of approach lanes;
- A32 Wickham Road between North Hill and Wallington Way – introduction of parking restrictions and realignment of residential parking bays;
- Osborn Road / High Street / Wickham Road – junction improvements including reversal of junction priority or traffic signal; and
- Funtley Hill – one way travel with northbound traffic required to give way to vehicles from the opposite direction to allow the construction of a shared use path at the M27 underpass.

Railways Projects

Hampshire County Council is currently constructing improvements to the operation of accessing Fareham Railway Station, including improvements to the station forecourt, improved bus access including a bus lane to assist the station roundabout access, shared space enhancements and construction of shared use cycle links.

In regards to future rail provision, land has been set aside in the masterplan for any future rail halt on the Eastleigh to Fareham Line. If in the future the rail halt is provided, appropriate pedestrian and cycle connections can be provided to link the rail halt into the wider Welborne cycleway / footway network.

Access to the existing rail station at Fareham will be improved through the provision of the new BRT service and improvements to the cycle network at and around Welborne. The existing rail facility provides an adequate service for the development and is within appropriate commuting distances / times.

Bus Projects

In response to the impact of the development on the existing public transport network and to ensure Welborne encourages sustainable transport choices, a series of measures are proposed to facilitate access throughout the site and to key amenities in accordance with Welborne Plan Policy WEL26.

The Public Transport Strategy makes provision for a new bus route service to serve the development, as illustrated in Figure 8. The proposed route would provide a service between Welborne, Fareham Bus Station and Rail Station, by utilising a similar service to the existing no. 20 and 69 routes and extending the Bus Rapid Transport (BRT) route in accordance with policies WEL23 and WEL26. Within the development site, the proposed bus route would travel north of Welborne via the internal road network. The proposed service is expected to operate seven days a week from approximately 6AM to 11PM, providing an accessible and efficient service to the local area.

The Public Transport Strategy also proposes the introduction of new bus stops within the site boundary to guarantee that no dwelling is further than 600m from a bus stop, and contributing towards encouraging sustainable transport choices.

Bus priority measures are proposed on site including a southbound bus lane on the North South Link Road, and priority signal/bus gate on the East/West Link Road.

Bus priority measures are proposed on external roads to improve journey times between Fareham Town Centre and the development site. It is proposed to provide dedicated bus lanes along A32 between Broadway and North Hill along A32 Wickham Road where there is sufficient carriageway width. A bus priority phase will be provided at the North Hill / A32 Wickham Road traffic signals. Welborne Plan Policy WEL26 indicates that, as part of the Public Transport Strategy being brought forward, measures will need to be deployed to support the provision of bus services in the early years of the development. Accordingly, the sequencing plan ensures that the bus infrastructure enhancement work is carried out in the first 10 years of construction. It is the intention that the sustainable transport options are delivered early on in the development to help embed sustainable travel habits.

Allowances for bus subsidies and implementation of a Travel Plan have also been made.

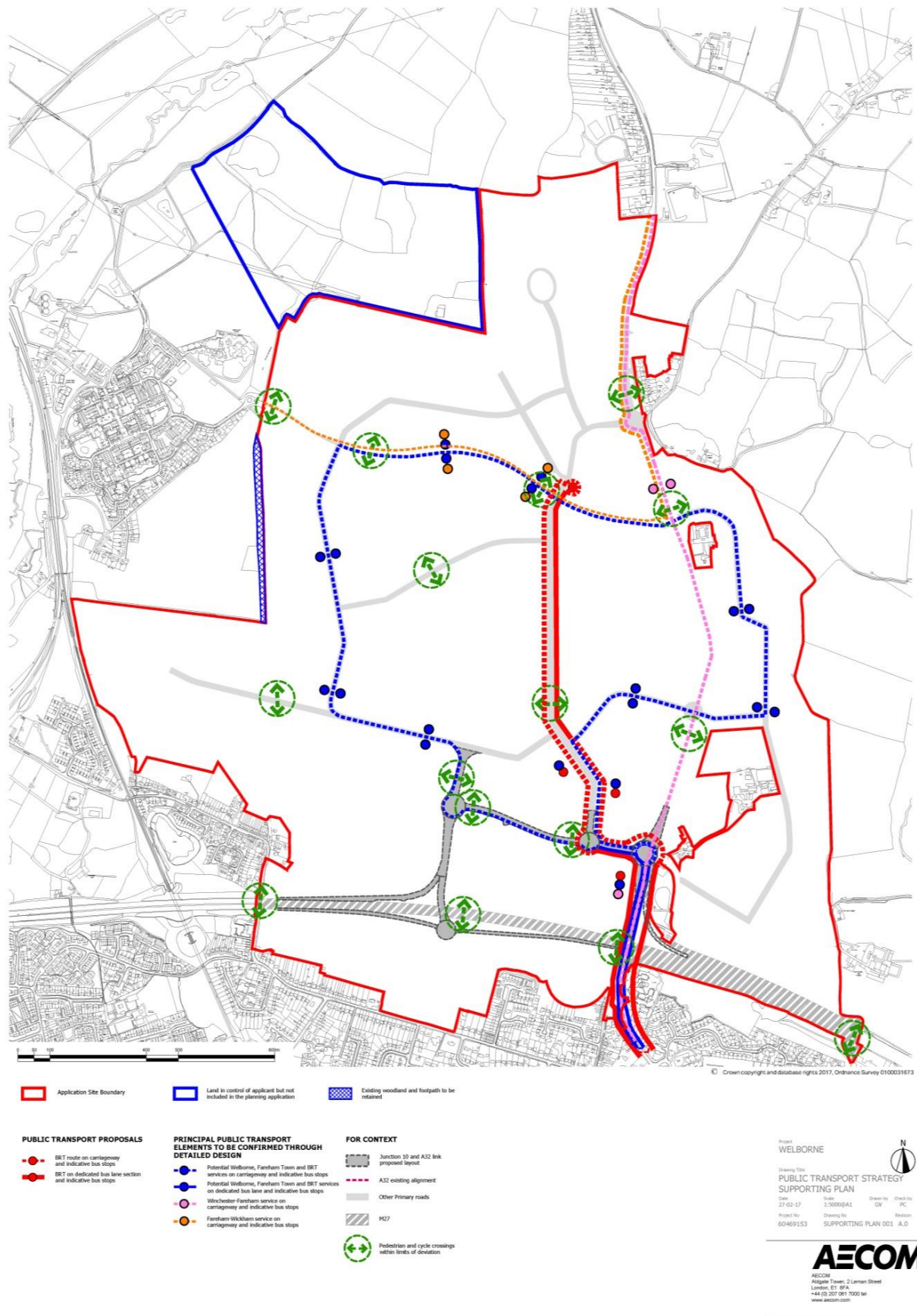


Figure 8: Proposed On Site Public Transport Strategy

Smarter Choices Projects

Smarter Choices projects will be delivered throughout the period of the 20 year delivery period.

A Framework Residential Travel Plan (F RTP) and a Framework Workplace Travel Plan (FWTP) have been prepared in support of the outline planning application for the Site and to encourage sustainable modes of transportation. In order to achieve the national and local policy objectives, including those within the Welborne Plan, the following measures are proposed:

- Sales staff training on sustainable travel and accessibility in the local area;
- Providing Sustainable Travel Information Packs to each occupant / staff as soon as they move in;
- The provision of an Online Sustainable Travel Portal;
- Dissemination of Bus and Rail Service Information;
- Site Specific Walking and Cycling Maps;
- Promotional events such as 'Bike Week', visits from the 'Bike Doctor' and Walking Club;
- Promotion of car sharing ; and,
- Ongoing promotion and marketing.

The F RTP and FWTP will help mitigate the transport demands of potential traffic impacts triggered by the Welborne development. In accordance with Welborne Plan Policy WEL27, the planning application will be supported by bespoke travel plans.

The accompanying Walking and Cycling Strategy considers the various options and proposals to provide cycling and pedestrian links to key destinations external to the development.

Walking and Cycling

To help meet the objectives of Welborne Plan policy WEL28, the planning application proposes a number of routes that make the best use of existing footways and cycling provision and infrastructure improvements provided on Kiln Road, A32 Wickham Road / Hoads Hill, Park Lane, Broadcut and Funtley Road. These will ensure the development of sustainable transport links to Fareham town centre, and key facilities such as the railway station and education and leisure facilities.

Some existing committed improvements at Fareham's station approach to widen footway and provide new shared pedestrian and cyclist routes between Fareham College and Fareham train station will contribute towards mitigating the impact of the development proposal. Construction is currently underway and will provide crossing opportunities for pedestrians.

To promote sustainable travel within and around the Site the following measures will be implemented from the Walking and Cycling Strategy which will improve pedestrian and cyclist's amenity:

- New shared use path from the site south along A32 Wickham Road, North Hill, Park Lane to connect to the existing facility at Miller Drive, and a raised junction table to highlight to traffic the intersection of two cycle routes;
- New shared use path from the site south through Fareham Common to Kiln Road and Maylings Farm Road, with a toucan crossing at Kiln Road;
- Improvements to the route along Pook Lane to utilise the existing M27 bridge to Broadcut linking in with existing provision near Sainsbury's;
- A shared use path north from the site along the A32 to Wickham, with on road connections to the square and Meon Valley trail;
- A predominantly on road route to Whiteley via River Lane and Laveys Lane, with a section of off-road cycle path will be provided alongside Fontley Road;
- A shared use path under the existing M27 underpass on Funtley Road to improve access between the proposed employment area north of the motorway and green spaces to the south; and
- A toucan signalised crossing to facilitate movement from the District Centre and the eastern development site across A32 Wickham Road;

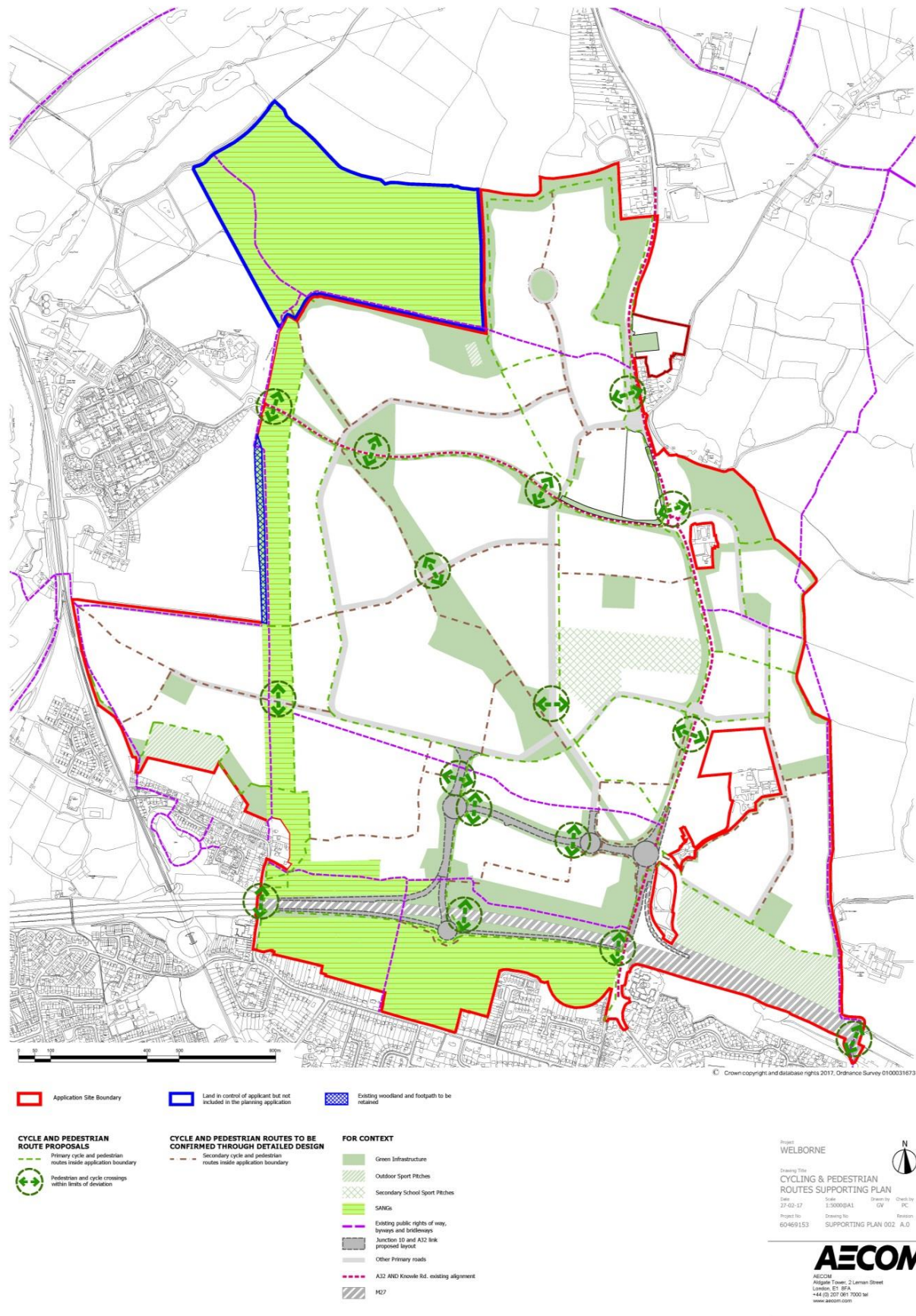


Figure 9: Proposed On Site Cycle and Pedestrian Route Proposals

7. Utilities Infrastructure

Approach

This chapter sets out the existing and proposed utilities infrastructure. For the purpose of delivering appropriate utilities infrastructure within the Welborne Development, utilities infrastructure proposals have been grouped as follows:

- Energy projects
- Potable and Foul Water Projects
- Waste and Recycling Projects
- Flood Defence
- Telecommunication Projects

The following documents have been used to establish the baseline analysis for the Welborne site and provide further detail about the infrastructure proposed:

- Utilities Statement
- Flood Risk Assessment
- Environmental Statement Water Resources and Flood Risk Chapter

Baseline

New utilities infrastructure will also be required to support the community at Welborne and to mitigate the pressure on the existing network. The Welborne planning proposals represents an opportunity to make a substantial contribution towards achieving sustainable development with regards to utilities provision. Moreover, the Council wishes to ensure that the principles of energy efficiency, sustainable energy generation and supply are applied from the outset and are integrated in all aspects of design.

The accompanying utilities statement summarises the existing and proposed position for the site in terms of utilities infrastructure. Figure 10 summarises the existing infrastructure capacity at the site.

The regional Gas Distribution Network Operator for the area is Southern Gas Networks (SGN). SGN records show high pressure (HP) and intermediate pressure (IP) mains crossing through the centre of the site in parallel from south-east to north-west. SGN has advised that these both have 8 metre easements. The records also show medium and low pressure mains along the A32 corridor and a low pressure main along Knowle Road, with pressure reduction stations (gas governors) where the HP and IP mains cross the A32 and Knowle Road.

The Welborne Plan identified that due to health and safety measures, these necessitate development-free areas along the entire length of the HP Gas pipeline and within the site boundary.

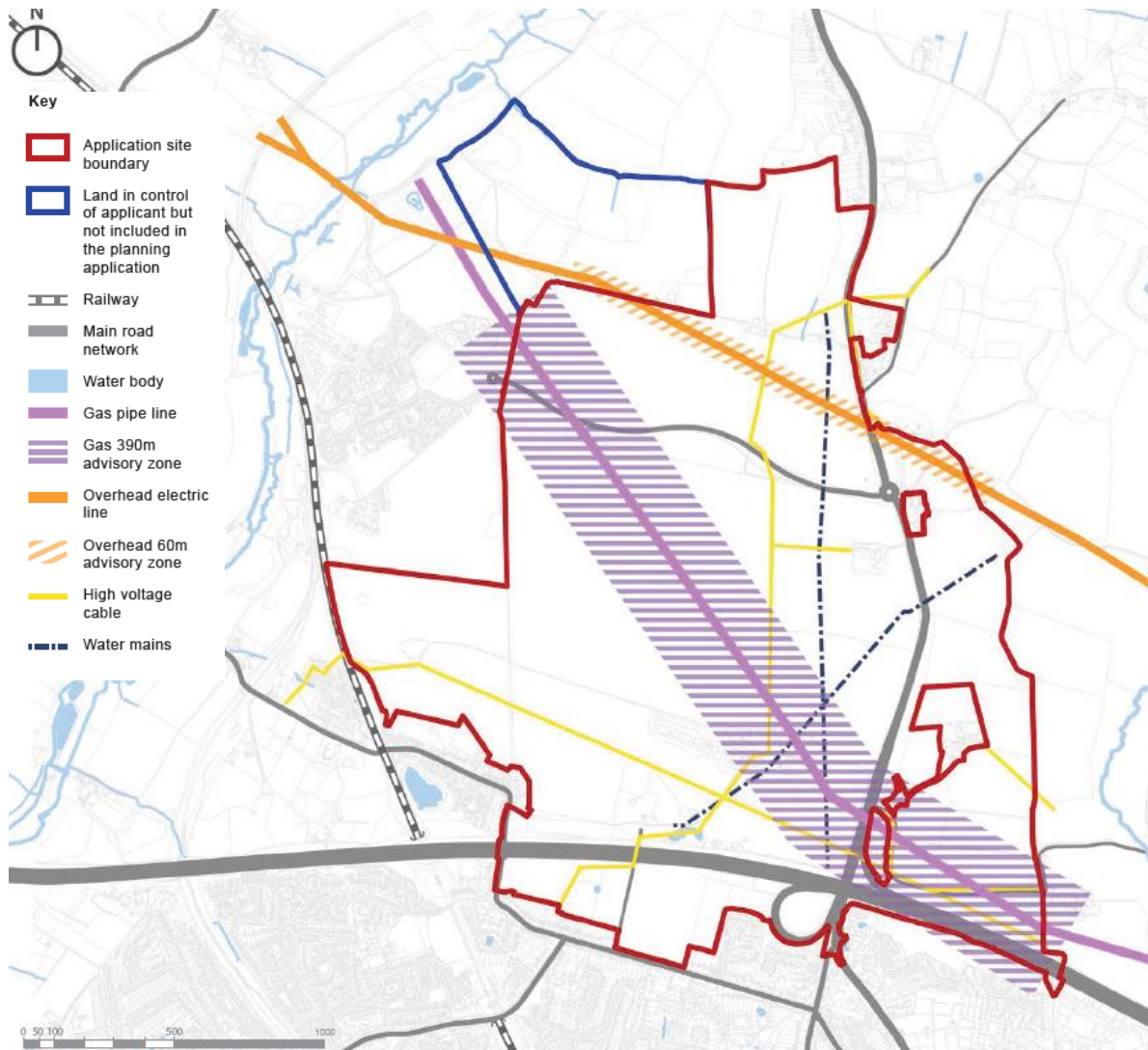


Figure 10: Existing Utilities

Scottish and Southern Energy (SSE) are the Distribution Network Operator for electricity supply in the area. As illustrated in Figure 10, high voltage overhead power lines traverse the site to the north of and broadly parallel to Knowle Road. A 33kv overhead line crosses the southern part of the site and a number of 11kv overhead lines and low voltage cables can be found across the site.

The water supply company for the Welborne area is Portsmouth Water, which has several water mains crossing the site, west of the A32, including two trunk mains as shown in Figure 10. These are likely to influence the positioning of streets, open spaces and buildings to ensure a 6 metre easement on each side is kept, as well as publicly accessible areas for maintenance and servicing.

The Welborne Plan indicates that the high pressure water mains will either need to be avoided or diverted. Options to divert the mains have been investigated for the purpose of the current planning application however in most cases the masterplan has been developed to avoid the need for diversion.

Southern Water (SW) is the sewerage undertaker for this area. The Sewage Treatment Works (STW) for the site and the Fareham area is Southern Water's Peel Common STW located south of Fareham. Albion Water (AW) operates the STW on the north side of Knowle. Southern Water asset records, obtained in June 2016 indicate that there is a foul water main crossing the southern part of the Application Site from Funtley, beneath the M27 and into northern Fareham. Additionally, a surface water pipe enters the site from the eastern side of Funtley adjacent to Funtley Hill.

SW and AW records show no significant public sewers on the site that would constrain the proposed development.

Finally, existing telecommunication cables can be found along the A32 and Knowle Road.

On-site surface drainage and flood risk

There are no major watercourses on site and two Main Rivers lie near the eastern and western boundaries of the site. The River Meon on the western side experienced flooding in 2000/2001 however no specific details are available in the vicinity of the Application Site.

The Welborne site does not benefit from any formal fluvial flood defence however the accompanying Flood Risk Assessment confirms that the site is predominantly at very low and negligible risk of flooding. The few areas of low, medium and high flood risk are located in the south of the site, adjacent to the M27, the northeast boundary the A32 and at several very small locations across the site.

In terms of existing drainage mechanism, the site is classified as greenfield site and is currently understood to drain via infiltration to the underlying soil and natural overland runoff. The highest rates of infiltration found in areas are triggered by structural chalk. There are also areas of river terrace deposit in the northwest boundary of the site that have infiltration potential. Equally, areas of the site made up of clay on the northern and southern boundaries are largely impermeable and therefore infiltration is not considered viable in these areas.

There are a number of ditches that offer surface water drainage away from the site, including those at the southwest boundary by Funtley, and a channel that runs from Crockerhill on the eastern boundary into the Wallington River.

Proposed Infrastructure

Energy Projects

A series of energy-related projects are proposed to come forward under the Welborne planning application either to provide the necessary infrastructure facilities on site or to mitigate the impacts of the development on the current network.

It is proposed to underground the 132kV and 33kV lines crossing the northern and southern parts of the site respectively. The 11kV and LV lines found across the site will be replaced and incorporated into the new distribution networks for the proposed development.

2MVA of capacity has been reserved in 11kV networks for the early sequences of the development. This should be sufficient for about 1,300 dwellings at a diversified load of 1.5kVA per dwelling. A number of options for further reinforcements from the 33kV network and via a direct connection to the 132kV OHL have been investigated.

There will also be options for additional capacity to be made available from adjacent 11kV networks. It may be that a sequenced approach can provide the whole demand for the site by gradual expansion of the 11kV network, especially as building regulations and planning policies are progressively reducing building energy demands. A direct connection to the 132kV OHL or new supplies at 33kV would require a new primary substation. This would need a site of 100 x 70 m with highway access for HGVs.

With regards to gas distribution, the Southern Gas Networks has advised that the supply should probably be taken from the IP (Intermediate Pressure) Main with additional pressure reduction stations to supply a new network of LP (Low Pressure) Mains throughout the proposed development. Off-site reinforcement may also be needed in order to supply the whole proposed development.

The gas supply charging regulations mean that gas will be provided with little or no contribution to any necessary off-site reinforcements as the cost is usually offset against future revenue..

Potable and Foul Water Projects

Potable Water

Portsmouth Water (PW) has confirmed sufficient bulk water supplies to serve Welborne. The two trunk mains that cross the site mean that little to no offsite reinforcement will be required to accommodate on-site needs. Minor diversions of the existing on-site mains are therefore anticipated. Should Albion Water provide sewerage services, it could also provide water supply services.

In accordance with Welborne Plan policy WEL37 which advocates good practice standards of water efficiency, the proposed water supply strategy ensures that demand for water is minimised through the installation of water meters, water efficient fixtures and appropriate re-use of water.

Foul Water

All new sewers will be built to adoptable standards in accordance with the latest edition of Sewers for Adoption and these will be approved and adopted by either SW (Option 1) or AW (Option 2). Both options ensure a comprehensive waste water conveyance and treatment solution for Welborne, is provided.

There are currently two foul water discharge treatment solutions (Options 1 and 2).

1. Peel Common STW currently has capacity for approximately 2,000 additional dwellings. Further additional works are planned to provide capacity for the whole development and these would be funded by Southern Water (SW) through their Asset Management Plans (AMPs).
2. AW's STW going through Knowle has existing treatment capacity for about 500 dwellings, but would need improvement works to cater for the whole development. AW has advised that they believe they would be able to achieve an Environment Agency agreement to the necessary revised environmental permit.

The proposed residential development at Crockerhill Industrial Park (Sawmills Site) will allow the existing nearby dwellings at Crockerhill to be connected to mains sewerage.

Waste and Recycling Projects

The applicant is aware of a need to contribute towards the forecast need for additional Household Waste and Recycling capacity to serve both the Welborne site but also the wider area. The Welborne development would therefore make a land contribution in order to allow a new Household Waste & Recycling Centre (HWRC) to be located within the site and make a contribution in line with the calculated additional demand generated by the onsite housing proposals.

Recycling points will also be included throughout the site.

Flood Defences

The flood risk from pluvial and overland flow assessed as being high to medium will be mitigated through the introduction of a pipe drainage network and conveyance Sustainable Urban Drainage Systems (SUDS) features. These will be designed to accommodate the 1% annual probability rainfall runoff.

The surface water drainage strategy comprises the discharge of surface water runoff from Welborne to ground by infiltration via permeable paving, swales, geocellular storage and infiltration basins, and to surface waterbodies at greenfield runoff rates with storage in permeable paving, swales and detention basins: A ditch to the north of the M27 and culvert under the A32. Swales and other features are included in the road costs. This strategy is in accordance with Welborne Plan policy WEL39 and seeks to manage flood risk in accordance with the findings of the site-specific flood risk assessment through the integration of SUDS.

Telecommunication Projects

Telecommunication ducts will be provided across the site. The accompanying Utilities Statement provides further details on the proposed strategy.

8. Social Infrastructure

Approach

For the purposes of delivering appropriate social infrastructure within the Welborne Development, social infrastructure proposals have been grouped as follows;

- Education
 - Early Years, Primary, Secondary and Further Education
- Health
 - Primary Healthcare facilities, Hospitals, and Adult Social Care
- Community & Leisure
 - Community Facilities (Incl. meeting spaces and libraries etc.), Indoor Sport Facilities (incl. Fitness Suites and Swimming Pools), outdoor sports and Children's Playspace

It is acknowledged there is an overlap with Green Infrastructure and outdoor sport and recreation facilities. For the purpose of this IDP, this overlap will be explained within this section of the report.

The following documents have been used to establish the analysis for the Welborne Site;

- The Welborne Plan 2014 Infrastructure Delivery Plan
- Hampshire County Council's Developer Contributions towards Children's Services & Facilities Report
- Hampshire School Place Planning Framework 2013-2018
- The CCG Operational Resilience and Capacity Plan 2014/15
- The CCG Five Year Strategy

Education

Welborne Plan Requirements

The following policies, from the Welborne Plan, relate to Education Facilities, and will therefore be considered in relation to the proposed Infrastructure within this section;

Policy WEL 15 – Primary and Pre-School Provision:

- *‘Three new primary schools shall be provided as part of the Welborne development, at the broad locations indicated on the Strategic Framework Diagram (Appendix B.2), to provide a minimum of seven forms of entry as follows:*
- *A 3 form entry school north of Knowle Road, adjacent to the Local Centre, which shall be operational by the time one form entry of primary-aged school children are resident at Welborne, which is expected to be towards the end of Sequence 1;*
- *A minimum 2 form entry school adjacent to the District Centre to be operational at a time agreed with the Council and;*
- *A minimum 2 form entry school adjacent to the Community Hub, to be operational at a time agreed with the Council and which may be developed to integrate with the secondary school as an 'all-through' school...’*

Policy WEL 16 – Secondary School Provision:

- *‘One minimum 7 form entry secondary school shall be provided on a site of at least 9 ha at the broad location adjacent to the new district centre as indicated on the Fareham Policies Map and on Appendix B.3 of this plan...’*

Baseline

Primary and secondary education provision has been investigated for the surplus or deficit of school places. The Government states a radius of two miles as the expected distance to travel for children under eight years and three miles for children eight years or older. Based on these distances the following primary and secondary schools have been assessed:

Table 6 Baseline Primary Education (Jan 2016)

Name	Distance from Site (miles)	Capacity	Pupils (actual)	Surplus/ Deficit
Uplands Primary	0.70	315	288	+27
Orchard Lea Infant	0.89	210	176	+34
Orchard Lea Junior	0.89	256	231	+25
Harrison Primary	1.03	630	624	+6
St. Columba C of E Primary	1.30	220	175	+45
St. Jude's Catholic Primary	1.53	210	188	+22
Wallisdean Infant	1.59	180	175	+5
Wallisdean Junior	1.62	240	195	+45
Redlands Primary	1.76	315	306	+9
Ranvilles Infant	1.90	180	178	+2
Ranvilles Junior	1.90	267	234	+33
Total		3,023	2,770	+253

Source: HCC website & Department for Education

Table 7 Baseline Secondary Education (Jan 2016)

Name	Distance from Site (miles)	Capacity	Pupils (actual)	Surplus/ Deficit
The Henry Court Community College	1.58	1,052	834	+218
Fareham Academy	1.77	975	618	+357
Cams Hill School	1.88	1,056	1,130	-74
Total		3,083	2,582	+501

Source: HCC website & Department for Education

The above tables present a small surplus provision of primary school places but not of a scale that could be argued as potentially able to mitigate the likely primary school requirements generated by the Welborne Development.

There is however more significant surplus provision of secondary school places from The Henry Court Community College and the Fareham Academy. Again this is not of the scale necessary to mitigate the requirements of the Welborne Development but does have the potential to provide capacity in the earlier years of development when the on-site secondary school would not yet be operational.

Further discussions are required with Hampshire County Council to understand the latest position with regards to both capacity in schools but also the education authority's plans with regards to existing schools and their relationship with any new schools on the Welborne site.

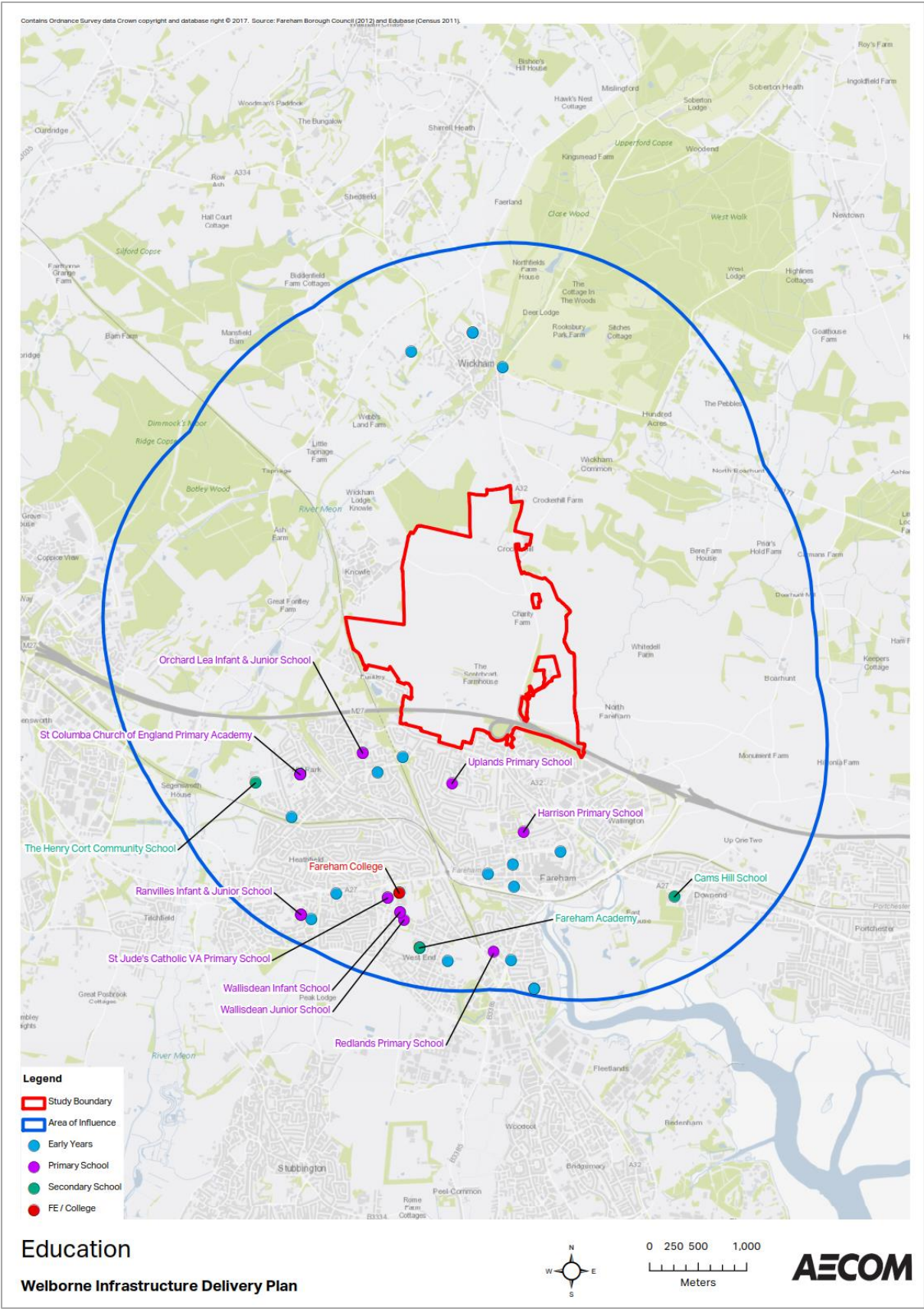


Figure 11 Existing Education Facilities

Proposed Infrastructure

The Welborne Plan sets out the assessed need for early years, primary and secondary school places. The scale of on-site requirements was informed by an age specific population forecast produced by consultants Cambridge Econometrics in 2011 as part of a wider project commissioned by the Homes and Communities Agency (HCA). The analysis was undertaken using a bespoke version of the Chelmer Demographic Model. Assumptions for a baseline projection were based on the characteristics of Fareham Borough, resulting in projections that reflect local conditions. This modelling suggested the need for 7 Form Entry of primary school places and a 7 FE Secondary School.

The position employed by Fareham Borough Council and set out in the Welborne Plan does not comply with the standard approach towards pupil forecasts employed by Hampshire County Council. The county council will typically assess a housing development with a set of child yield assumptions based upon research of developments that have been delivered in Hampshire in recent years. These child yields generate a higher demand for pupil places and suggest the need for 3 x 3 Form Entry Primary schools and a 9 FE Secondary School.

This IDP has been formulated to comply as closely as possible to the Welborne Plan and it's identified requirements for social infrastructure. The earlier chapter 5 also presented a review of the population modelling that underpins the Welborne Plan which confirmed those assumptions were still appropriate as a basis for this IDP. The Education proposals in this IDP are therefore scaled to address the Welborne Plan requirements but also build in the flexibility and land area required to address a larger educational demand which could be addressed through increasing the size of the primary schools in the later stages of the development if this were assessed as necessary.

Early Years

Seven nursery settings are proposed for the Welborne Development:

- Three settings are proposed within the three primary schools
- Two additional settings are proposed within the Village Centre and District Centres. It is proposed that instead of promoting two separate facilities at each centre these two facilities are scaled to meet the needs of four settings and therefore expand in capacity as demand increases.
- Shell and core of Nursery facilities provided through Village and District Centre Community facilities. These two locations scaled to accommodate two settings each. Operators assumed to be commercial operations.
- Welborne Plan Chelmer Model population trajectory suggests the following triggers with regards to housing and associated need for nursery settings. Exact triggers will however be confirmed through the Section 106 agreement::
 - Nursery 1 = 820 homes complete
 - Nursery 2 = 1,160 homes complete
 - Nursery 3 = 1,840 homes complete
 - Nursery 4 = 2,520 homes complete
 - Nursery 5 = 3,540 homes complete
 - Nursery 6 = 4,900 homes complete
 - Nursery 7 = 6,000 homes complete

Primary Education

3 Primary Schools are proposed for the Welborne Development:

- Primary School 1 (Village Centre), scaled to provide for 3 Form of Entry (3FE and in accordance with County Council Education Requirements land take will be 2.82 Ha;
- Primary School 2 (District Centre) and Primary School 3 (West) – both 2 Form Entry
In accordance with County Council Education Requirements school sites needs to be scaled to accommodate potential expansion to 3FE, if forecasting is incorrect. Land take for these schools will therefore be 2.82 Ha each;
- All Primary Schools could include on site nursery provision;
- Community hub principle applies to all schools allowing community access to indoor and outdoor facilities as agreed through community access agreements;
- Welborne Plan Chelmer Model population trajectory suggests the following triggers with regards to housing and associated need for primary school form entries. The exact trigger and associated payments will however be confirmed through the Section 106 agreement;
 - 1st Fe = 820 homes complete
 - 2nd Fe = 1,840 homes complete
 - 3rd Fe = 2,520 homes complete
 - 4th Fe = 3,200 homes complete
 - 5th Fe = 3,880 homes complete
 - 6th Fe = 4,990 homes complete
 - 7th Fe = 6,000 homes complete

Secondary Education

A seven Form Entry Secondary School is proposed for the Welborne Development:

- The Secondary School will be adjacent to the District Centre
- Expectation that the sports facilities will be shared for community uses and governed by a community access agreement;
- Sports facilities are envisaged to be included on site;
- School is sequenced to open when half of the development demand does not have permanent provision which is at approximately year 10/11 of build out (in line with Welborne Plan population forecast assumptions). The exact trigger and associated payments will however be confirmed through the Section 106 agreement;
- Site available a number of years prior and potential for playing field to be delivered in earlier sequences.

Special Education Needs (SEN)

There are no specific Special Education Places being provided within the development, it is assumed that these will be provided by existing facilities within the catchment and funded through contribution.

Further Education

There are no Further Education Places being provided within the present, it is assumed that these will be provided at Fareham Academy within the catchment area and funded through contribution.

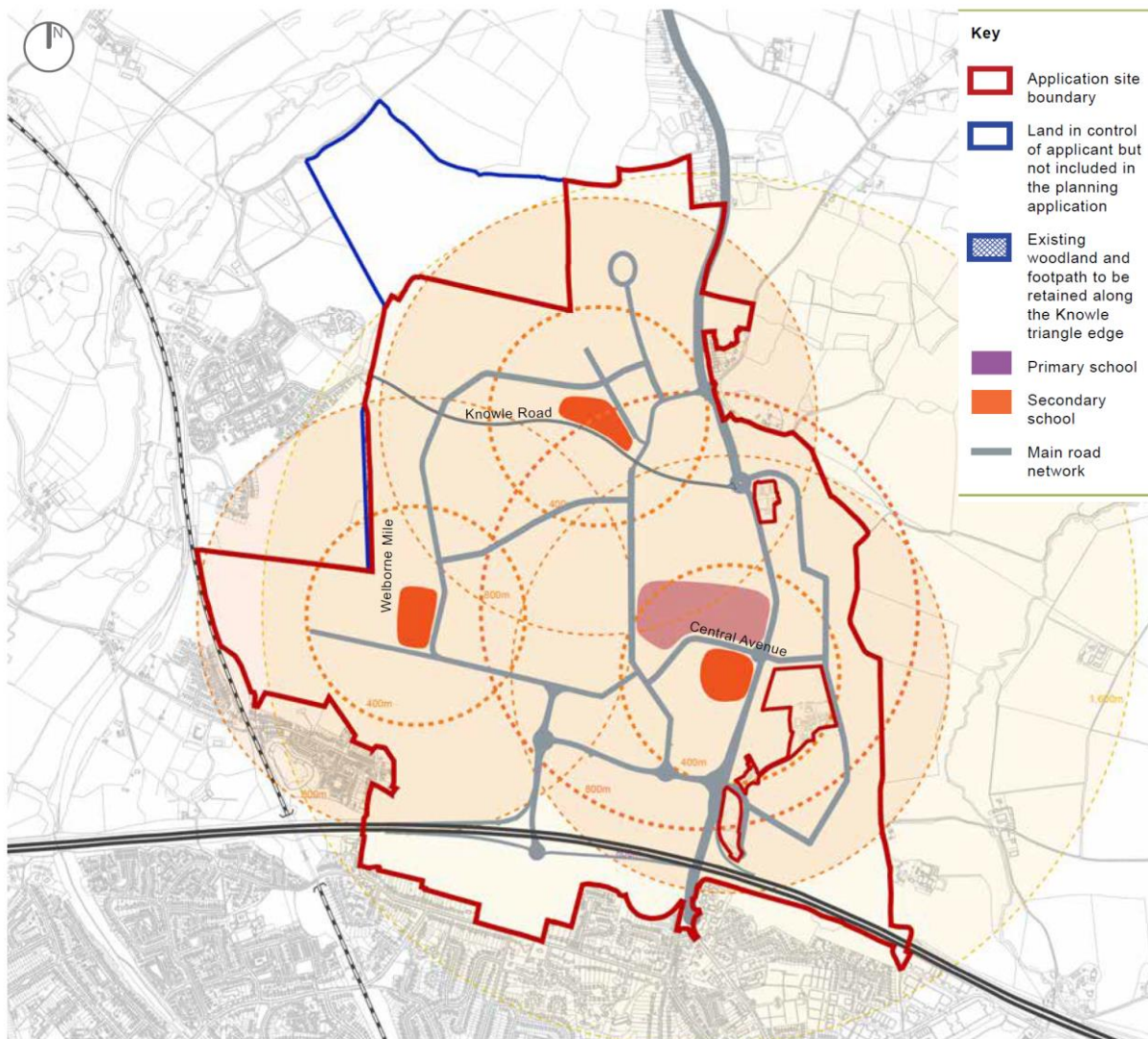


Figure 12: Indicative Locations of Education facilities

Health Facilities

Welborne Plan Requirements

The following policies, from the Welborne Plan, relate to Health Facilities, and will therefore be considered in relation to the proposed Infrastructure within this section;

Policy WEL 14 – Healthcare Services:

- *‘Welborne shall include one or two primary care centres of sufficient size to accommodate at least eight GPs in total, in addition to any necessary ancillary primary care uses...’*

Policy WEL 19 – Specialist Accommodation for Older People:

- *‘Planning permission for specialist accommodation designed specifically for older people will be permitted where it:*
 - i. Is located within or adjoining the District Centre or the Local Centre;*
 - ii. Fully integrates with the rest of Welborne, including with the green corridor network;*
 - iii. Allows easy walking distance to public transport; and*
 - iv. Incorporates sufficient parking for both residents and staff.*
- *All schemes will be expected to explore opportunities to incorporate additional wider community facilities, such as meeting space provision.*
- *Development at Welborne shall include provision to meet the needs of those older people who cannot afford private market specialist accommodation. A range of provision will be required to reflect identified needs at the time the scheme comes forward, although this is likely to include extra care or similar and accommodation for older people suffering from dementia. All schemes intended to meet this purpose shall be included within the comprehensive masterplan(s) for Welborne.*
- *For extra care or similar schemes being delivered with public sector support, a large proportion of units shall be provided as affordable or social rent with the balance being provided as shared ownership and as market sales, if this is demonstrated to be necessary for scheme viability. The precise size of the scheme(s) and the level of affordable or social rent shall be agreed with the Council or with Hampshire County Council, as appropriate. Affordable housing units provided as part of schemes to meet the needs of older people will count towards the overall target set out in Policy WEL 18.*
- *The timing of delivery of each scheme shall be agreed with the Council, with the aim to achieve completion of at least one extra care or similar scheme by the end of Phase 3.’*

Baseline

Primary healthcare provision is defined for this purpose as GP services, dentist, opticians and pharmacists. Primary healthcare provision is located to the north of the site at Wickham and to a greater extent within the Fareham town centre to the south of the site.

There are currently four GP Practices operating within a 2.5km radius from the Site, comprising:

- Gudgeheath Lane Surgery located 1km to the south west of the Site; 8,343 patients registered to 6 GPs. This is equivalent to 1,390 patients per GP which is below the planning benchmark of 1,800 patients per GP.
- The Highlands Practice, located 1.3km to the south west of the Site; and 16,104 patients registered to 7 GPs. This is equivalent to 2,300 patients per GP which is above the planning benchmark of 1,800 patients per GP.
- The Centre Practice located 1.2km to the south east of the Site. 14,561 patients registered to 9 GPs. This is equivalent to 1,618 patients per GP which is below the planning benchmark of 1,800 patients per GP.
- Wickham Surgery located 1.7km to the north of the Site 12,282 patients registered to 9 GPs. This is equivalent to 1,365 patients per GP which is below the planning benchmark of 1,800 patients per GP.

Data provided by the NHS Choices website from January 2017 indicates that, apart from The Highlands Practice, all of the above GP Practices have surplus places; operating GP to patient ratios below the standard recommended by HUDU of one GP per 1,800 patients. At January 2017, each Practice is also advertised by NHS Choices as currently accepting new patients.

Overall the baseline position is desirable as there is a theoretical surplus of 4,510 patient spaces within 2.5km of the Welborne Site. Additionally, indications are that whilst capacities are stretched at The Highlands Practice, they are still willing to operate above the benchmark of 1800 patients per GP.

Through applicant engagement with the local clinical commissioning group (Fareham and Gosport Clinical Commissioning Group) we understand that the CCG is not necessarily in favour of new primary care facilities located within the Welborne development.

The nearest acute hospital to the site is located to the east at Queen Alexandra Hospital and the nearest community hospital is located to the west at Fareham Community Hospital.

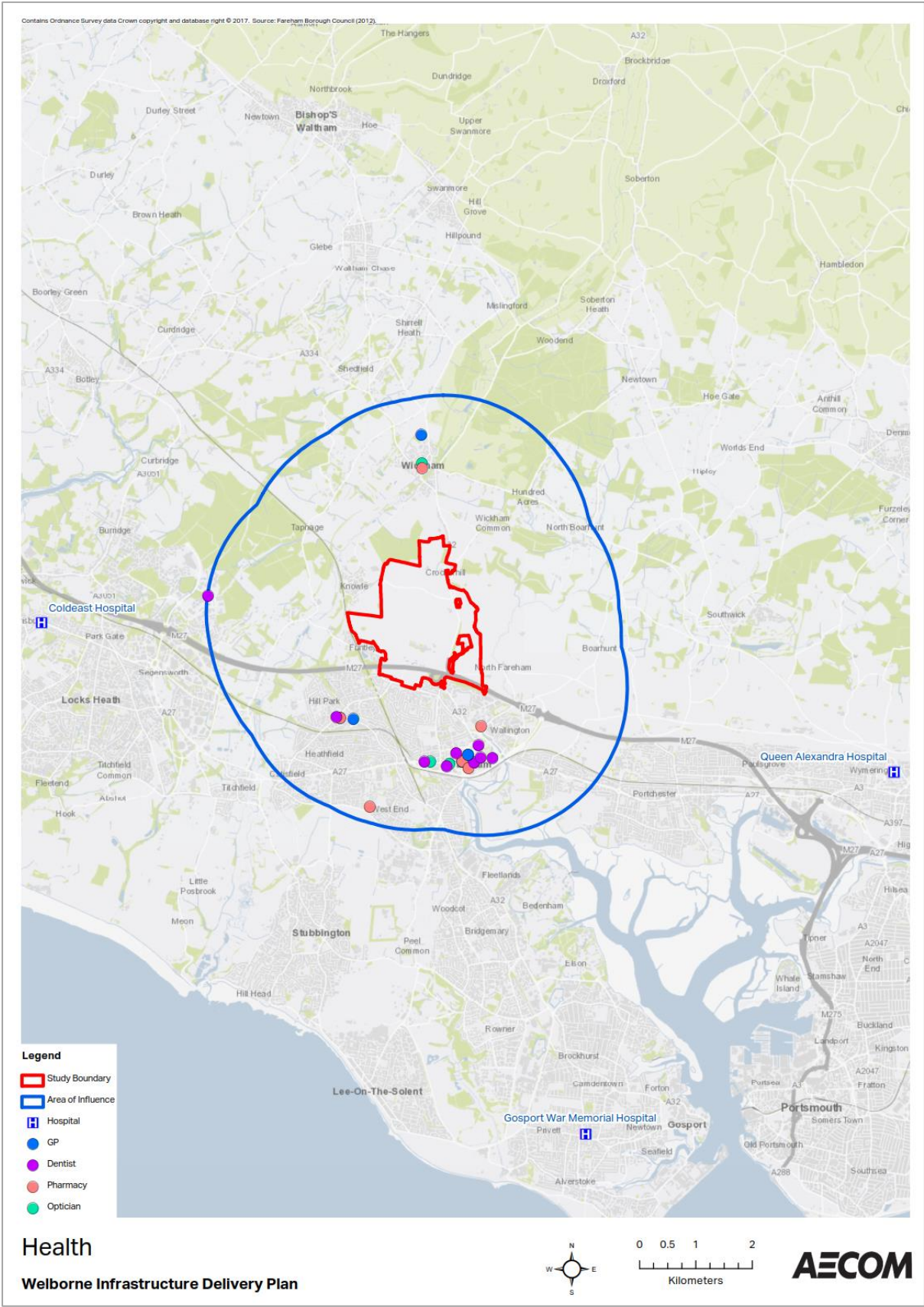


Figure 13 Existing Healthcare Facilities

Proposed Infrastructure

Primary Healthcare

The Welborne Plan confirms the need for onsite primary healthcare facilities. As stated in the baseline however the CCG has not indicated that this is a proposal that would be supported. The CCG will consider any additional healthcare proposals from a strategic position in relation to the healthcare estate as a whole, the viability of an additional healthcare centre and the ability to recruit appropriate staff.

Based however on place making principles and the need to mitigate the impacts of a development it is recommended that some form of on-site provision is secured.

In the context of the above CCG position and an appreciation of healthcare funding challenges, this IDP has set out two potential options; a single site option and a two site option.

The single site option would be to provide a larger scale primary healthcare centre within the District Centre. This facility would provide a range of services including GP, dentist and supporting pharmacy needs. This proposal conforms to Policy WEL12 which requires one health centre in the District Centre. Based on a single site solution this would be delivered in its initial form (potentially a temporary facility) in sequence 2 of development to ensure provision as the resident population builds up on site. This could potentially be expanded in sequences 3 or 4 if deemed as necessary and operationally viable.

The Welborne Plan also states the potential for a two site solution. This would be beneficial in terms of more evenly distributing care facilities across the development with a smaller healthcare facility located in the village centre. This could be provided within sequences 3 or 4 instead of an expansion to the district centre healthcare facility.

Whether the one site facility or two site option is chosen to deliver this on site provision, the combined scale of provision would be equivalent to that required to accommodate 8 GPs and associated ancillary services.

Hospitals

There are no hospital facilities proposed within the Welborne site, as these requirements can be catered for through existing acute facilities at Queen Alexandra Hospital and community hospital facilities at Fareham Community Hospital.

Adult Social Care

The Welborne Plan policy seeks delivery of at least one economically viable extra care housing scheme (comprising of 60+ units), with a large portion being affordable rent. FBC and HCC are both committed to the concept of Extra Care as a means to support the elderly.

Extra Care housing will form a component of the applicant's site wide housing proposals and will be set out in detail within the detailed planning applications. These extra care proposals have the potential to comprise a larger scheme than that recommended by the Welborne Plan to contain both affordable and market units.

Community and Leisure Facilities

Welborne Plan Requirements

The following policies, from the Welborne Plan, relate to Community and Leisure Facilities, and will therefore be considered in relation to the proposed Infrastructure within this section;

Policy WEL 13 – Community Buildings:

- *'A high quality and well-designed community building will be provided within the District Centre. The location of the community building shall be included within the comprehensive masterplanning that supports the initial planning applications. This should allow for frontage onto the 'market square' and for clear links between the building and the central park and wider green corridor network.*
- *The size, specification and timing of the building's delivery shall be agreed with the Council at the planning application stage. The new community building shall incorporate:*
 - Sufficient flexible space community meeting, arts and cultural activities;
 - An indoor sports hall large enough and with sufficient height to accommodate three badminton courts and;
 - Space sufficient for a police service hub;
 - Library space to a specification agreed with the Council shall also be provided within the community building. If, for timing or other reasons, this is not possible, the library space should be included within another community facility, school or specialist housing scheme for older people within or adjacent to one of Welborne's centres.
- *The detailed planning for the schools adjacent to the Local Centre and Community Hub shall include a robust assessment of the extent to which school facilities could be shared with the wider community to help meet the need for community meeting and event spaces. The Council expects that these opportunities will be provided and will require detailed justification of reasons where no facilities are proposed as shared use...'*

Policy WEL29:

- *The sports pitches provision may include approximately 7 ha to be combined with school sites at Welborne.*
- *The new sports provision should be aimed at encouraging the active participation in sport by all sections of Welborne, specifically by making provision for junior sports for all genders, and providing sports and recreational facilities aimed at encouraging an active and healthy older population.*
- *Equipped play areas shall be distributed with the intention that all dwellings are within 100 metres of 'doorstep' play areas, within 300 metres of 'local' play areas and with 600 metres of youth play areas. Each play area shall be located and laid out to ensure that access by foot and cycle is safe and convenient.*
- *The standards set out above should be taken as a target and the final quantities will be determined at the planning application stage. The guiding principle and emphasis will be on providing useable, flexible and high quality open space, play and sports facilities rather than meeting every specific target. However it is not expected that the final provision of green infrastructure would fall significantly below the above standards.'*

Baseline

Whilst there are community facilities within 1km of the site, they are unlikely to be able to serve the whole of the new community planned at Welborne. Therefore, it will be for the Welborne site to plan to be self-sufficient in the provision of community facilities – as set out within the Welborne Plan.

Figure 14 on the following page illustrates the spread and concentrations of existing community facilities, indoor sports and recreational sites. A number of indoor sports facilities can be seen to the south of the site within Fareham with the most notable being the Fareham Leisure Centre which includes a range of activities including gym, group exercise studios, swimming pools, sports hall, and squash courts.

With regard to recreation, there are currently no designated parks, playspaces or amenity open spaces within the Welborne site. However, concerning open space and recreation there are notable sites of interest within the vicinity of the site, that may be utilised by the residents of Welborne;

- Sensory Gardens of Reflection – 1km to the south of the site
- Forest of Bere – 3km north of the site
- Whiteley Woods – 4km west of the site
- Porchester Common – 4km to the east of the site

Additionally, across the borough Fareham Borough Council manages 43 children's play spaces, as well as many other outdoor facilities for young people. Wickham, manages 24 equipped play areas in the area and the surrounding district.

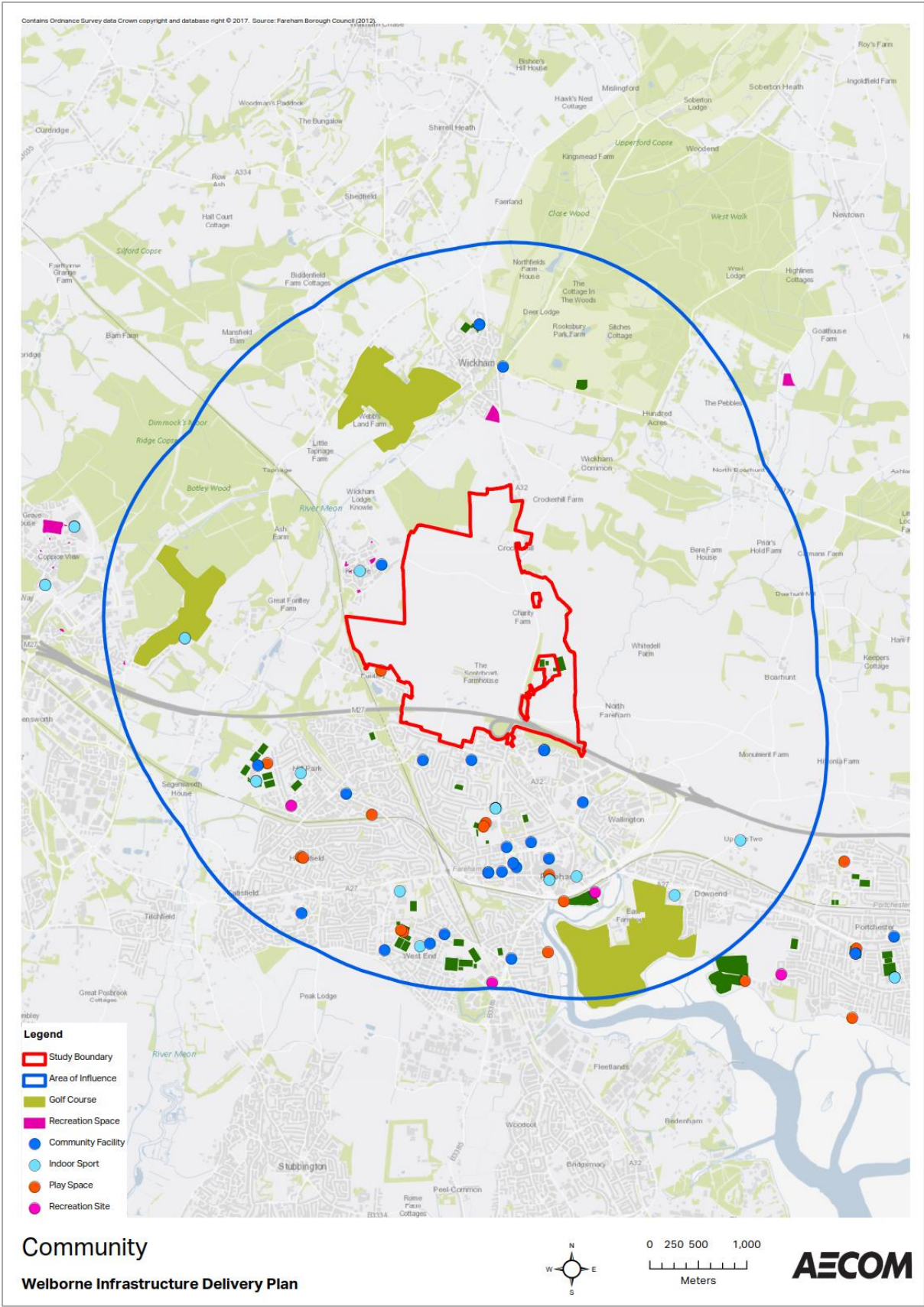


Figure 14 Existing Community and Leisure Facilities

Proposed Infrastructure

Community Facilities

In keeping with policy WEL13 of the Welborne Plan, the following is proposed within the Welborne site;

- District Centre Community Building
 - Multi-purpose community centre building within the District Centre, with potential to accommodate community and art/culture space, library space, indoor sports facility and SNT Police Hub.
 - It is proposed that the site and shell and core of this facility be delivered by the master developer.
 - Full community facilities proposed by sequence 3 but the district centre has the potential to offer accommodation for temporary community uses before this point
- Village Centre Community Building
 - Community Facility with potential for Third Party to deliver further community facilities in reserved space (could also house place of worship, indoor bowls, table tennis, badminton etc.)
 - It is proposed that the site and shell and core of this facility be delivered by the master developer.
 - Village Centre community facility to be delivered at the early stages of the development alongside the first primary school.
- Local Centre Community Hub
 - Would be provided through the community use of Primary School 3, to the west of the site, with a community access agreement as part of the Section 106.

Indoor Sport

The Welborne Plan does not set out requirements for a specific indoor leisure facility; however it states that the need for indoor sports provision at Welborne can be met through the inclusion within the community building.

This will be achieved by the provision of a large multi-functional hall, capable of use for a variety of sports. It is also suggested that the indoor sports provision for the community can be met through public use of the secondary school facilities, enabled through the use of a community access agreement.

There is also the possibility to accommodate a smaller centre of excellence for a particular sport should the need for this be identified and subject to access to funding such as Sport England or Lottery Funding.

Outdoor Sports and Pitches

Whilst informal sports will fit into wider GI proposals, discussed in the next section, the proposals for the Welborne site meet and exceed those set out within the Welborne Plan. A number of areas have been identified for outdoor sports which have the potential to provide for:

- Grass Sports Pitches:
 - Roche Court Sports Park with the capacity to accommodate the equivalent to 10 full size football / hockey / rugby pitches plus pavilion building;
 - West Park, with the capacity to accommodate the equivalent to 2 full size Sport pitches with summer cricket plus changing facilities;
 - Secondary School site with the capacity to accommodate the equivalent to 7 full size football / hockey / rugby pitches.
- A Full Size Artificial Grass Pitch:
 - Roche Court Sports Park with the capacity to accommodate a full sized artificial grass pitch; or
 - Secondary School site which could alternatively accommodate a full sized artificial grass pitch.
- A Bowling Green, located within West Park
- 4 Tennis Courts with specific locations to be confirmed. Potentially within Dashwood Park, Roche Court Park and the Secondary School Site

Play Facilities

- Designated Play:
 - A variety of different play areas will be provided, distributed across the GI network at Welborne to ensure all residents are within a reasonably close proximity to play facilities, and that these facilities are convenient and safe to access whether walking or cycling. The detailed design of these play facilities will reflect the design and character of the greenspace in which they are located. These facilities will take the form of both natural play and traditional playgrounds.
 - Designated play spaces located across 12 Neighbourhood Parks and the Welborne Park, as shown in Fig 21 below.
- Non-Designated Play Facilities:
 - As well as the designated play facilities there will also be smaller incidental play facilities located amongst the development at Welborne. These smaller play facilities will be located at the detailed design stage amongst the residential development. The Welborne Loop will incorporate intermittent play or outdoor gym equipment as part of its intended purpose as a multi-use recreational trail.

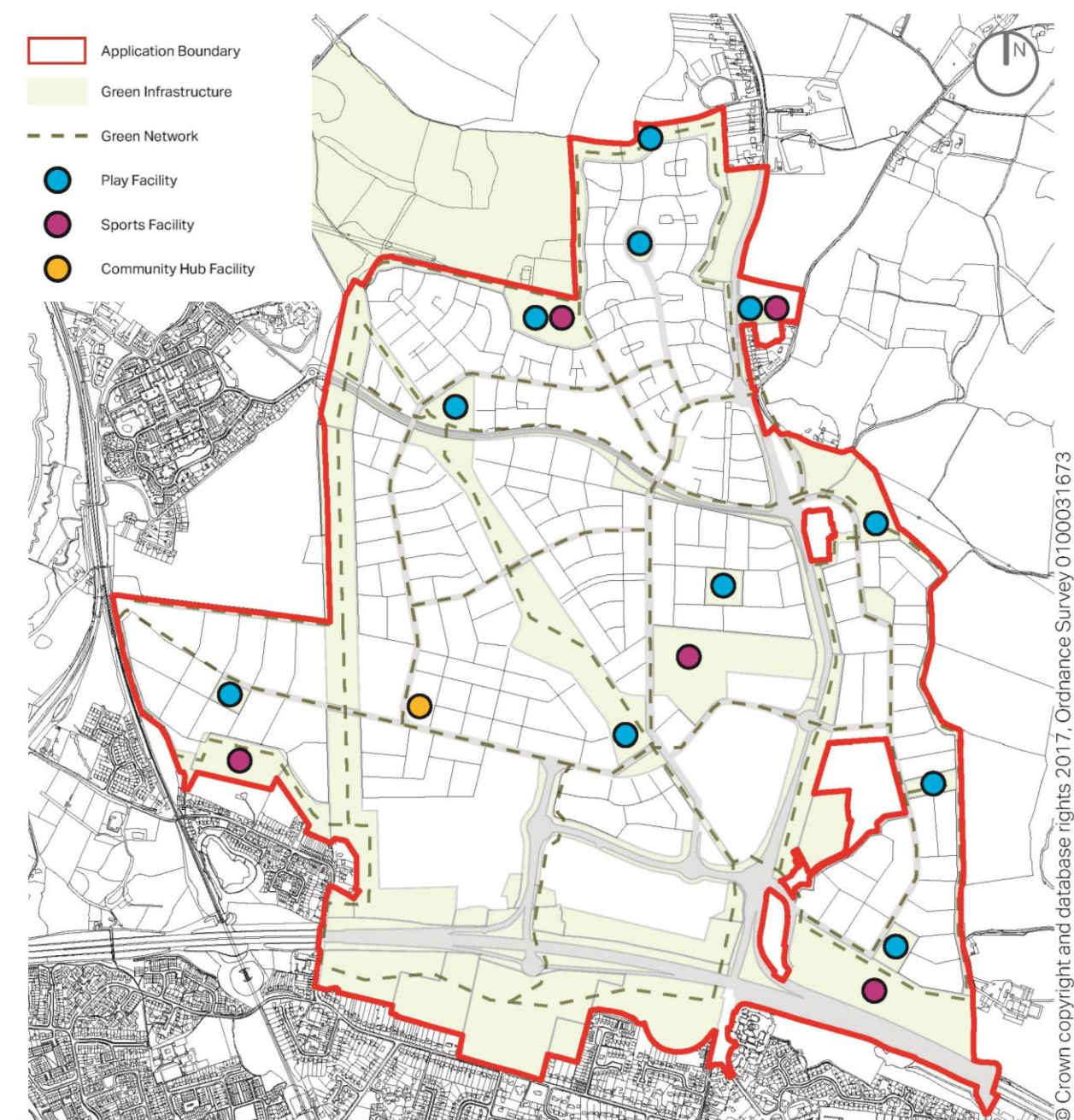


Figure 15 Indicative Locations of Community facilities

9. Green Infrastructure

Approach

For the purposes of delivering appropriate and sufficient GI within the Welborne Development GI assets have been grouped in the Infrastructure Delivery Plan as follows;

- SANGs
- Semi-Natural Green Spaces (SNG)
- Parks and Amenity Open Spaces
- Sports Areas and Playing Fields
- Allotments

In addition to the above assets, the masterplan also includes the retention of existing greenspaces and also the provision of highway buffers. These are set out within the Open Space and Green Infrastructure Strategy but do not feature as infrastructure items within the IDP Project Schedule.

Within this IDP it is acknowledged that there are areas of overlap between GI and other services/ facilities that will be provided at Welborne. For example, GI can be designed to play a role in water management, as well as there being a strong relationship between outdoor space and sport and recreation facilities. For the purposes of this IDP these overlaps will be assessed within other sections of the report, for example the above topics will be recognised within the Utilities and Social Infrastructure sections respectively.

The following documents have been used to establish the baseline analysis for the Welborne Site;

- Hampshire Integrated Character Assessment
- Fareham Borough Landscape Assessment
- New Community North of Fareham Landscape Study
- Welborne Open Space and Green Infrastructure Strategy

Refer to the Open Space and Green Infrastructure Strategy for a comprehensive documentation of the existing and proposed green infrastructure provision on and off site. The Open Space and Green Infrastructure Strategy also sets out further information on local landscape character, significant conservation designations, accessible green space outside of the site boundary and rights of way.

SANGs

Baseline

Suitable Alternative Natural Greenspace (SANGs) is the name given to green space that is of a quality and type suitable to be used as an alternative to using the nearby site of international importance; in this case the site of the Solent SPA and Ramsar Site.

There is an area of pre-existing woodland called Dashwood located to the north of Welborne. The area is part of the historic Forest of Bere; once a royal hunting reserve. Dashwood contains a number of Copses, including areas of ancient woodland and timber plantation.

The River Meon flows along the north western boundary of the site. Scrapes are found within these wetter areas of the site, and enhance the blue network of the Meon Valley, offering important wetland habitats for wading birds.

Proposed Infrastructure

The SANGs proposed at Welborne will attract local residents, with the intention of avoiding and mitigating the potential impacts that could have occurred through an increase in footfall within the Solent Sites, as a result of an increased population within the area.

- Three interconnected SANGs, totalling 78.5ha have been proposed on the site:
 - Dashwood SANG – Dashwood SANG is a restored and enhanced 38.1ha area of woodland, located in the north of Welborne. A pre-existing woodland, located adjacent to the north western corner of the development, within the borough of Winchester City Council;
 - Fareham Common SANG – a 21.8ha SANG located to the south of the M27 motorway. The SANG is a key GI asset for the residents of Welborne, Funtley and Fareham; and
 - Welborne Mile SANG – a 2km long linear SANG covering 18.8ha, connecting Dashwood in the north with Fareham Common in the south.

The SANGs are designed to be a natural environment, and are integral to the rural setting of Welborne. Pre-existing habitats are restored and enhanced, including areas of ancient woodland and species-rich grassland, and new habitats created to provide a network of ecologically valuable green spaces.

The masterplan for SANGs, shown in Fig 26 shows that some of the distribution of GI is proposed outside of the application boundary, Dashwood SANG, within the Local Authority area of Winchester City. Whilst this will form a separate planning application, for the purposes of the GI Strategy the land is included within the overall scheme, and will be essential for delivering the overall strategy. This approach is compliant with that set out within the Welborne Plan (Policy WEL30).

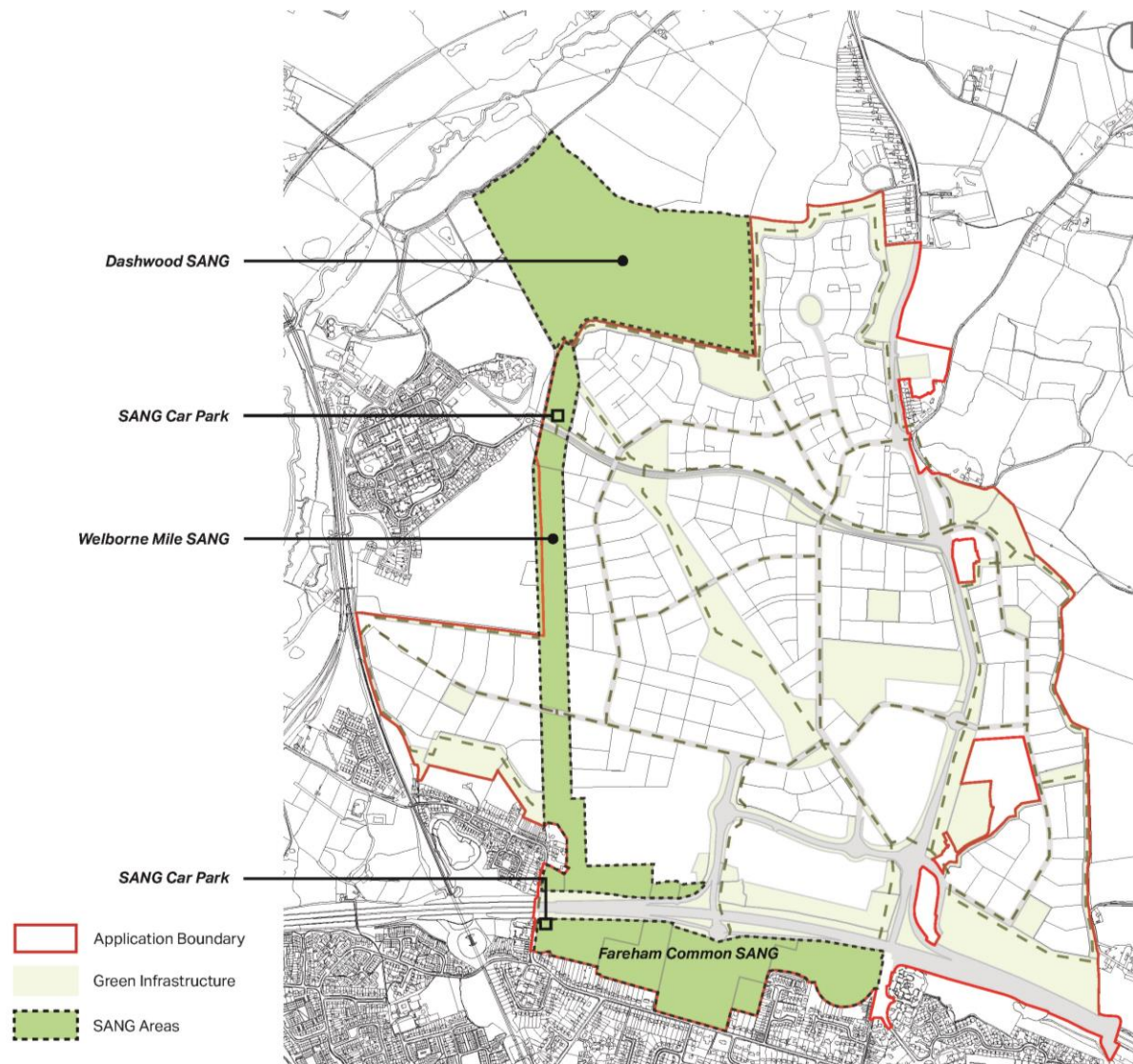


Figure 16. Welborne SANGs Locations

Semi-Natural Green Space (SNG)

Baseline

Semi-natural greenspace plays an essential role in integrating Welborne into its surroundings. These areas will incorporate footpaths alongside woodland belts to provide a traffic-free route through a varied habitat.

Proposed Infrastructure

The Masterplan proposes 59.6 ha of Semi-Natural Green Space. Refer to the Green Infrastructure Strategy for the exact make up of this total figure. It is important to clarify that the above figure for Semi-natural greenspace includes 39.3 ha of SANG (excluding Dashwood and land adjacent to Knowle Triangle). 20.3 ha is not SANG and is separately illustrated in the figure below.

The semi-natural greenspace is predominantly located around the perimeter of the new settlement, as green corridors through the settlement, or alongside roads. An exception is a larger area of semi-natural greenspace located to the south of the employment area, located between the employment area and the M27 motorway. Some areas will also incorporate SUDS features.

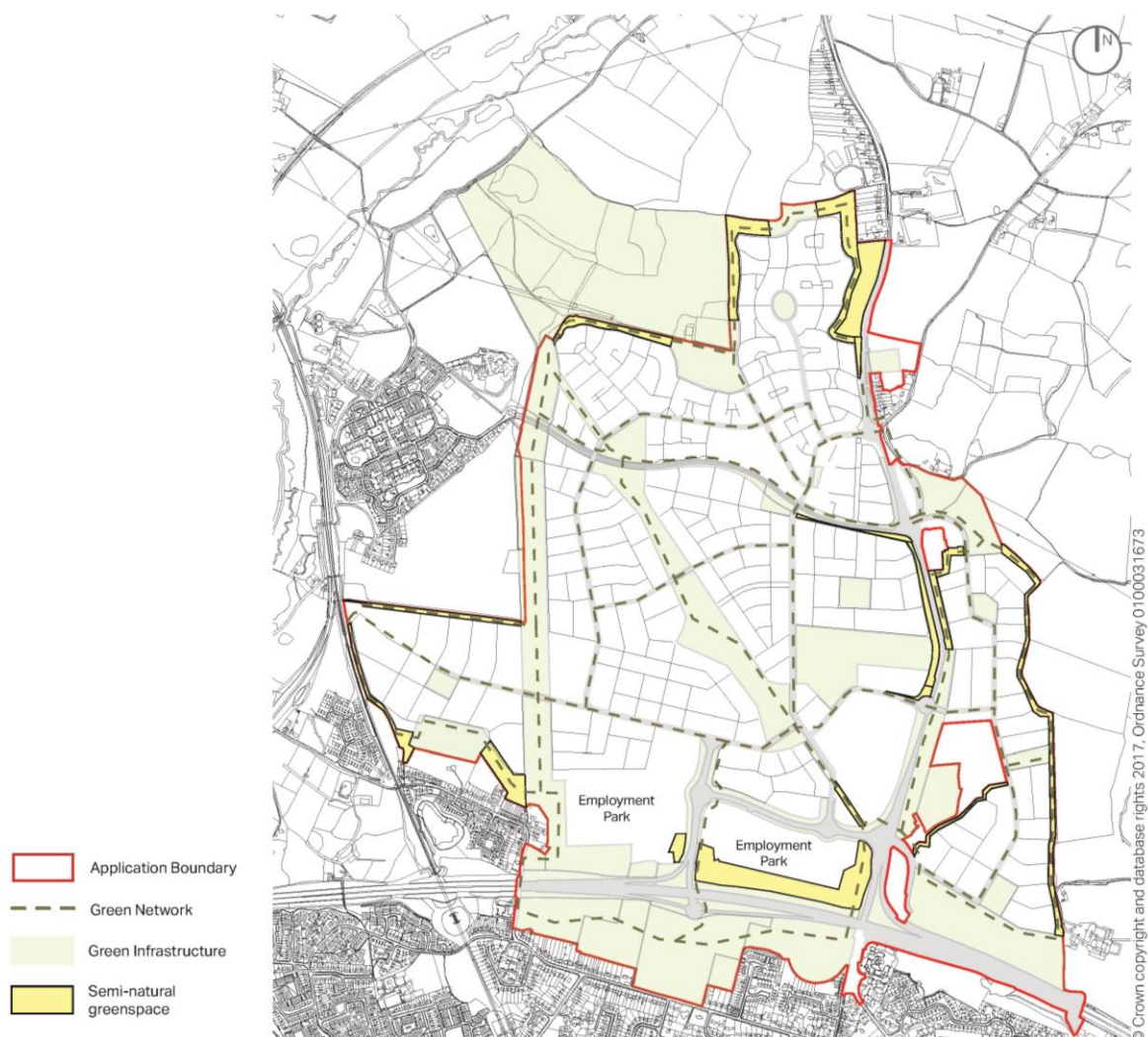


Figure 17: Welborne Semi Natural Green Space

Park and Informal Play Space

Baseline

There are currently no designated Parks or Informal Play Spaces designated within the Welborne Site. However, Fareham Core Strategy includes a provision standard for parks and informal play space of 1.5ha per 1,000 new residents to a development.

Proposed Infrastructure

Across the 23.9ha of Park and Informal Play Space there are 3 distinct characters with a clear hierarchy, ensuring the proposals respond to the Welborne Plan and Welborne GI Principle 3.

Proposal 1 - Welborne Park:

This comprises parkland, which could include outdoor gym equipment as well as opportunities for informal and organised sports. Welborne Park, as the area is referred to, is the most significant park proposed as part of the GI infrastructure at Welborne. This green lung, through the centre of the development, will benefit from far reaching views and provide a valuable recreation and amenity space.

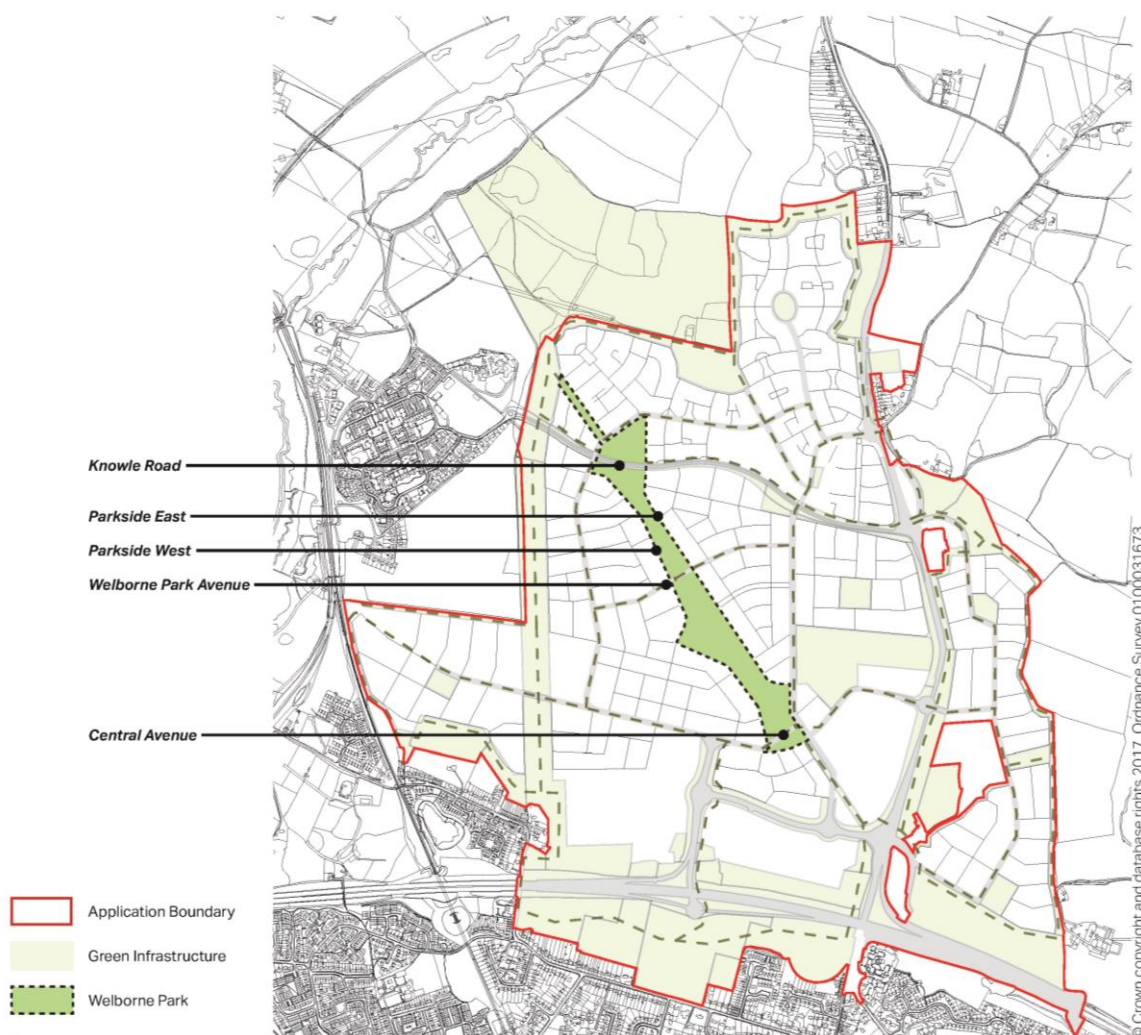


Figure 18: Welborne Central Park

Proposal 2 - Neighbourhood Parks

The masterplan includes 12 neighbourhood parks, providing park and amenity space within the application boundary.

The neighbourhood parks provide accessible recreational green space across Welborne, and are strategically located to provide areas of green space to all residents. To ensure that the neighbourhood parks comply with Welborne GI Principle 4 they respond directly to the character area they are located within.

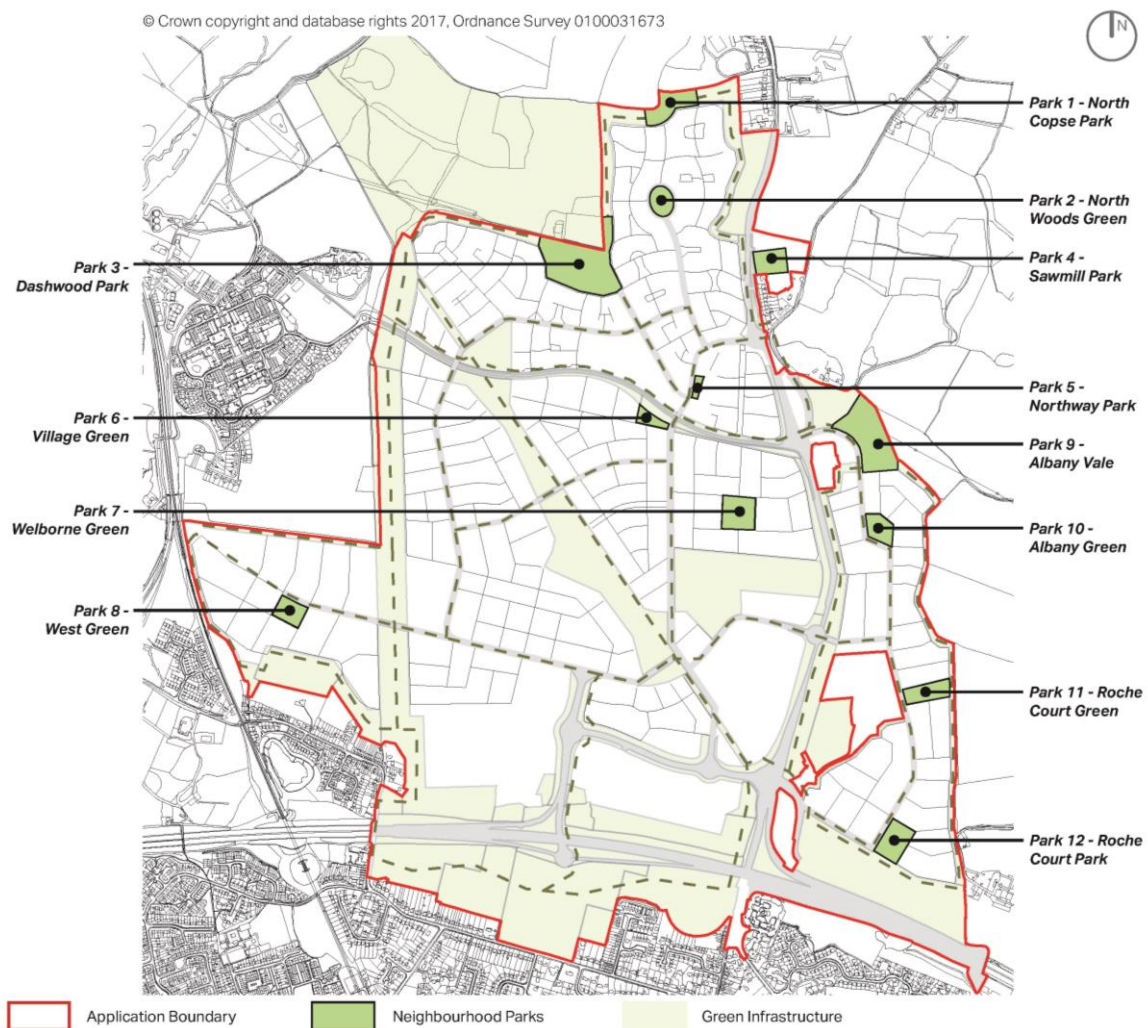


Figure 19: Welborne Neighbourhood Parks

Proposal 3 - The Welborne Greenway

The Welborne Greenway (incorporating jogging / cycling / walking paths) will run around the perimeter of Welborne and connect to other cycle and pedestrian routes.

This perimeter path will ensure that all of the areas of GI provided, both within and outside the site, are linked together and therefore more accessible; ensuring compliance with both Welborne GI Principle 5 and 7.

Sports Areas and Playing Fields

Baseline

Fareham requires 1.2ha of outdoor sports provision per 1,000 population. Four playing pitches are currently provided at Boundary Oak School, just outside of the application boundary.

Proposed Infrastructure

The sports facilities provision at Welborne totals 18.30ha and should include a variety of different sports offerings distributed across the new settlement. The indicative locations are shown on Figure 30.

It is intended that the provision of sport facilities is to be split between dedicated sports areas and those co-located within Neighbourhood Parks and Schools. The outline below sets out the potential for providing sport across Welborne, which will be developed through detailed design.

The area arrived at for the sports provisions includes areas that count towards other GI assets due to the multifunctional nature of GI across Welborne.

- Basketball courts;
- Natural turf playing surfaces;
- Artificial playing surfaces;
- Tennis / ball courts;
- Bowling greens; and
- Cricket pitches.

Additionally, artificial grass sports pitches, and further junior and senior sports pitches will be provided at the Secondary and Primary School, and should be available for public use. This ensures that the sports areas and playing fields are compliant with the Welborne Plan policy WEL29.

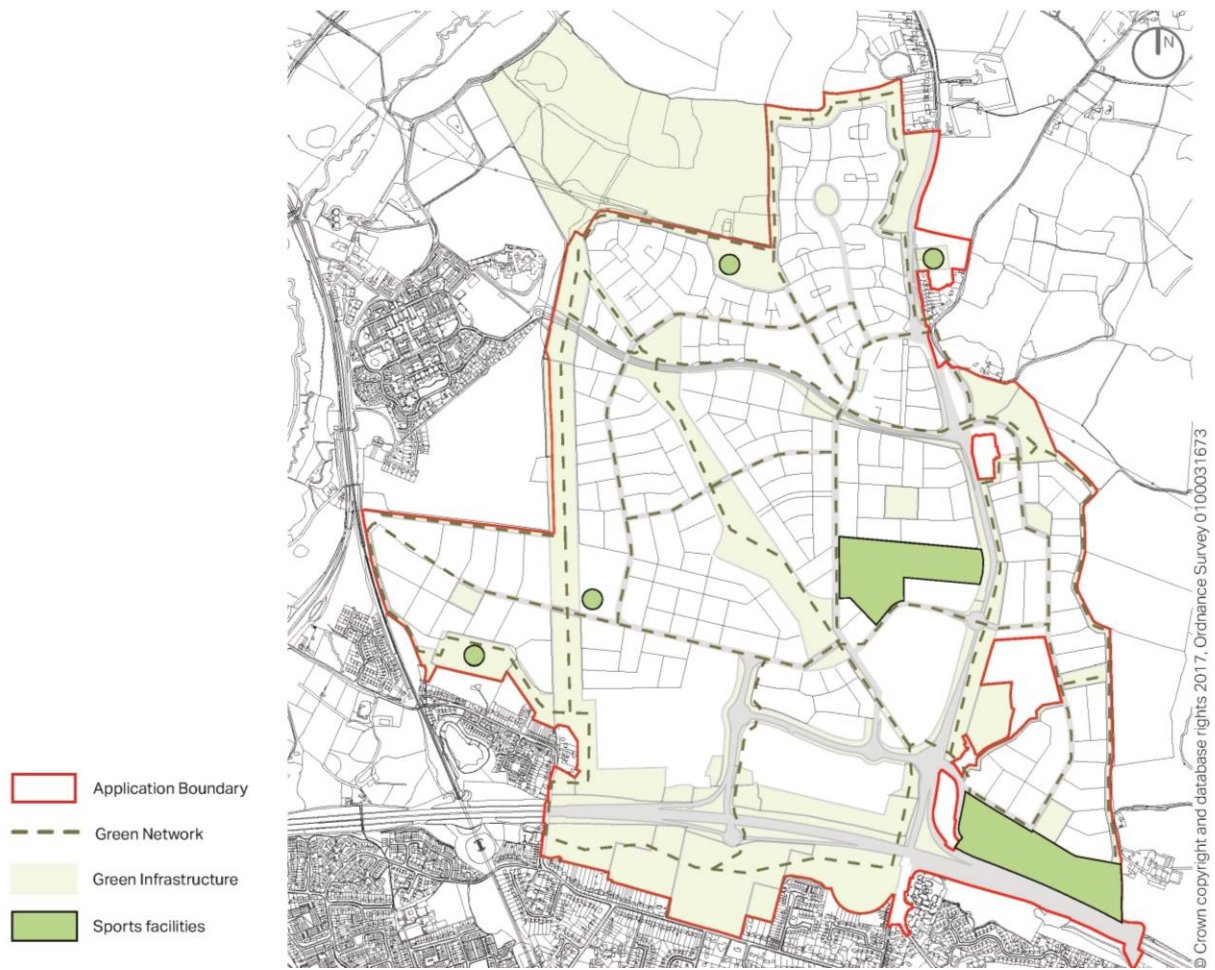


Figure 20: Welborne Sport Area and Playing Fields

Allotments

Baseline

There are no allotments within the Welborne site boundary. However, within the area of influence there is approximately 11 ha of dedicated allotment space, across 5 separate spaces. Fareham Allotment Strategy sets out the standard for allotments of 0.34ha per 1,000 households.

Proposed Infrastructure

The Masterplan proposes 2.1 ha of allotment and community gardens at a single location. There will also be Community Orchards and Gardens distributed across neighbourhood parks, and within residential areas.

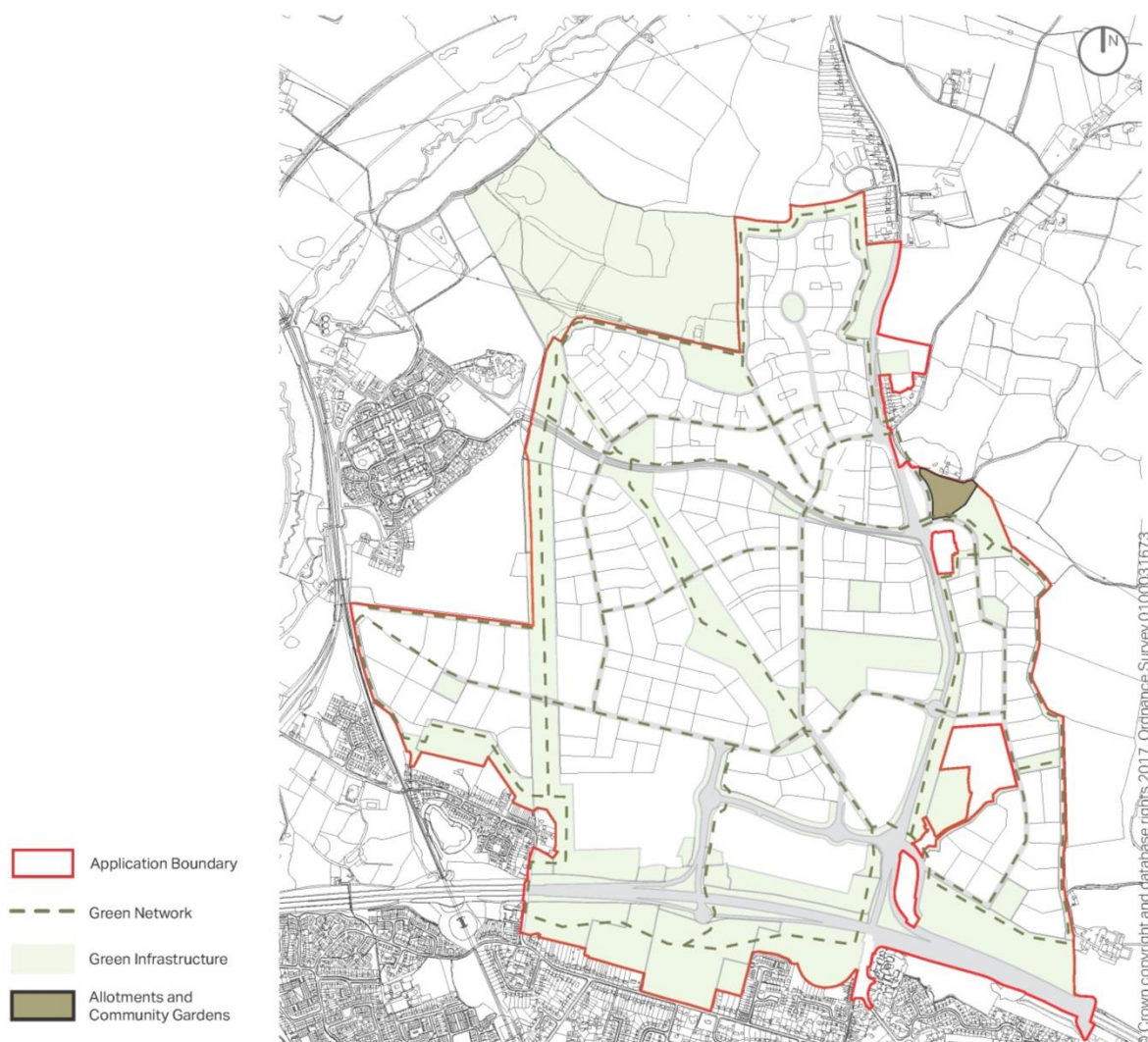


Figure 21: Welborne Allotments

Retained Existing Greenspace and Highway Buffers

Retained land makes up 6.00ha of the overall GI at Welborne and includes an area of woodland adjacent to the existing A32, woodland within the existing Junction 10 of the M27, and land currently connected with Boundary Oak School. This greenspace will not be publicly accessible, but will still form part of the GI network across Welborne by contributing to the site visually and providing vital habitat.

Highway buffers and edges make up 11.00ha of the overall GI at Welborne. They will be planted with a matrix of woodland, trees, hedgerows and shrubs to visually screen traffic along the roads and provide landscape integration. Where possible, these buffers will incorporate existing vegetation for immediate effect.

Figures illustrating these retained green spaces and highway buffers are included in the Open Space and Green Infrastructure Strategy.

Green Infrastructure Summary

The development of the GI principles has been focused on the GI Principles that were set out in the Welborne Plan. These principles are based on a thorough understanding of the site and its surroundings, alongside published policy and guidance contained within The Welborne Plan, Welborne Design Guidance and previous GI studies for the site. Refer to the GI Strategy for a full description of how the proposals respond to the Welborne Plan.

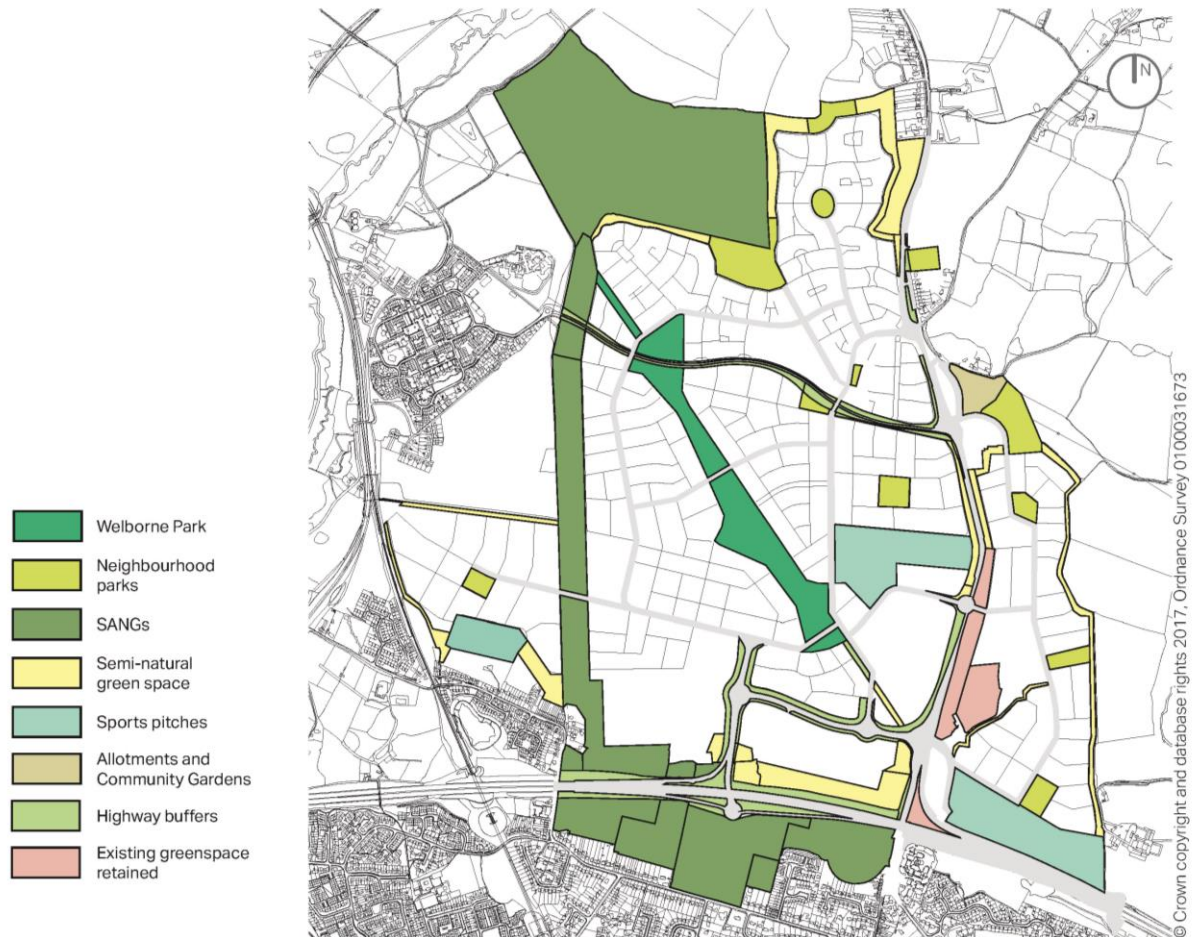


Figure 22: Welborne Green Infrastructure Proposals Combined

Open space to meet the needs of the population

The table below sets out the open space standards that have been set out in the Welborne Plan (Policy WEL29 and WEL30). The table demonstrates how the proposals for the site meet, and in some cases, exceed the requirements to serve the population on site.

Table 8 Open Space Provision Standards

GI Typology	Welborne Plan Space Provision
SANGs	5.60 ha / 1000 population
Semi-Natural Green Space (SNG)	3.00 ha / 1000 population
Park and Amenity Open Space	1.50 ha / 1000 population
Sports Areas & Playing Fields	1.20 ha / 1000 population
Allotments	0.13 ha / 1000 population

The table below sets out a comparison of the total GI provision requirement recommended through the Welborne Plan and its open space standards. Alongside this is a summary of the proposed Green infrastructure allowing a comparison of provision to be undertaken.

Table 9 Welborne GI Provision

GI Typologies	Welborne Plan Requirement (Ha)	Welborne GI Provision (Ha)
SANGs	84.8	78.50
Semi-Natural Green Space (SNG)	46.47	59.60
Park and Informal Play Space	22.8	23.90
Sports Areas & Playing Fields	18.2	18.30
Allotments	2.1	2.10
Total	174.37	182.40

10. Infrastructure Sequencing

The Welborne Plan Phasing Principles

The Welborne Plan includes suggested phasing principles for the site. It states however that the Welborne Plan should inform and guide more detailed work to be prepared by the site promoters ahead of the planning application. It is not designed to be a rigid list of exactly what infrastructure will ultimately be needed to support a sustainable new community. Fareham Council expects the site promoters to use the Welborne Plan phasing principles and guidance to produce an infrastructure delivery plan to accompany a planning application. There are clear guiding principles towards phasing which are set out in the Welborne Plan which include the following:

- *As a general principle, the phasing reflects the need to begin developing areas close to the A32 to avoid major new road infrastructure having to be provided before it would otherwise be required.*
- *The Welborne Plan is supportive of early delivery of employment floorspace should sufficient market demand exist and suitable infrastructure is in place.*
- *The first phase represents initial site preparation and infrastructure required to unlock the early stages of development. Increased capacity in utilities infrastructure and the road network will be required before the next phase can be commenced.*
- *The first delivery phase will also focus development on and around the Local (village) and District Centres, and will entail the delivery of residential, employment and retail floorspace. Green Infrastructure including SANGs will need to be provided at the start of the delivery phasing to sufficiently mitigate the development.*
- *Each main phase will be completed before the following phase can commence. The precise point at which a main phase could be considered to be substantially complete will need to be determined through the phasing plan and implementation strategy to be prepared by the site promoters.*
- *In order to provide for flexibility, some degree of overlap between main phases could be acceptable, providing that the earlier phase is substantially complete. In particular, the Council would wish to ensure that any key infrastructure items, upon which the subsequent phase depends, are sufficiently progressed to avoid the risk of development in the next phase proceeding unsupported by necessary infrastructure.*
- *Bringing development forward to an earlier phase will not be acceptable where it will be likely to give rise to an adverse impact on the amenity of existing residents in any of Welborne's neighbouring settlements.*
- *Where any development is delayed to a subsequent phase, the Council will expect the site promoters to discuss and agree an approach to ensure the development can be delivered and, where necessary, to ensure that any impacts caused by the delayed development can be mitigated.*
- *The Welborne Plan, however, clearly promotes a flexible approach to phasing. The document states the following "The phasing plan and trajectories can be considered the Councils preferred approach, based on the technical evidence and engagement with the site promoters and other interested parties. However, given the long build-out of the development, it is essential that the approach is flexible and can adapt to changes over the lifetime of the plan. Therefore, the phasing plan should be seen as an informed guide and not rigid prescription."*
- *In line with the principle of a flexible approach, the site promoters will be expected to keep the phasing plan and infrastructure delivery plan under review and submit any changes to the Council for approval alongside relevant planning applications*

Proposed Sequencing Plan

Infrastructure delivery is intrinsically aligned to growth and the necessity to mitigate the impacts arising from development. It is imperative that the sequencing of infrastructure represents current development agreements and anticipated trajectories moving forward. This Infrastructure Delivery Plan has been informed by a draft development trajectory developed to inform the masterplanning exercise. The phasing and sequencing presented in this document has been guided by both the Welborne Plan phasing principles and the masterplanning exercise.

The sequencing and construction of the Welborne development will take place over a programme, which may commence in 2017/18 - subject to the outcome of the Outline Planning Application and subsequent Reserved Matters Applications. Reflecting the guidelines of the Welborne Plan this IDP presents the sequencing of the development in five sequences as follows:

- Sequence 1: 2017/18 – 2021/22
- Sequence 2: 2022/23 – 2025/26
- Sequence 3: 2026/27 – 2029/30
- Sequence 4: 2030/31 – 2033/34
- Sequence 5: 2034/35 – 2037/38

Whilst the Welborne Plan makes specific recommendations with regards to infrastructure components delivered in particular sequences it is important to clarify that the assumed delivery period and years assigned to each sequence differs between the Welborne Plan and this outline planning application and IDP. The differences are shown in Table 10 below.

Table 10 Difference between Welborne Plan Sequencing and the OPA Sequencing

	Welborne Plan Sequencing			Proposed IDP Sequencing		
	Period	Years	Units	Period	Years	Units
Sequence 1	2015/16 - 2018/19	4	500	2017/18 - 2021/22	5	820
Sequence 2	2019/20 - 2021/22	3	1,000	2022/23 - 2025/26	4	1,360
Sequence 3	2022/23 - 2025/26	4	1,360	2026/27 - 2029/30	4	1,360
Sequence 4	2026/27 - 2029/30	4	1,360	2030/31 - 2033/34	4	1,360
Sequence 5	2030/31 - 2035/36	6	1,780	2034/35 - 2037/38	4	1,100
		21	6,000		21	6,000

The Welborne Plan acknowledges that the phasing of development will ultimately be determined through agreement between the land owners, Fareham Council, and other parties including Hampshire County Council, Highways England, Natural England and others following consideration of the outline planning application and this Infrastructure Delivery Plan. This IDP provides the evidence base and foundation for a detailed phasing strategy to accompany the 20 year build out of Welborne. The following sections of this Chapter 10 set out the infrastructure that it is expected will be appropriate to support each sequence of development. They are not intended to distinguish between infrastructure to be provided by the master developer or by third parties or which may be funded in whole or part by contributions. Further information is included in the IDP Project Schedule in the Appendix.

The guiding principles towards phasing which are set out in the Welborne Plan have helped to guide the masterplanning and development of the Sequencing Plan. Market conditions and other external factors may also influence the speed and sequencing of the development in the future.

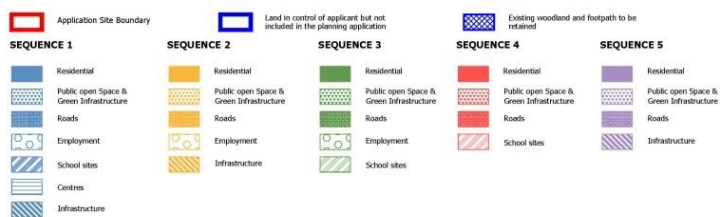
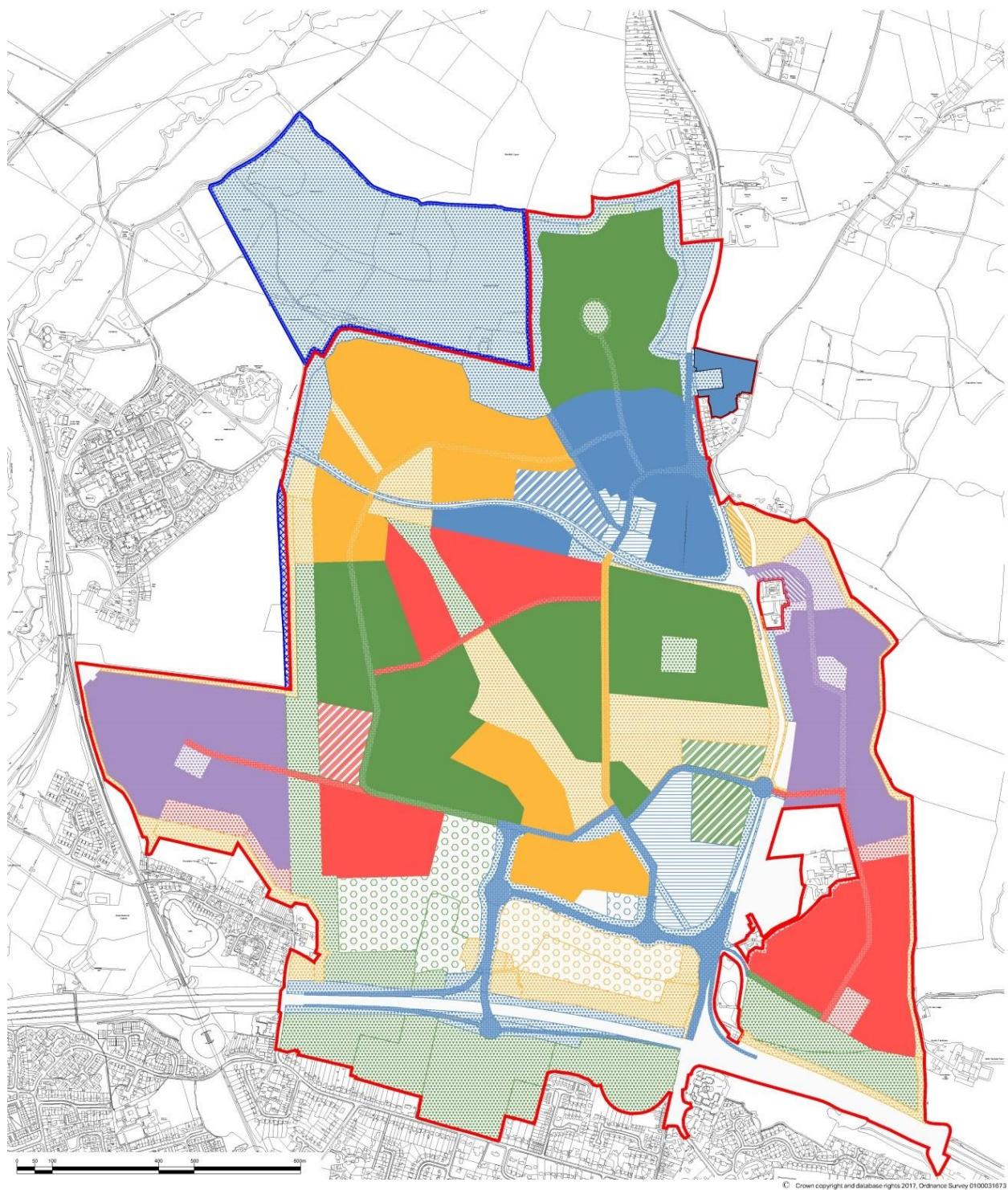
BDL's approach to the sequencing of the development seeks to carefully balance a number of factors including:

- the capacity of local and strategic road network to accommodate additional traffic from Welborne before the new Junction 10 of the M27 is provided;
- the timing of the construction of the new all moves Junction 10 of the M27;
- market factors influencing the housing trajectory and take-up of commercial floorspace within the centres;
- availability of utilities and timescales for connections to be made, as well as undergrounding of the overhead power lines across the northern part of the site;
- the need to provide social infrastructure to meet the needs of residents of Welborne and to mitigate against potential impacts on existing provision; and
- the timely provision of GI across the phases to reduce visual impact on sensitive landscapes and settlements.

In relation to the last of the above factors, BDL are cognisant of the role that GI has in creating an attractive setting for development as well as providing habitats for protected species within the site. This is particularly important in relation to the implementation and laying out of SANGs and significant GI. As such, a number of GI sequencing principles have been established for Welborne which are as follows:

- Early provision of strategic planting on the periphery of the site to reduce visual impact on sensitive landscapes and settlements.
- Early provision of strategic planting on the periphery of the site to provide GI connectivity between key GI assets and GI assets off-site.
- Early provision of SANGs as houses become occupied, to mitigate impact on sensitive sites from recreation.
- Provide sufficient GI of varying types to serve the community as the residential community development grows.

Figure 23, 'The Sequencing Plan' illustrates the land use plan according to the five sequences set out above. This is followed by a more detailed explanation of how the development is envisaged to be delivered by sequence. The exact delivery triggers will however be set out in the Section 106 agreement.



Project: WELBORNE

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Project No: 60469153 Drawing No: SUPPORTING PLAN 003 Revision: 22

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Figure 23 Sequencing Plan

Sequence 1 (2017/18 – 2021/22)

Land use & centres:

- Approx. 820 homes on land in the north, around the Village Centre
- Development of the Village Centre in the north and commencement of the District Centre in the south
- Commencement of the eastern end of the employment area, east of Dean Farm

Transport Infrastructure:

- Construction of the new Junction 10 (by LEP & DfT) comprising new slip roads off the M27 and A32, Welborne Approach, Broadway and four associated roundabouts
- Duelling of the A32 southbound carriageway south of Central Avenue roundabout
- Construction of the High Street and Central Avenue (via the existing access road for Dean Farm off the A32)
- Commencement of northern part of Welborne Way (north of Knowle Road)
- Construction of North Woods Avenue and Dashwood Boulevard
- Commencement of the eastern part of Dashwood Avenue

Utility infrastructure:

- Undergrounding of overhead powerlines
- Diversion of water mains
- Onsite drainage solution

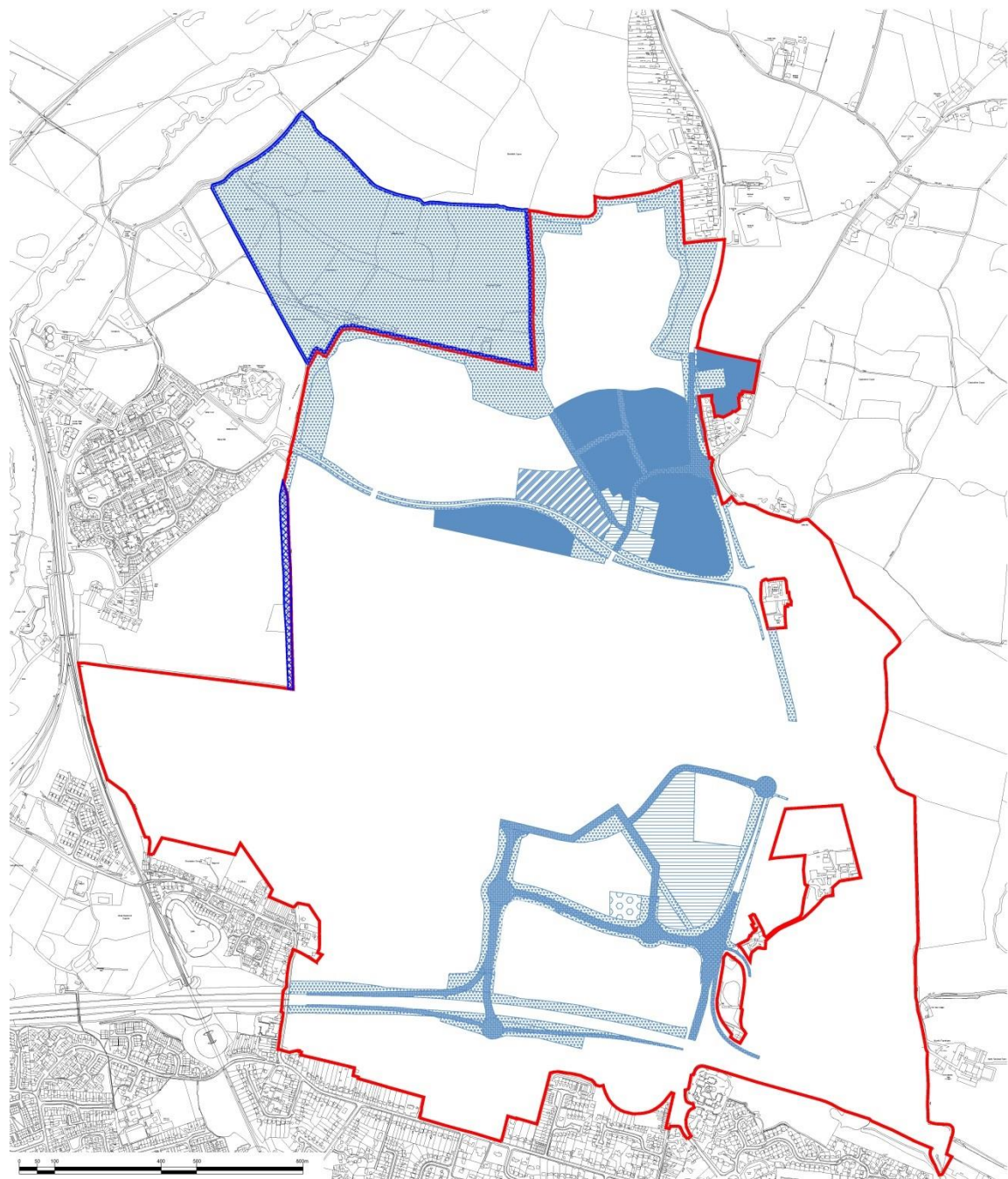
Social Infrastructure:

- Delivery of first primary school by the Village Centre (3 FE primary including nursery provision)
- Village Centre Community Building
- Shared use of community hall in primary school at village centre.
- Provision of sports pitches within Dashwood Park with the option of additional temporary sports provision on the site of the first primary school

Green Infrastructure:

- Provision of strategic planting to the north eastern, northern and north western boundaries to reduce visual impact on sensitive landscapes and settlements
- Provision of landscape and buffer planting associated with the new M27 Junction 10 and east-west link road works
- Provision of the northern part of the Welborne Mile and the buffer planting along the north western boundary adjacent to the existing retained ancient woodland
- Provision of some of the landscape buffer planting to limit the effects of development on existing homes on the eastern side of the A32, north of Forest Lane
- Creation of buffer planting consisting of rough grassland, trees and shrubs associated with Dashwood SANG and Blakes Copse
- Commencement of the southern end of Welborne Park adjacent to the District Centre, which will provide an enhanced setting for the centre

- Provision of Dashwood Park, Northway Park, Village Green and Sawmill Park
- Provide connected pedestrian and cycle routes to key community assets, such as along Knowle Road and between Dashwood and the Village Centre.



SEQUENCE 1	SEQUENCE 2	SEQUENCE 3	SEQUENCE 4	SEQUENCE 5
Residential	Residential	Residential	Residential	Residential
Public open Space & Green Infrastructure	Public open Space & Green Infrastructure	Public open Space & Green Infrastructure	Public open Space & Green Infrastructure	Public open Space & Green Infrastructure
Roads	Roads	Roads	Roads	Roads
Employment	Employment	Employment	School sites	Infrastructure
School sites	Infrastructure	School sites		
Centres				
Infrastructure				

Project
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Figure 24: Sequencing Plan for Sequence 1

Sequence 2 (2022/23 – 2025/26)

Land use & centres:

- Approx. 1,360 homes on land north of the Knowle Road and west of the District Centre
- Provision of the rest of the eastern employment area, east of Welborne Approach

Transport Infrastructure:

- Construction of the central part of Welborne Way connecting the District and Village Centres
- Construction of the western part of Dashwood Avenue, west of Dashwood Boulevard
- Commencement of the northern part of North Drive
- Provision of on-site BRT Network
- Off-site Highway Works completed
- Pedestrian and Cycle links developed

Utility infrastructure:

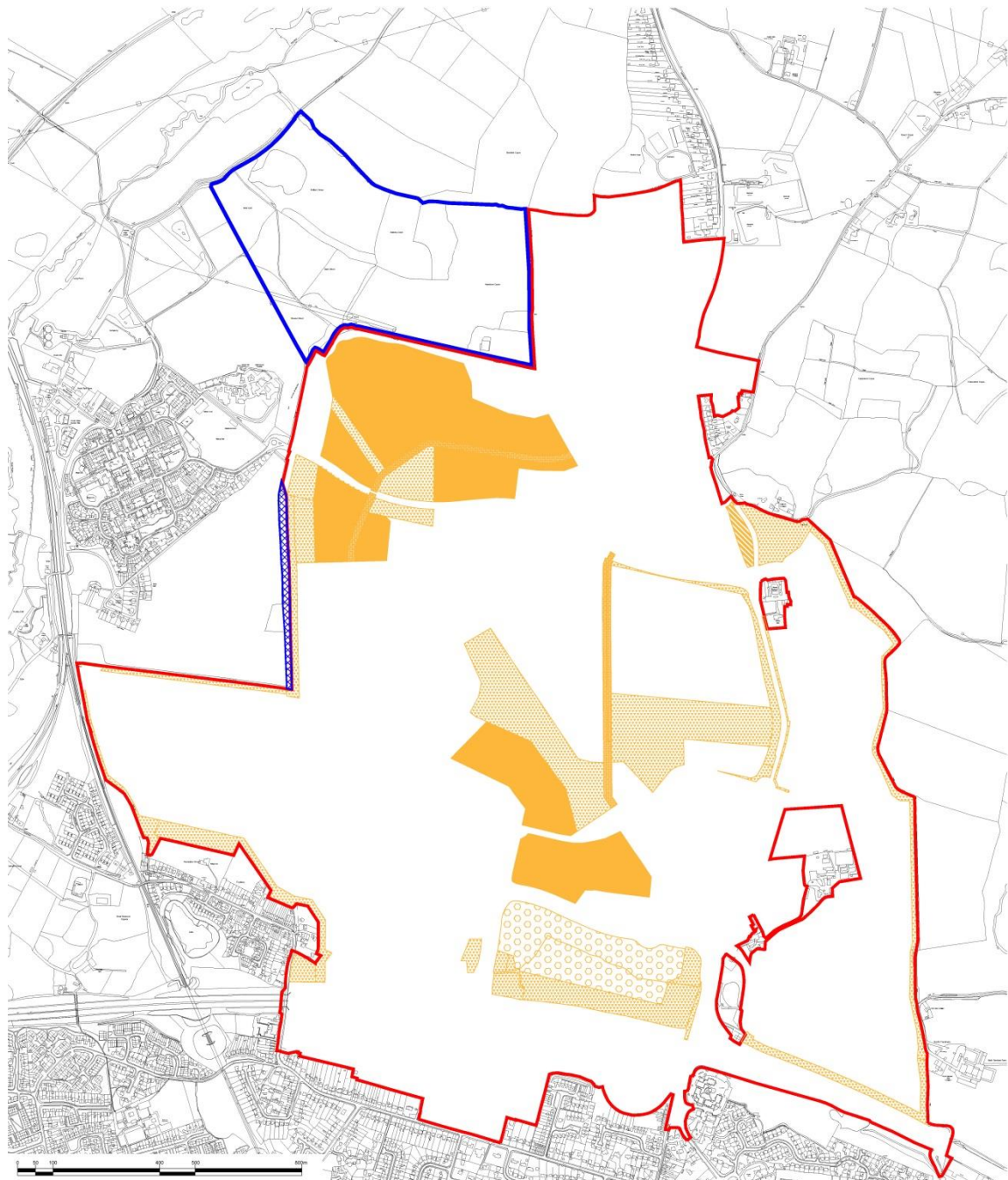
- Construction of electricity substation by the Knowle roundabout
- Potential opening of on-site Household Waste Recycling Centre (HWRC)

Social Infrastructure:

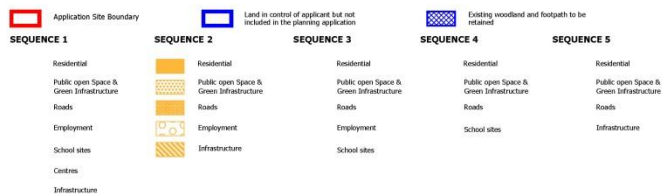
- Potential expansion of first primary school to full size (3FE)
- Commercially operated nursery provision in Village Centre and District Centre
- Initial onsite healthcare provision at village or district centre (depending on one or two site solution)
- Temporary community facilities in district centre
- Secondary School Site made available for early site access and playing field delivery.

Green Infrastructure:

- Provision of the majority of Welborne Park (including the northern end and the connecting link to the Welborne Mile) to create an attractive setting and provide critical cohesion for the overall masterplan
- Provision of part of the Welborne Mile, south of Knowle Road
- Provision of the buffer planting along the western boundaries, south of Knowle and north of Funtley
- Construction of the playing fields associated with the secondary school site
- Provision of buffer planting south of the employment area backing onto the M27
- Provision of the allotment and community garden site north of Albany Farm
- Buffer planting along the eastern boundary of Welborne and along the southern boundary of Roche Court Park.



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Figure 25: Sequencing Plan for Sequence 2

Sequence 3 (2026/27 – 2029/30)

Land use & centres:

- Development of approx. 1,360 homes around North Woods Green and in the central part of the site
- Construction of the western employment area
- Development of the community hub

Transport Infrastructure:

- Completion of the rest of North Drive
- Commencement of the central part of Westway connecting to Central Avenue in the east
- Commencement and realignment of the western part of Pook Lane

Utility infrastructure:

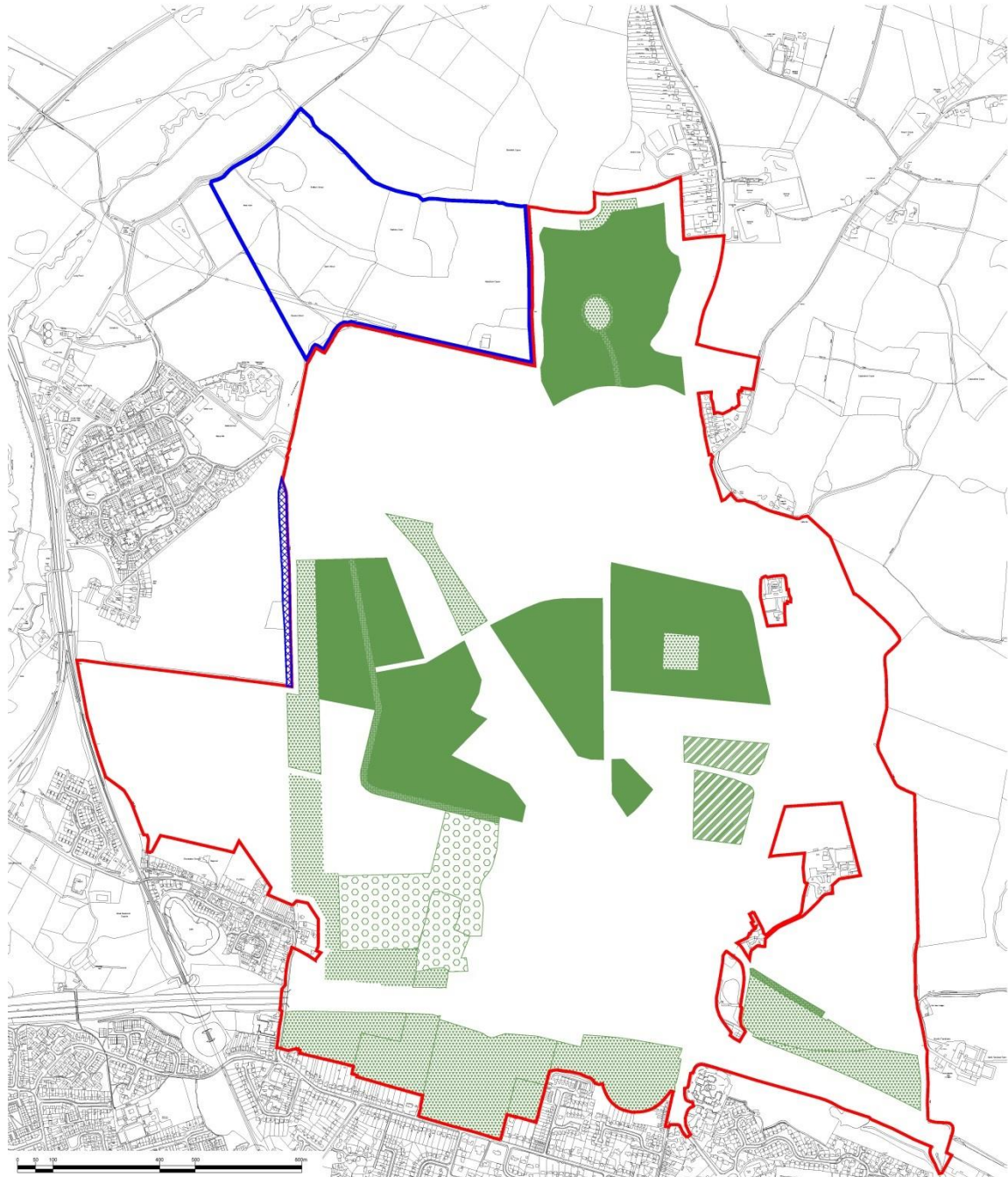
- Continued provision of energy, water, drainage and tele communication solutions in line with build out of development plots

Social Infrastructure:

- Second primary school site made available in the District Centre for 2FE primary including nursery provision
- District centre commercially operated nursery provision potentially expands to two settings
- Secondary School site developed into 7FE school In the District Centre
- Second onsite healthcare provision at village or district centre (depending on one or two site solution)
- Multi-purpose community centre building in District Centre with potential to accommodate community and flexible art/culture space, library space, Indoor sports (potential to link to primary and secondary school buildings).

Green Infrastructure:

- Completion of Welborne Park
- Provision of the remaining sections of the Welborne Mile and Fareham Common SANGs
- Provision of North Copse Park (north of Welborne Green, within buffer to Wickham), Welborne Green and North Woods Green neighbourhood parks
- Provision of sports pitches at Roche Court Sports Park adjacent to the M27 motorway.



	Application Site Boundary		Land in control of applicant but not included in the planning application		Existing woodland and footpath to be retained
SEQUENCE 1		SEQUENCE 2		SEQUENCE 3	
Residential	Residential	Residential	Residential	Residential	Residential
Public open Space & Green Infrastructure	Public open Space & Green Infrastructure	Public open Space & Green Infrastructure	Public open Space & Green Infrastructure	Public open Space & Green Infrastructure	Public open Space & Green Infrastructure
Roads	Roads	Roads	Roads	Roads	Roads
Employment	Employment	Employment	Employment	Employment	Employment
School sites	Infrastructure	Infrastructure	Infrastructure	Infrastructure	Infrastructure
Centres					
Infrastructure					

Project: WELBORNE

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Figure 26: Sequencing Plan for Sequence 3

Sequence 4 (2030/31 – 2033/34)

Land use & centres:

- Development of approx. 1,360 homes south of Knowle Road, west of Welborne Approach and south of Boundary Oak School

Transport Infrastructure:

- Completion of Westway
- Construction of Welborne Park Avenue and Roche Court Drive

Utility infrastructure:

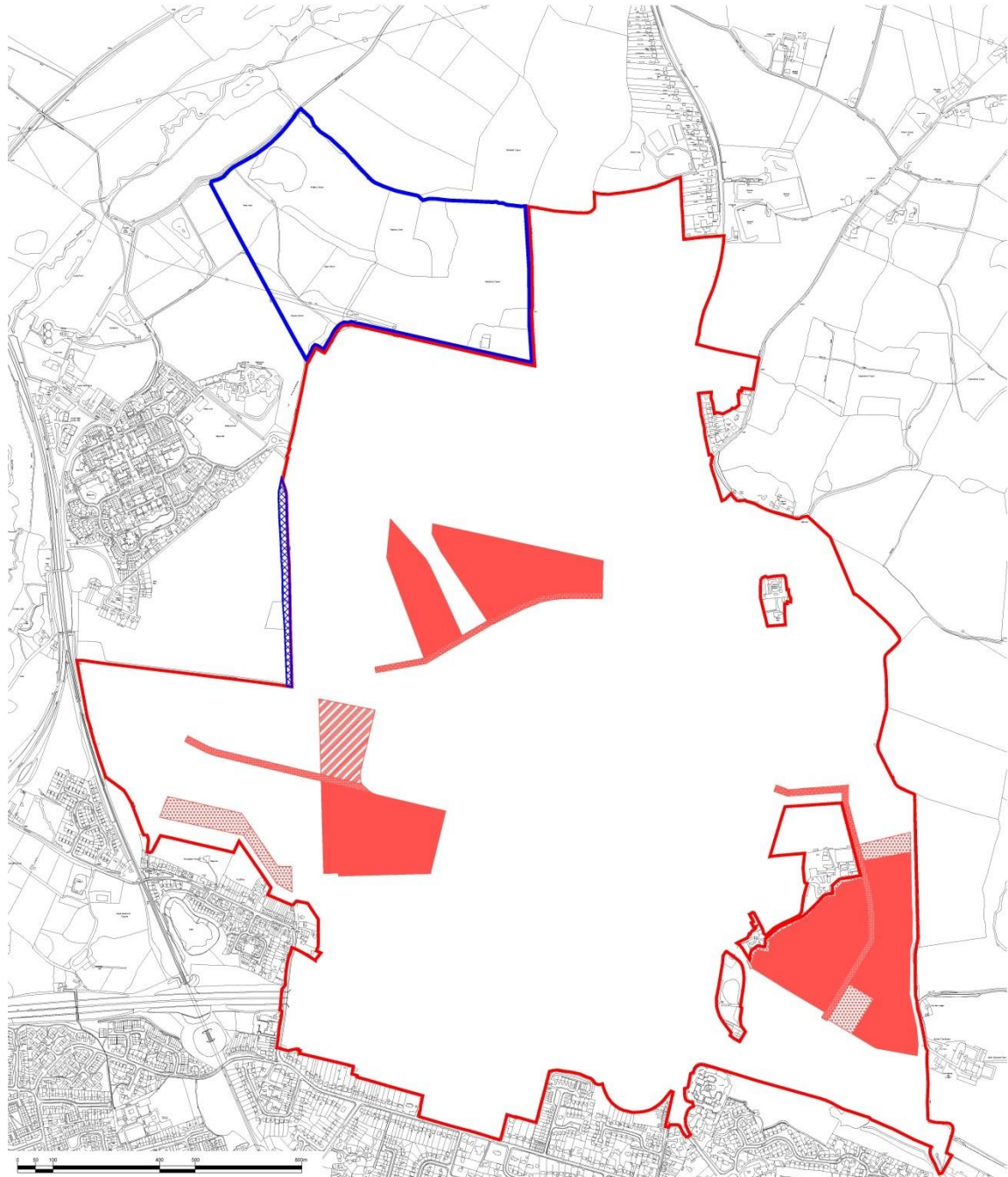
- Continued provision of energy, water, drainage and tele communication solutions in line with build out of development plots

Social Infrastructure:




- Third primary school site available in the west of development for 2FE primary including nursery provision
- Community use of primary school facilities through community access agreement

Green Infrastructure:

- Provision of Roche Court Park and Roche Court Green neighbourhood parks
- Provision of the remaining northern sections of West Park neighbourhood park and sports pitch.



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 Application Site Boundary	 Land in control of applicant but not included in the planning application	 Existing woodland and footpath to be retained
SEQUENCE 1	SEQUENCE 2	SEQUENCE 3
Residential	Residential	Residential
Public open Space & Green Infrastructure	Public open Space & Green Infrastructure	Public open Space & Green Infrastructure
Roads	Roads	Roads
Employment	Employment	Employment
School sites	Infrastructure	School sites
Centres		
Infrastructure		

SEQUENCE 4	SEQUENCE 5
Residential	Residential
Public open Space & Green Infrastructure	Public open Space & Green Infrastructure
Roads	Roads
School sites	Infrastructure

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Figure 27: Sequencing Plan for Sequence 4

Sequence 5 (2033/34 – 2037/38)

Land use & centres:

- Development of approx. 1,100 homes at Welborne West and around Albany Green east of the A32

Transport Infrastructure:

- Construction of Albany Drive from the Knowle roundabout, connecting to Roche Court Drive

Utility infrastructure:

- Continued provision of energy, water, drainage and tele communication solutions in line with build out of development plots

Social Infrastructure:

- Village centre commercially operated nursery provision potentially expands to two settings

Green Infrastructure:

- Provision of West Green, Albany Vale and Albany Green neighbourhood parks.
- Provision of landscape buffers on the eastern side of the A32, immediately south of Albany Farm

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11. Infrastructure Delivery Approach

This chapter sets out the approach towards the delivery of infrastructure identified as necessary to support the Welborne development.

It is acknowledged that the Welborne Plan is supported by a strong evidence base with regard to infrastructure planning and viability assessments. The Welborne Plan is prescriptive in terms of the type, scale and timing of infrastructure required to support the proposed level of development. BDL are committed to deliver the infrastructure requirements set out within the Welborne Plan as far as feasible when the viability of the scheme is taken into account. BDL recognise that it is necessary to establish the infrastructure required to mitigate the impacts of the development proposed and the correct timing of provision and contributions to specified infrastructure will enable the successful delivery of the new community.

This chapter introduces the IDP approach towards infrastructure delivery planning and the use of a project schedule to record, prioritise and monitor the delivery of infrastructure projects. The following chapters set out the sequencing approach towards delivery and the consideration of cost and funding and delivery partners.

IDP Project Schedule

The previous four chapters have set out in detail the infrastructure projects identified as necessary to support the Welborne development. The IDP is supported by a project schedule which encapsulates this detail into a single document allowing the full package of infrastructure requirements to be effectively communicated for the purposes of the planning application process, the cost planning work, parallel viability assessments and to inform Section 106 negotiations between BDL and the planning authority. The project schedule is appended to this document and sets out for each infrastructure project the following information:

- Description of Project
- On or Off Site Project
- Source of Project Details
- Delivery Cost Estimate
- Delivery Principles
- Prioritisation (Critical & Essential Mitigation or Place Making)
- Delivery Type (Onsite Provision, Developer Contribution, Contribution in kind, other)
- Partner Funding Potential
- Trigger for Delivery if appropriate
- Delivery Sequencing

Master Developer Approach

Buckland Development Limited, intends to act as Master Developer for the site. Consultation and discussion with consultees and interested parties are still ongoing regarding the sequence of development and associated infrastructure provision and commitments.

Developer contributions are the contributions made by a developer to remedy the impact of development, either by paying money for work to be carried out or by directly providing facilities or works either on or off-site. Master Developer contributions are envisaged to comprise of a mixture of land, payments in kind and direct funding established through Section 106 agreements and Section 278 agreements.

Under this approach It is important to confirm which infrastructure could be assumed delivered as standard development costs expected of plot developers (as opposed to the master developer). Plot level infrastructure development costs typically include items such as:

- On site roads and public realm
- Non designated, door stop children's play space
- On site CCTV
- On site amenities such as electric charging points
- Broadband and Wifi installation / connection

Infrastructure Prioritisation

Prioritisation of the Infrastructure Project list as part of the Infrastructure Delivery Plan is an essential process for the following reasons:

- A clear approach to prioritisation will aid long term delivery. It is essential that the market has a clear understanding of infrastructure investment priorities, thus establishing positive working relationships with delivery partners and ensuring development does not become unduly stifled or advanced ahead of anticipated timescales. Development will be unlocked through a joined up approach between public and private sectors.
- Prioritisation of infrastructure and anticipated delivery timescales enables a clear understanding of cashflow. It is known that certain projects will have a lag time associated with investment and require 'pump priming'. Prioritisation will influence future spending and banking of monies and help to mitigate and manage funding gaps.
- Prioritisation identifies key strategic priorities that will unlock smaller scale priorities. A holistic approach needs to be established both for strategic projects as well as local ones. The relationships between projects are critical.
- Prioritisation of infrastructure assists in the understanding of viability constraints and can direct investment decisions.

Following the identification of all necessary Infrastructure Projects the IDP can assign each project a level of priority. This distinguishes those projects critical to enabling development and mitigating infrastructure compared to those that are important to deliver good place making principles. This process is intrinsically linked to the development trajectory and requires consideration of the role infrastructure plays in unlocking development as well as mitigating the pressures arising from population growth.

The categories set out in the Table 11 have been adopted in support of the prioritisation process.

Table 11 Infrastructure Prioritisation Categories

Critical Infrastructure	This defines infrastructure that must happen to enable growth, i.e. they are the first element required to unlock any future works and without them development cannot proceed. These infrastructure items are known as 'blockers' or 'showstoppers', they are most common in relation to transport and utilities infrastructure and are usually linked to triggers controlling the commencement of development activity. It also includes Essential Services that are required to facilitate growth or be delivered in advance of residential / commercial development, i.e. connection to the potable water and wastewater network.
Essential Infrastructure	This defines infrastructure that is essential and considered necessary in order to mitigate impact arising from the operation of the development. These are projects which are usually identified as required mitigation in Environmental Impact Assessment (EIA) or Transport Assessment (TA) testing. These projects are necessary to make the proposed development acceptable in planning terms and are directly related to the proposed development. These items are most common in relation to trip and population generated by the development (including school places, health requirements and public transport (service) projects), and are usually linked to triggers controlling the occupation of development sites. This will largely be secondary infrastructure that is profiled subsequent to Critical Infrastructure.
Place Making Infrastructure	This defines infrastructure that is required to deliver sustainable developments and support wider strategic or site specific objectives which are set out in planning policy or is subject to a statutory duty, but would not necessarily prevent development from occurring. This type of infrastructure has a less direct relationship to the addition of population creating additional need, and is more influenced by placemaking objectives. Such infrastructure can include facilities or services governed by choice, including use of community facilities, libraries and sports facilities.

It is important to recognise that this process of categorisation is the first step in supporting discussions of infrastructure prioritisation that are undertaken in the context of current day assessments. It may well be appropriate that projects defined as 'Place Making' in isolation or at current day are reclassified or treated as essential infrastructure when their impact in terms of viability and or enhancing the attractiveness of Welborne is considered in accordance with other priorities.

Project Schedule Monitoring

Following the production of this Infrastructure Delivery Plan and as the masterplan is taken forward with detailed reserved matter planning applications it may be appropriate for some items contained within the project list to be reviewed and re-profiled in terms of prioritisation, timing or need altogether. This may be for a variety of reasons such as:

- Quantum of development confirmed at a different level to that tested at this stage;
- Demand could be accommodated within existing facilities through utilisation of previously unavailable/unidentified capacity;
- Review of co-location potential for compatible infrastructure projects may reduce the physical number of projects as well as potential costs;
- Project is capable of being delivered in an alternative manner that is considered more appropriate;
- Projects were aspirational and aligned to enhanced place-making activity and not deemed viable at a later stage;
- Projects could be delivered by the private sector / alternative source.

12. Infrastructure Costs

This IDP is accompanied by a detailed infrastructure project schedule which is included as Appendix 1 to this report. The project schedule has been prepared in reference to a Cost Plan produced by AECOM Cost Consultancy which sets out the detailed assumptions behind the cost estimates held within the IDP Project Schedule.

The project schedule presents a comprehensive list of all infrastructure that has been identified through this IDP project, the total costs associated with that project schedule are presented in this chapter.

Costing Assumptions

The following parameters should be noted with regards to the approach taken in the costing exercise undertaken by AECOM:

- The costing exercise covers all site preparation works and community infrastructure, landscaping, transport and utilities both on and off site.
- The costing exercise relates to Master Developer works to create serviced plots for disposal
- The costing exercise excludes all on plot construction costs for the housing and employment

The following assumptions have been applied to the total infrastructure cost exercise:

- Professional Fees based on 10%
- Design Development and Construction Contingency at 7.5%

The following factors have been highlighted through the costing exercise as having a direct impact on the scale of infrastructure investment required to deliver the masterplan:

- The extent of primary and secondary road network to provide serviced plots as a number of utility services are assumed to run along these routes.
- The approach towards servicing the site with utilities, with either the traditional model of connecting to the major service providers or alternatively to utilise a multi utility service company (MUSCO) to deliver in combination some or all of the on-site electricity, gas, water and communications solution.
- The extent of adoption of works, including highways and landscaping
- Unidentified risks through encountering unsuitable ground conditions, albeit this is a green field site and unlikely in this case.
- Unidentified risks through extent of utilities diversions in relation to off-site highways works.

Cost Exclusions

It is important to note that the total cost estimates presented in table 12 and in the corresponding Appendix 1 exclude the following overarching factors:

- VAT
- Inflation from January 2017
- Professional fees up to submission of the Planning Application
- On Plot/ On Parcel Works
- Site Acquisition
- Finance Charges
- Community Infrastructure Levy (CIL)
- Other S106 Costs not specifically referred to
- Any works in connection with railway projects
- Fixtures, fittings and equipment and I.T. equipment to the schools
- Loose fixtures, fittings and equipment and specialist medical equipment to the health care facilities
- Works to Lally and Hedges land

Infrastructure Cost Summary

As stated earlier the detailed project specific IDP schedule is included as an Appendix but summarised at a topic level below in Table 12. The costing exercise has demonstrated a total infrastructure investment requirement of £250 million. With the inclusion of professional fees, design, development and construction contingencies and development management costs this increases to £302 million.

Table 12 Summary Cost Estimate of Identified Infrastructure to support Proposed Development

	Total Cost
Site Preparation	£21,500,000
Transport Infrastructure	£70,200,000
Utilities Infrastructure	£44,700,000
Social Infrastructure	£68,300,000
Green Infrastructure	£45,800,000
Total Infrastructure and Enabling Costs	£250,000,000
Professional Fees	£21,700,000
Design, development and construction contingency	£18,100,000
Development Management Costs	£12,000,000
Total Scheme Cost	£302,000,000

As part of the IDP project schedule a trigger point and recommended phasing of all infrastructure projects has been included. With regards to transport and utility requirements the phasing of these important enabling projects has been guided by the transport assessment and associated modelling and the utility statement and associated dialogue with the utility providers. With regards to social infrastructure projects the timing of these requirements has been informed by the housing trajectory and associated on-site population profile. Consideration has also been given to ensuring the necessary place making elements of the masterplan are delivered at an appropriate stage to enable the new community to thrive.

Figure 29 illustrates the sequencing of costs between 2018/19 and 2038/39 broken into the different infrastructure project types. This is a useful exercise in demonstrating the concentration of investment in different types of infrastructure such as upfront utility connection costs and the introduction of social infrastructure over the development programme.

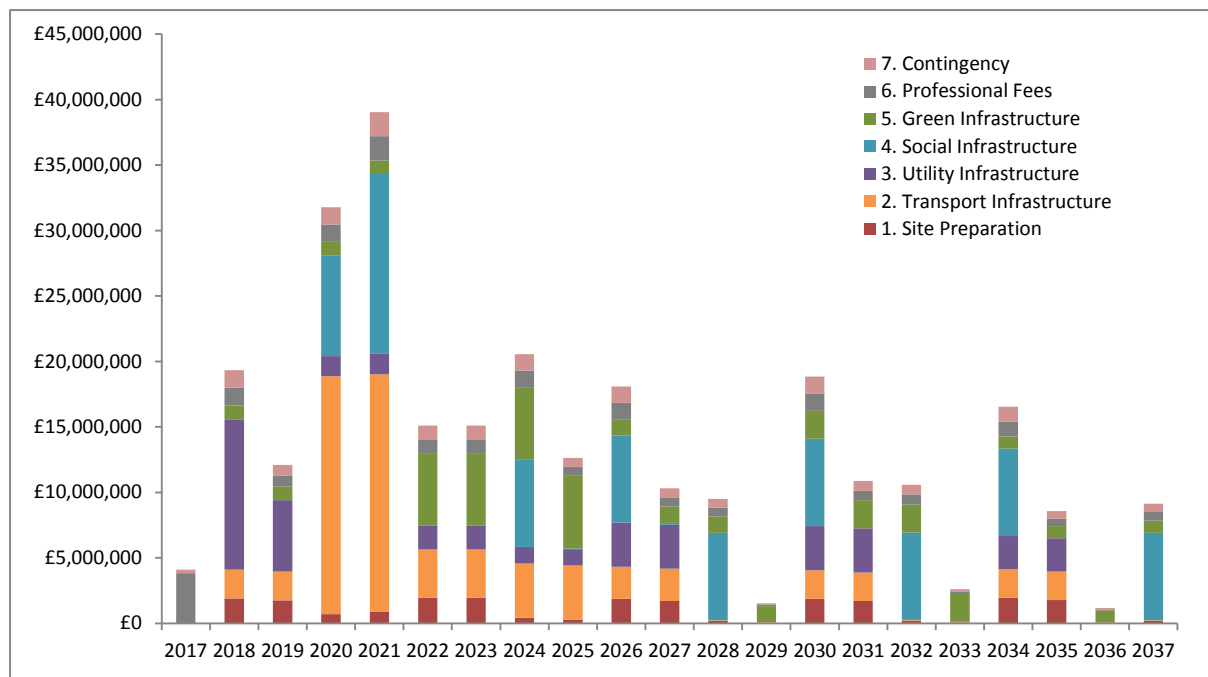


Figure 29: Cost Profile by Infrastructure type between 2018 and 2038

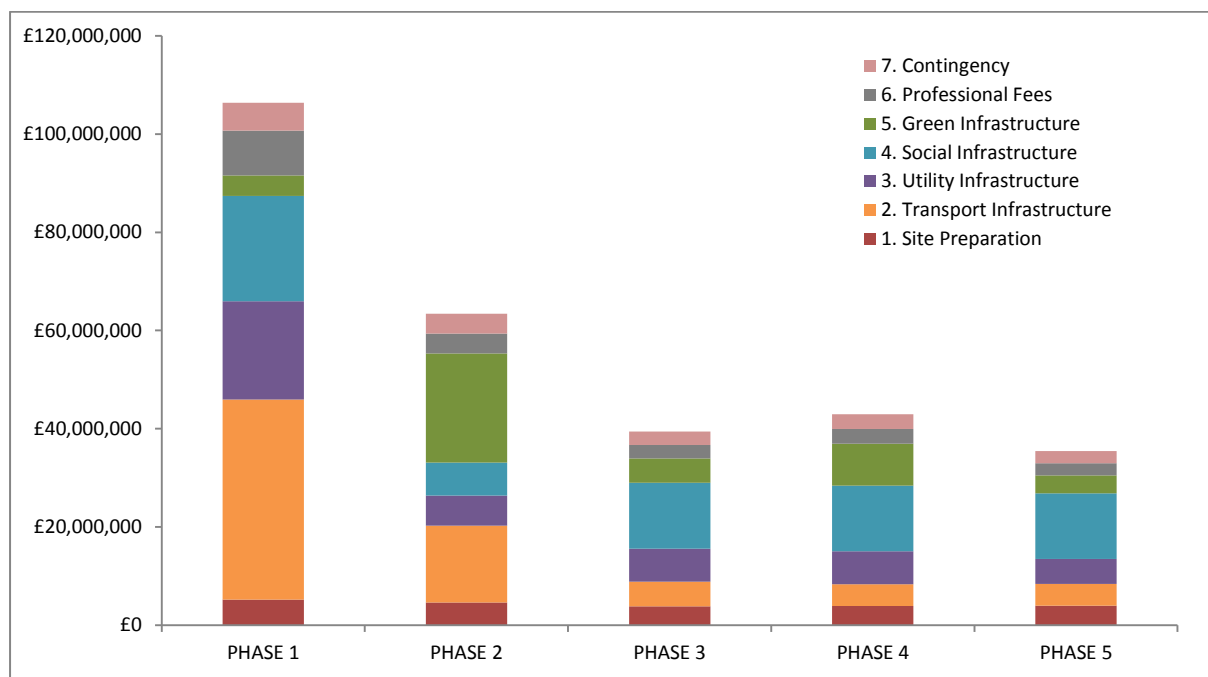


Figure 30: Cost Profile by Infrastructure type by Sequence

13. Funding Sources and Delivery Partners

The IDP has set out in detail the type, scale and sequencing of infrastructure required to support the Welborne development. The IDP has also presented the anticipated costs associated with that infrastructure requirement. This chapter of the IDP explores the potential sources and delivery partners that will ultimately combine to form a viable funding package to bring forward the development.

Developer Contributions

Section 106 of the Town and Country Planning Act 1990 allows a local planning authority to approve a development proposal that would not otherwise be acceptable on planning grounds, on various conditions set out in agreements negotiated between the local authorities and developers. These commonly include an obligation for developers to provide affordable housing (of various types and at various times) and to secure financial contributions and land from developers for supporting infrastructure.

The Community Infrastructure Levy Regulations specify that Section 106 agreement can be concluded, only where such an agreement is:

- necessary to make the development acceptable in planning terms
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

Section 106 agreements should be focused on specific measures to mitigate the planning issues which would otherwise lead to refusal of the planning application. Accordingly, funding received by an local planning authority under a Section 106 agreement must be spent on the infrastructure agreed to be delivered, pursuant to a developer contribution agreement.

Developer contributions will be required as part of the overall funding package to deliver the infrastructure required to support the Welborne development. In addition, developer contributions will also be required to mitigate off site works such as highway improvements. The nature and scale of the contributions required will be agreed through the Section 106 agreement as part of the planning application, informed by the infrastructure project schedule included within this Infrastructure Delivery Plan.

There should be no circumstances where a developer is paying CIL and contributing under a section 106 agreement to the provision of the same infrastructure. While Section 106 agreements for developer contributions to infrastructure should be focused on specific measures to mitigate the planning issues which would otherwise lead to refusal of the relevant planning application, CIL is intended to be levied to address the broader impacts of development on specified types of infrastructure established through the Regulation 123 list.

The Governments Community Infrastructure Levy (CIL) review group has recently published its document 'A new Approach to Developer Contributions' which includes a review of the relationship between CIL and Section 106 in the delivery of infrastructure and the role of the Regulation 123 list. This document recommends the Government should replace the Community Infrastructure Levy with a hybrid system of a broad and low level Local Infrastructure Tariff (LIT) and Section 106 for larger developments.

This IDP and viability assessment assumes that a CIL rate of zero is applicable to Welborne based upon the Local Plan evidence base suggestions that this would be the case and the Draft Regulation 123 list stating that CIL contributions would not be spent on Welborne infrastructure.

Any contribution by the developer to infrastructure (through S106 agreement) is dependent on the proposed development being commercially viable. This planning application and IDP is accompanied by a site wide viability report which will inform the nature and scale of contributions.

Grant Funding from Public Sector Bodies

Public sector funding has been identified throughout the Local Plan preparation as set out below.

Solent LEP Local Growth Deal

The Solent Local Enterprise Partnership (LEP) brings together local businesses, universities and colleges and the local authorities in the area: Portsmouth City Council, Southampton City Council, Hampshire County Council and the district councils for Eastleigh, East Hampshire, Fareham, Gosport, Havant, Isle of Wight, New Forest, Test Valley and Winchester.

The Solent LEP has secured £124.8m from the Government's Local Growth Fund to support economic growth in the area – with £27.5m of new funding confirmed for 2015/16 and £57.7m for 2016/17 to 2021.

Solent LEP and Central Government have agreed to co-invest in a number of jointly-agreed priorities. Within these priorities is a commitment towards a 'Fareham and Gosport Package'. This package includes an enabling programme of works aimed at enabling access to the strategic sites at Welborne and the Solent Enterprise Zone which will include funding towards a local road network improvement package (including Peel Common Roundabout), and initial site preparation work/land remediation at Welborne, and a provisional allocation to M27 Junction 10 upgrade to all moves starting beyond 2016.

The construction of the Junction 10 Improvements is a key part of the OPA and the timing of contributions towards Junction 10 improvements will be controlled by a trigger in the S106 Agreement. The public sector, including the Department for Transport and Solent LEP, have made similar public commitments on how and to what extent they will contribute to the funding of the Junction 10 Improvements. These funds include Local Growth Funding. BDL have similarly committed to make a substantial contribution towards the cost of this major infrastructure project.

Due to the spending periods of these funds as set out above, there is a need to undertake works to the M27 Junction 10 improvements before 2021. The IDP sequencing of delivery aligns with this requirement.

Homes and Communities Agency (HCA) – Local Infrastructure Fund (LIF)

The Local Infrastructure Fund has been established to deliver short, medium and long term economic growth through targeted investments into large scale land, property and commercial projects which can offer financial and economic returns to the taxpayer. The fund offers repayable finance for upfront infrastructure investment and other site preparation works that will support economic growth, jobs and homes.

The Fund has the following key objectives:

- To promote economic activity by investing in large scale land and property projects, which have local support, to deliver the infrastructure required to unlock housing and commercial development;
- Recoverability: investments made by the fund will be recovered by the Homes and Communities Agency, according to the principles of the investment instruments;
- Flexibility: the Fund will be flexible in how it invests, enabling bespoke packages of support to be developed where needed.

The Local Infrastructure Fund (LIF) is administered by HCA with repayments from successful applicants being made to the HCA. The government announced a £1bn extension to the fund in the Autumn Statement 2013. The Local Infrastructure Fund prospectus sets out the criteria for bidding which include support for sites that:

- Are at least 1,500 units in size.
- Have support from the relevant local authority (the Homes and Communities Agency will test this with the local authority).
- Demonstrate how the infrastructure investment will lead to housing starts.
- Have local support, demonstrated through having outline planning consent, or the site being designated for development in a Local Plan or via a Local Development Order.

New Homes Bonus

The New Homes Bonus (NHB), which commenced in 2011, creates an incentive for local authorities to deliver housing growth in their area. It is based on central government match funding the Council Tax raised for new homes and properties brought back into use, with an additional amount for affordable homes, for the following four years to ensure that the economic benefits of growth are returned to the local area. . From 2015 NHB included a requirement that some resources are pooled to support LEP growth plans.

An estimated £30.4 million of New Homes Bonus could be paid to the council over the period to 2041. This estimate is based upon the assumed delivery of market and affordable housing set out in the published Welborne Plan. The Welborne Infrastructure Funding Strategy published by the Council in March 2013 stated that the Borough Council has indicated that it will ensure that new homes bonus receipts arising from dwellings completed in the new community will be spent within the new community.

The NHB is only achieved once the homes are built, thus representing a risk to forward-funding any infrastructure. It is therefore necessary to allow one year after the homes are anticipated to be completed before calculating the receipt of funds. Fareham Council cannot provide the funding directly to the applicants but can be used to influence and improve the quality, scale or timing of infrastructure delivered. It could therefore be spent on third party land acquisition, infrastructure adoption or maintenance costs, place making infrastructure or improving the quality of infrastructure proposed.

Hampshire County Council

The IDP has identified the need for three new primary schools and a secondary school within the Welborne development.

Hampshire County Council, as the local education authority, has a statutory duty to plan the provision of school places and to secure the balance in supply of school places and demand for places. Typically the County Council will request a Section 106 contribution in order to contribute towards the expansion of school places or provision of a new school. The County Council can reduce the assessed payment in lieu of on-site provision of facilities that will effectively provide that same level of provision.

It is BDLs current proposal to construct the first primary school. BDL propose to start the initial phase of primary school construction in the village centre in sequence 1 of the development. This will be constructed to a 2 Form Entry capacity with the ability for expansion to 3 Form Entry in sequence 2.

BDL expect to provide serviced sites and appropriate contributions to the local education authority towards the remaining demand for education places generated from the development. These are estimated to include a further two primary schools and a secondary school. This is expected to be controlled by the Section 106 agreement. The sequencing plan sets out the intended release of sites for these schools.

With regards to operations, the schools would be expected to be operated by an Academy Trust, chosen through a competition process administered by Hampshire County Council. It may be the case that a single adequately qualified Multi Academy Trust operates all of the schools proposed within the Welborne development with the associated benefits of shared use of facilities and a single community access agreement.

Clinical Commissioning Group (CCG)

The Welborne Plan identifies the need for a minimum of one primary care centre as part of the proposed District Centre at Welborne and potentially an additional facility within the village centre. This IDP has made proposals in line with this requirement.

The Development would be limited to providing the appropriate scale and location of facility in which a health care provider could then operate. Primary Healthcare provision would be delivered and operated by the Clinical Commissioning Group (CCG) who would be responsible for identifying viable tenants. The Welborne development is estimated to generate approximately 15,000 additional residents and will subsequently provide that number of new patients to any healthcare facility choosing to operate from the development. Each of these new patients will generate a revenue funding allocation from the NHS.

Utility Companies

The IDP has identified a number of utility projects required to enable the site. With regards to a traditional approach to utility infrastructure solutions the following utility companies will be partners in the delivery of Welborne:

- Energy - Scottish and Southern Energy (SSE) and Southern Gas Networks (SGN)
- Potable Water - Portsmouth Water
- Foul Water – Albion Water or Southern Water (depending upon the chosen solution from options presented in the project schedule).

- Telecommunication / Broadband – BT / BT Open Reach

A majority of costs associated with off-site utilities reinforcement provision will be met by the utility companies as part of their 5 year investment plans. As set out in the Utility Statement, BDL is working with the above utility companies to ensure the required infrastructure investment is included within their short, medium and long term planning frameworks. A contribution will be made from BDL towards the cost of specific short term or temporary solutions such as the temporary off-site foul water solution.

Multi Utility Companies

There are a number of providers that can offer utility supplies ranging from 2 utilities such as gas and electricity supplies through to providers such as SSE who can provide all onsite utilities including adopted sewerage. Albion Water can also offer sewage treatment and a potential for using recycled water for non-potable uses.

There are obvious opportunities for economies of scale and hence cost savings as well as for overall coordination both for construction and for maintenance so that there is no conflict between numerous separate utility companies. A company providing energy and water services is referred to as a MUSCo, whilst a company providing energy only is referred to as an ESCo. As set out in the Utility Statement, BDL is in discussion with a number of MUSCo's to fully understand the capacities of these organisations to deliver a joined up utility service for Welborne and to understand the advantages and disadvantages of such an approach.

Appendix - IDP Project Schedule