

Welborne Infrastructure Delivery Plan

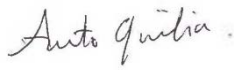
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1. Introduction

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 Outline Planning Application (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 has been 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 Infrastructure Delivery Plan (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.

The outline application for Welborne was submitted in March 2017. Following that it was agreed with FBC that the application documents would be updated to reflect revisions in relation to housing mix and infrastructure provision on site.

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, 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)
 - Elderly Housing (Extra Care)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 (January 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 (April 2013)

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 (June 2014)

This 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 (June 2014)

The 2014 Funding Strategy 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 of a point in time it demonstrated that various external 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 have 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.

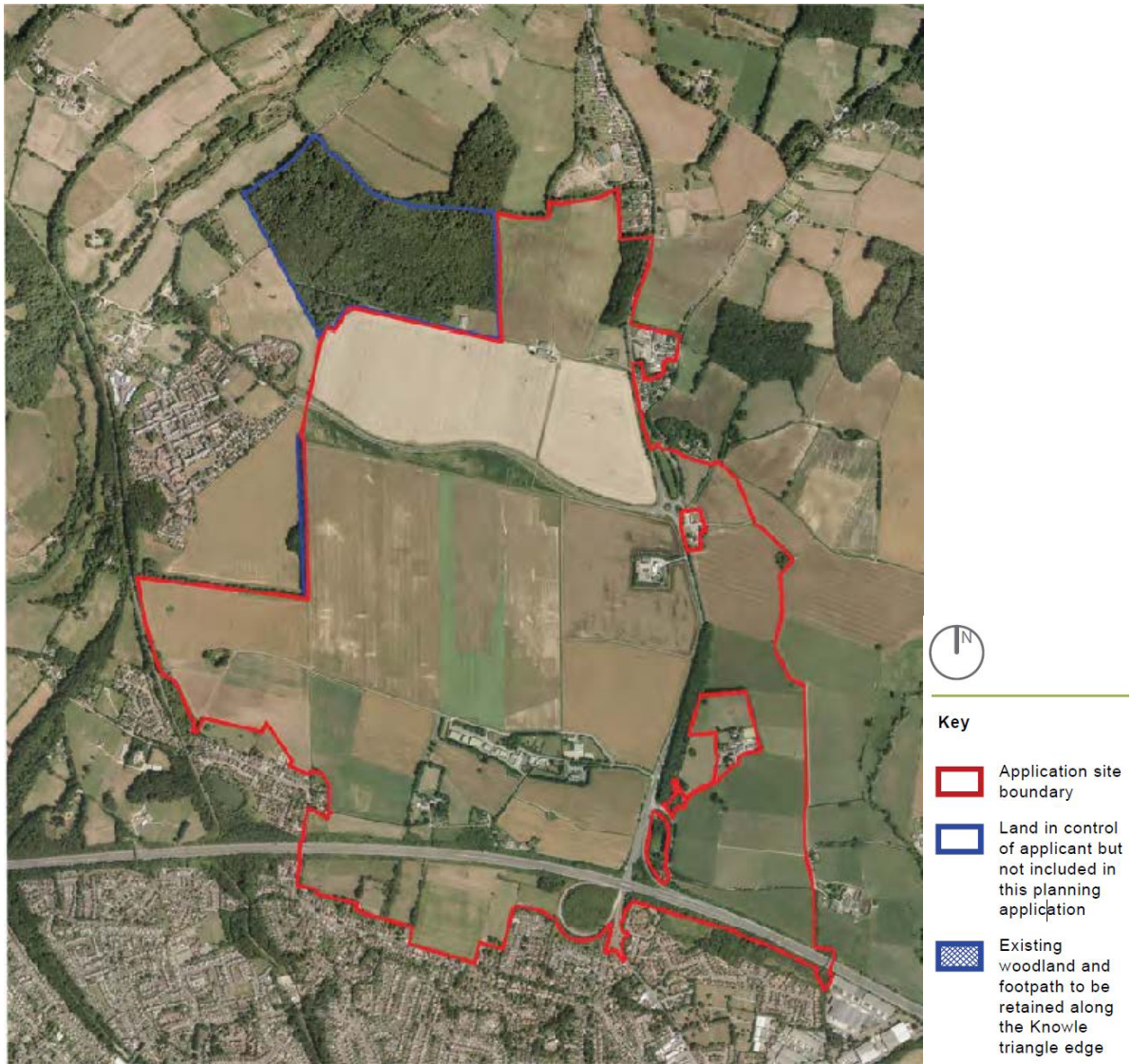


Figure 1: Site Plan

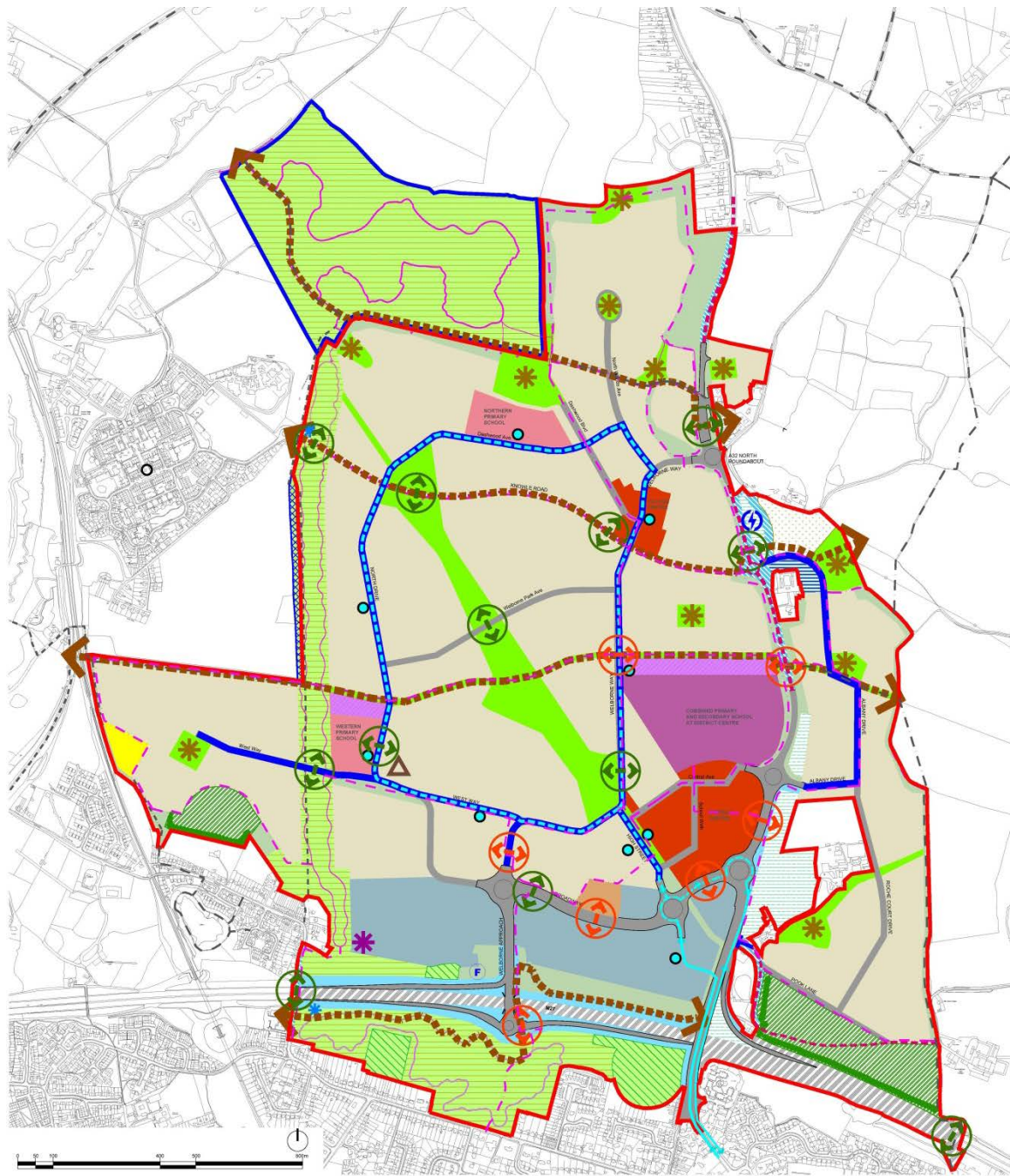
4. The Masterplan

Description of Development

The Description of Development is as follows as set out in the 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.



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<p>LAND USE PROPOSALS</p> <ul style="list-style-type: none"> Residential Development including ancillary CI and SUD's Employment areas Land identified for primary schools (north and west) Land identified for Primary and Secondary Schools at District Centre including sports pitches at Secondary School Land identified as Primary and Secondary Schools reserve land Land identified for Village and District Centre <ol style="list-style-type: none"> 1. District Centre: Incl. community, day care and pre-school, retail, leisure, employment & residential. 2. Village Centre: Incl. community, day care, indoor sports, retail, public realm (a residential) Parks, Informal Playpace and SUD's allotments Semi Natural Greenspace (SNG) 	<p>LAND USE PROPOSALS (Contd.)</p> <ul style="list-style-type: none"> Outdoor Sport Pitches & associated facilities, including day care and pre-school for south eastern area Tree planting within landscape buffer SANGs Potential SANGs <p>PROPOSED LAND USE ELEMENTS TO BE CONFIRMED THROUGH DETAIL DESIGN</p> <ul style="list-style-type: none"> Carpark for SANGs Household Waste Sites within employment area (subject to agreement if required) Parks, Informal Playpace and SUD's, locations and details to be confirmed at detail design stage Land identified for access road Potential Railway Halt Community Hub 	<p>MOVEMENT AND LINKS</p> <ul style="list-style-type: none"> Junction 10 and A32 link proposed layout Primary road network within 50m of deviation Other proposed road network to be confirmed through detail design Pedestrian crossing - signalised Pedestrian crossing - unsignalised East-West Links A32, Knowle Road and Pook Lane existing alignments Closure of Pook Lane access, subject to separate statutory procedure 	<p>MOVEMENT AND LINKS Contd..</p> <ul style="list-style-type: none"> Welborne and Fareham Town one way services on carriageway and indicative bus stops BRT service on dedicated bus lane section and indicative bus stops Main pedestrian and cycle routes to meet proposed and retained groups, footpaths, cycleways and multiuser paths Footpath within SANGs (Restrictive alignments) <p>STRATEGIC UTILITIES</p> <ul style="list-style-type: none"> Potential primary substation Foul sewer connection 	<p>RETAINED EXISTING USES</p> <ul style="list-style-type: none"> Existing A32, adjacent roads and slipways M27 Listed buildings and curtilage to be retained. Non listed buildings in area may be demolished, but must be replaced with similar form, massing and location. Retained Woodland / Open Land <p>INFORMATIVE</p> <ul style="list-style-type: none"> SANGs and SNGs fulfill a dual GI function Secondary School sports provision contributes to outdoor sports pitches requirement. Existing PROW retained
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Project
WELBORNE

Drawing Title
STRUCTURING PLAN DIAGRAM
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Project No
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PC

Revision
STRUCTURING PLAN 001A.0



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	175.53	<i>Figure includes Community Hub and ancillary GI</i>
Strategic Employment	20.37	
District Centre	4.48	
Village Centre	1.03	
Education	17.4	
<i>Primary</i>	7.6	<i>Primary School north: 2.8 Ha Primary School west: 2.0 Ha (+ 0.8 ha reserve land) Primary School district centre: 2.0 Ha (+reserve land, see below)</i>
<i>Secondary</i>	7.72	
<i>District Centre Schools reserve land</i>	2.08	<i>0.8 Ha for primary school and 1.28 Ha for Secondary school</i>
Health & Community	0.71	
Parks & Informal Play Space	23.7	
Outdoor Sports Pitches	18.37	OPA area includes a maximum of 7.15 Ha within secondary school sports pitches.
Allotments	2.1	
SANGs	76.07	Area to be offered as SANGs. Effective SANGs area may be reduced by noise assessment with financial contribution in lieu.
Semi Natural Green Space	59.23	OPA Area includes dual use of land provided as SANGs (incl. 3rd party). This area excludes 38.1 Ha in Dashwood and 1.1 ha strip adjacent to Knowle Triangle which are in WCC.
Household Waste Facility	0.8	
Rail Halt Reservation	0.9	
Junction 10 & A32 link	18.36	Includes junction with Central Avenue + highway buffers.
A32 NTH roundabout	1.27	
District Centre roads	1.66	
Primary road network	14.23	
Land identified for access around Albany Farm	0.63	
Land Use Areas in Knowle Road Highway Land	2.25	
Existing A32, M27 and Knowle Road	13.27	
Retained building & curtilage at Dean Farm	0.41	
Retained woodland and open land	6.31	

Delivery Sequences

The sequencing and construction of the Welborne development will take place over a sequenced programme, which may commence in 2019/20 - 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: 2019/20 – 2023/24
- Sequence 2: 2024/25 – 2028/29
- Sequence 3: 2029/30 – 2033/34
- Sequence 4: 2034/35 – 2038/39
- Sequence 5: 2039/40 – 2041/42

These sequences are referred to throughout the IDP and are presented in detail in chapter 7.

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 infrastructure.



Figure 3 Indicative Housing Unit Type Mix by Housing Tenures

Housing Trajectory

The indicative housing trajectory for the Welborne development spans from 2020/21 until 2041/42 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.

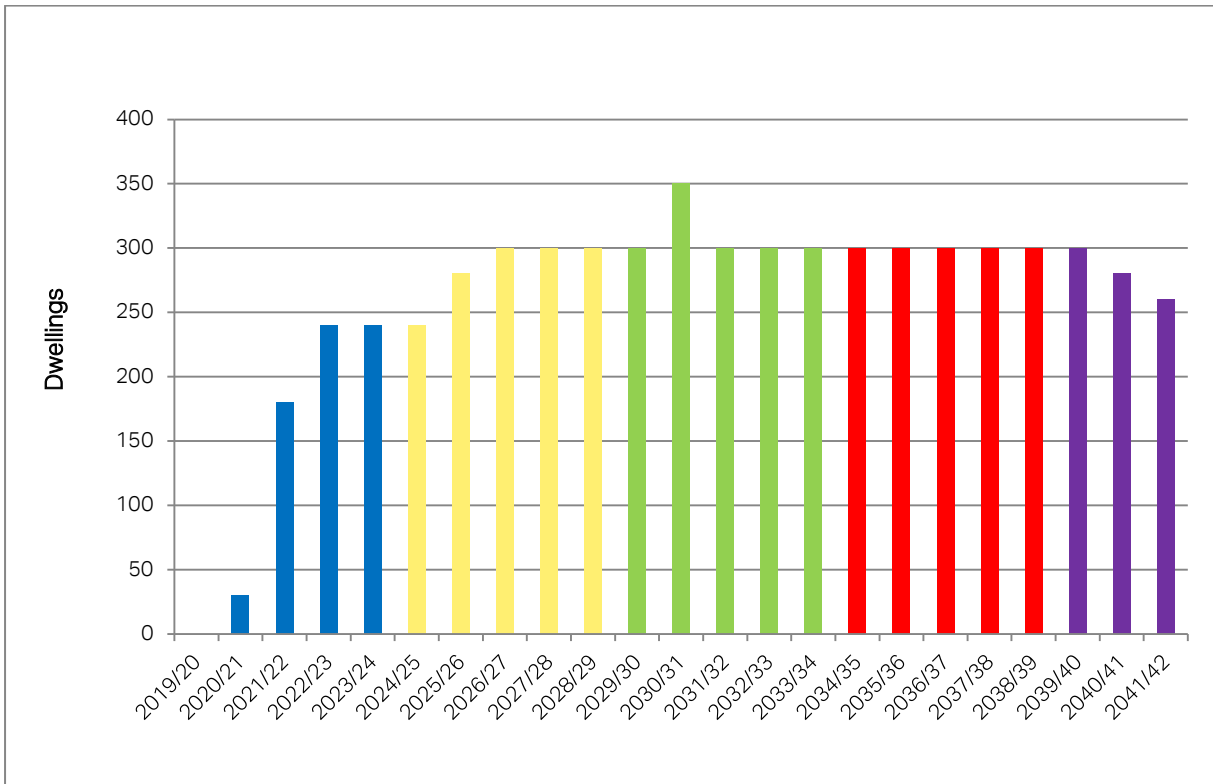


Figure 4 Indicative Housing Delivery between 2019/20 and 2041/42

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 3 and decreases steadily over the course of sequences 4 to 5.

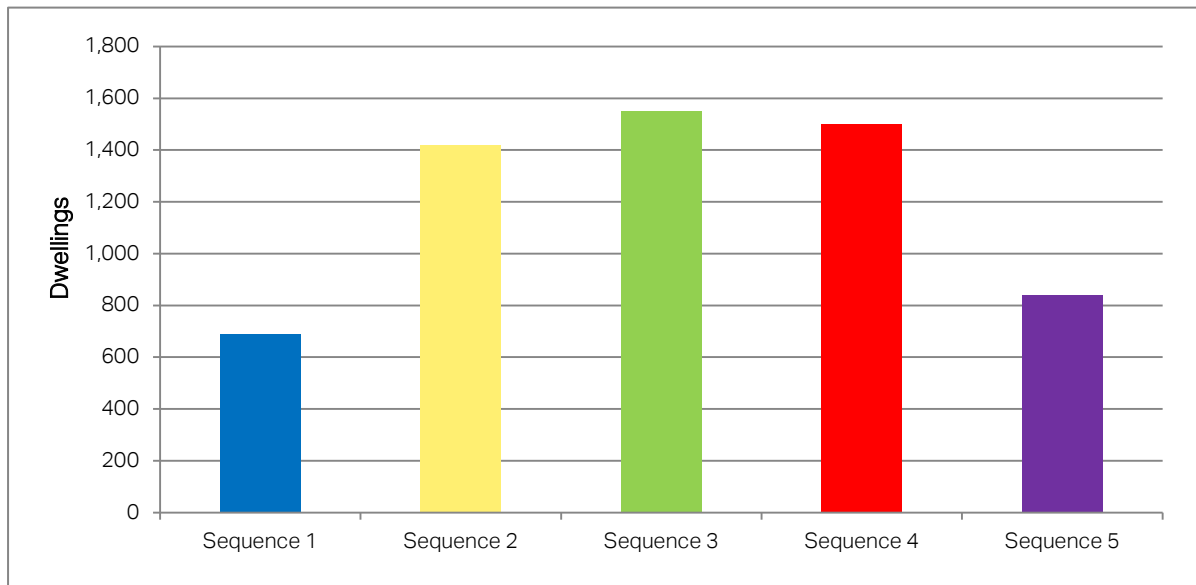


Figure 5 Indicative Housing Delivery by Sequence

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.

A Local Centre Community Hub is also proposed to the West of the site along West Way and adjacent to the Western Primary School. This will include day care facilities as well as local shops. There is a potential for a Market Hall type building.

It is anticipated that work on the District Centre will begin in Sequence 3, together with the Local Centre Community Hub. 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.

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 2016-based sub-national population projections (SNPP) indicate that, by the year 2041, there will be 129,386 people living in FBC. This represents a 20% increase in population between 2011 and 2041. 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

The Welborne Plan states an assumption that Welborne will deliver 6,000 new dwellings with a projected population of approximately 15,000. The assumptions employed by the Welborne Plan have been adopted for the Welborne development site and are presented below.

Table 3 Population Estimates from Indicative Housing Trajectory

Sequence	Year	Units Built	Cumulative Units Built	Average household Size	Estimated population
Sequence 1	2019/20	0	0	0	0
	2020/21	30	30	2.95	89
	2021/22	180	210	2.91	611
	2022/23	240	450	2.86	1,287
	2023/24	240	690	2.82	1,946
Sequence 2	2024/25	240	930	2.77	2,576
	2025/26	280	1,210	2.73	3,303
	2026/27	300	1,510	2.72	4,107
	2027/28	300	1,810	2.71	4,905
	2028/29	300	2,110	2.69	5,676
Sequence 3	2029/30	300	2,410	2.68	6,459
	2030/31	350	2,760	2.67	7,369
	2031/32	300	3,060	2.66	8,140
	2032/33	300	3,360	2.64	8,870
	2033/34	300	3,660	2.63	9,626
Sequence 4	2034/35	300	3,960	2.61	10,336
	2035/36	300	4,260	2.60	11,076
	2036/37	300	4,560	2.58	11,765
	2037/38	300	4,860	2.56	12,442
	2038/39	300	5,160	2.55	13,158
Sequence 5	2039/40	300	5,460	2.53	13,814
	2040/41	280	5,740	2.51	14,407
	2041/42	260	6,000	2.49	14,940

6. Infrastructure Requirements

This chapter sets out the transport, utilities, social and green infrastructure proposed to support the Welborne Development. Chapter 7 of this IDP presents the delivery of this infrastructure according to the five phases described in Chapter 4.

Transport

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

- Highways projects
- Walking and Cycling
- Public transport Projects
- Smarter Choices Projects
- Off-site Works

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
- Public Transport Strategy
- Framework Residential Travel Plan
- Framework Workplace Travel Plan
- Walking and Cycling Technical Note
- Transport Strategy and Transport Framework
- Design and Access Statement

The following projects have been identified from the review of documents and meeting held pre- and post-application submission.

Highways Projects

Connections through the Site

One of the most important defining features of Welborne will be how well connected it is in terms of its spatial layout. Residents will be able to easily walk or cycle along a range of routes from their homes, centres, school or work. These routes also connect to one of the many open spaces, and to neighbouring settlements.

The street network has also been designed in such a way to encourage vehicular traffic north-south through the site, via the Village and District Centres towards Junction 10 of the M27 and away from the A32. The proposed street structure can be divided into three main types of street as follows: Primary - main arterial routes through and to the development; Secondary - local distributor routes through the site; and Tertiary (or minor) - internal access streets.

The primary street network will comprise:

- Welborne Way - this will be the main north-south route through the site, connecting the A32 in the north at Welborne Way roundabout to M27 Junction 10 in the south. This is the principal street within Welborne and will serve the Village and District Centres. At its southern end it becomes the High Street within the District Centre.
- North Drive / Westway / Central Avenue - this is the east-west loop through the site, connecting the existing Knowle Road in the northern part of the site to the A32 in the south at Central Avenue roundabout. This primary route will serve the District Centre as well as the Community Hub in the western part of the site.
- Albany Drive / Roche Court Drive / re-aligned Pook Lane - this will be the primary north-south route through the eastern residential area.

The secondary streets within Welborne will connect the larger residential areas to the primary street network and will include:

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

Site Access

Connections to the strategic road network

Access to the development will be via new roundabout junctions constructed along A32 Wickham Road and the use of an existing junction at A32 Wickham Road / Knowle Road. The proposed junction layouts are set out in detail in the Transport Assessment and Transport Strategy and summarised as:

- The junction of the new Welborne Way 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 to incorporate a new eastern approach to the roundabout;
- The junction of Central Avenue and A32 Wickham Road (to the south of Knowle Road junction); and
- The junction of Broadway and A32 Wickham Road located near Pook Lane and the M27 eastbound on-slip.

Connections to existing primary road network:

- A new staggered cross road junction at Knowle Road and Welborne Way to allow for access to the Village Centre.
- A new four way priority junction at Knowle Road (east of Knowle Village) to allow for North Drive/Dashwood Avenue junction.

M27 Junction 10

The development is proposing improvements of the M27 Junction 10. The new junction will be provided within the development site and existing highway land, and will allow direct access to the M27 from Welborne without having to travel onto the wider highway network. The component parts of the junction works include:

- New eastbound off-slip – diverging the motorway east of the Funtley road overbridge and heading into the development site north of the M27;
- Retained eastbound on-slip – existing slip-road retained with minor alignment improvements which will involve the closure of Pook Lane/ A32 Junction;
- Revised westbound off-slip – existing slip-road diverge retained but existing loop replaced with straight sliproad into the development site south of the M27;
- New westbound on-slip – slip-road commencing in the development site south of the M27 at the same location as the westbound off-slip and merging with the M27 east of the Funtley Road overbridge; and
- Welborne Approach and Broadway – connecting the eastbound off-slip, westbound off-slip and westbound on-slip to the A32 and eastbound on-slip.

The full junction General Arrangement drawings are contained within the Transport Strategy.

Walking and Cycling

To help meet the objectives of Welborne Plan, the planning application proposes a number of routes that make the best use of existing footways and cycling provision and infrastructure improvements. 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.

The primary and secondary walking and cycling routes within the masterplan area include the following:

- Delivery of walking and cycling routes through Welborne Mile and Welborne Park and the upgrade / provision of Public Right of Way (PRoW) that connect into these routes to bridleway status
- Diversion of Footpath 88 to become main east/west route through masterplan and conversion to bridleway status to allow multi-user use;
- Upgrade of Footpath 101 on Bridleway status to connect into Bridleway 100 and bridge over M27;
- Retention of Footpath 90 south of the M27 and diversion of the western part of Footpath 89 to south of the M27 through the proposed SANG; and
- Provision of signalised pedestrian crossings at main highway links.

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:

- Welborne to Wickham via the A32 – This route uses up the A32 north of the A32/ Welborne Way roundabout and the A334 Winchester Road. This route will be complimented by a signed route between Welborne and Wickham via Footpath 23a / 23b (converted to bridleway status) and Mayles Lane;
- Welborne to Fareham Town Centre – This route uses the A32 Wickham Road, North Hill, Park Lane, Williams Price Gardens, Harrison Rod and Westbury Road to connect to Fareham Town Centre at West Street; and
- Welborne to Fareham Railway Station – This route passes through the Site via a new cycleway/ footway that will be provided adjacent to Welborne Way through the M27 Junction 10 underpass tunnel, before connecting to Fareham Common. The route will then join, Kiln Road, Maylings Farm Road, Miller Drive, Arundel Drive, Leigh Road, Grove Road and West Street to access Fareham Railway Station.

In addition to the main routes north and south of Welborne, a number of off-site walking and cycling routes form part of the planning application proposals:

- Footpath 23a / 23b – upgrade to bridleway status to link through Dashwood to Mayles Lane;
- Welborne to Fareham town centre via Pook Lane and Broadcut – This involves the closure of Pook Lane to through traffic;
- Welborne to Henry Court Community College – This will involve the construction of a shared-use path under Funtley Hill to link on-site Public right of Way provision either side of the M27; and
- Welborne to Whiteley – Predominantly on road route to Whiteley via River Lane and Laveys Lane.

Public Transport Projects

Bus Rapid Transit (BRT)

Welborne will provide a new bus route as a Bus Rapid Transit (BRT) to serve the development, as an extension of the Gosport to Fareham BRT. The proposed route will link the development site to Fareham railway station and bus station.

The BRT route will begin at Fareham railway station and enter Welborne via a new bus-only link located to the south of the Broadway roundabout. This would pass through the site connecting to the High Street roundabout. Buses would leave the site via the Broadway roundabout, having completed a circular route serving the Village and District centres and community hub.

Bus priority measures are proposed on internal roads to ensure reliable travel times, and external roads to improve journey times to Fareham Town Centre.

Rail

With regard 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.

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.

Off-site junction and link improvements are proposed at:

- **A32 School Road / A32 Hoads Hill / A334 Winchester 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 traffic signals** – installation of MOVA signal controller;
- **A32 Wickham Road / A32 Wallington Way / Southampton Road roundabout** – formalisation of approach lanes;
- **A32 Wickham Way/ Broadcut Roundabout** – Introduction for a flare on the Broadcut approach;
- **A32 Wickham Road between North Hill and Wallington Way** – introduction of parking restrictions and realignment of residential parking bays; and
- **Funtley Hill** – one-way travel with northbound traffic required to give way to vehicles from the opposite direction.

Smarter Choices Projects

Smarter Choices projects will be delivered throughout the period of the 20-30 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 (TIP) to each occupant / staff as soon as they move in;
- Personal Travel Planning advice;
- The provision of an Online Sustainable Travel Portal;
- Development of site-wide Travel App;
- Issue of Site Specific Walking and Cycling Maps;
- Promotional events such as 'Bike Week', Bike Doctor, Walk to Work and National Car Free Day;
- Release of discounted or taster tickets;
- 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.

Utilities

This section sets out the 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 Project
- 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

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 Utilities Statement summarises the existing and proposed position for the site in terms of utilities 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.

Electrical Main Distribution Network

The Distribution Network Operator (DNO) for the area is Scottish and Southern Energy (SSE). 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.

It is proposed to underground the 132kV and 33kV lines. The developer has applied for termination of the wayleave for the 132kV OHL. The 11kV and LV lines will be replaced and incorporated into the new distribution networks for the proposed development.

A minimum of 2MVA of capacity is available in 11kV networks for the early phases of the development. 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.

Gas Main Distribution

Southern Gas Networks (SGN) is the regional Gas Distribution Network Operator (GDNO). 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. The records also show medium and low pressure mains along the A32 corridor and a low pressure main along Knowle Road,

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.

Potable and Foul Water Projects

Potable Water

Portsmouth Water (PW) is the water supply company for the area. PW records show several water mains crossing the site including two trunk mains. Options to divert the mains have been investigated, but in most cases the masterplan has been developed to avoid the need for diversion. Therefore only minor diversions are anticipated.

Portsmouth Water (PW) has confirmed sufficient bulk water supplies to serve Welborne.

Foul Water

Southern Water (SW) have advised that their current environmental permit has sufficient headroom for the whole planned development in the Sewage Treatment Work's catchment including Welborne.

In consultation with Natural England and the Environment Agency it has been confirmed that a Welborne sewerage solution discharging to Peel Common would be environmentally acceptable. It is intended for the development to be served by the existing SW Peel Common treatment works.

There is an existing SW 450mm diameter sewer at the southern end of the Application Site to which the whole development can be connected, with appropriate reinforcement. Southern Water will take a phased approach to downstream sewer reinforcement as the development builds out. They are working closely with the developer to ensure that sufficient capacity will be available in a timely fashion without detriment to existing customers. Measures anticipated by Southern Water include increases to storage in the network, sewer upsizing, uprating of pumping station and additional capacity at the Peel Common Treatment Works. The revised water company charging rules that came into force in April 2018 ensure that the sewerage undertaker is responsible for assessing the capacity and paying to reinforce offsite 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, or alternatively make a proportional contribution to off-site facility.

Recycling points will also be included throughout the site.

Flood Defences

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 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.

Sustainable Urban Drainage systems (SUDS) will be implemented across the site. They will be designed to efficiently and sustainably drain surface water, while minimising pollution, and seek to retain run-off on site i.e. no net increase in run-off into existing drainage infrastructure. The development will include SUDs to ensure flood risk from fluvial and pluvial sources does not increase the potential for flooding both on and off the site as a result of this new community. The specific features will vary across the site depending on the area, but could include permeable paving beneath driveways, soakaways, swales alongside roads and geocellular storage tanks. 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. BT will usually provide new supplies at little or no cost to the developer. Openreach's website indicates that Superfast Broadband services are available in the area.

The accompanying Utilities Statement provides further details on the proposed strategy.

Social Infrastructure

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, and Elderly Housing (Extra Care)
- Community & Leisure - Community Facilities, Indoor Sport Facilities, 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
- HCC Developer Contributions towards Children's Services & Facilities Report, 2018
- Hampshire School Place Planning Framework 2018-2022
- The CCG Operational Resilience and Capacity Plan 2014/15
- The CCG Five Year Strategy.

Education Projects

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 approach 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.

However, based upon the housing mix for Welborne and the application of mix specific child yield assumptions the child yields generated are broadly in line with the Welborne Plan requirements of 7FE primary school provision and 7FE of secondary school provision. It is important to note however that the yields are estimates only and incorporating a degree of flexibility into the amount of land designated for school sites allows any future school expansions to be accommodated.

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 schools in the later stages of the development if this were assessed and agreed as necessary by HCC and BDL.

Early Years Provision

Four nursery settings are proposed for the Welborne Development. Across these four facilities a total of 350 day care places will be provided and 175 Pre School Places. These facilities are planned as follows:

- Facilities spread across the development and scaled and located as follows:
 - Local Centre: Facility 1 - 100 Day Care Places + 50 Pre School Places
 - Village Centre: Facility 2 - 100 Day Care Places + 50 Pre School Places
 - District Centre: Facility 3 - 100 Day Care Places + 50 Pre School Places
 - Roche Court Outdoor Sport Area: Facility 4 - 50 Day Care Places + 25 Pre School Places
- BDL will provide the land required for these facilities which will be delivered through private sector commercial operators.

The IDP has proposed the phasing of these four facilities in logical sequences in line with the build out of the proposed housing. The sequencing is also aligned to the associated centres across the sites and the timing of their delivery. Exact triggers will however be confirmed through the Section 106 agreement.

Primary Education

Based upon the proposed housing mix and application of the county council child yield multipliers¹ the development will require a minimum of 1,470 primary school places on site, which equates to a minimum of 7 Form Entries. This child yield figure will continue to be monitored as it is linked to the housing mix taken forward across the development.

Three Primary School facilities are proposed for the Welborne Masterplan. Across these three facilities a minimum of 1,575 places will be provided. This equates to a minimum of 7.5 Form Entries. These facilities are planned as follows:

- Facilities spread across the development and scaled and located as follows:
 - Primary School 1 (Village Centre) scaled to provide for 3 Form of Entry (3FE)
 - Primary School 2 (District Centre) scaled to provide for 2.5 Form of Entry (2FE)
 - Primary School 3 (Local Centre) scaled to provide for 2 Form of Entry (2FE).
- Primary School 1 (Village Centre), scaled in accordance with County Council Education Requirements land take will be 2.8 Ha;
- Primary School 2 (District Centre) and Primary School 3 (Local Centre) – both scaled in accordance with County Council requirement for school sites to accommodate potential expansion to 3FE, if forecasting is incorrect. Land take for these schools will therefore also be 2.8 Ha each;
- Community hub principle applies to all schools allowing community access to indoor and outdoor facilities as agreed through community access agreements;
- The IDP has proposed the phasing of these three schools in sequences in line with the build out of the proposed housing. The sequencing is also aligned to the associated centres across the sites and the timing of their delivery. The phasing of the school timing is also informed by the identified triggers for school provision in the Welborne Plan. These are as follows:
 - 1st FE (first school) opens when 820 homes are complete
 - 4th FE (second School) opens when 3,200 homes are complete

¹ Hampshire County Council's Developer Contributions towards Children's Services & Facilities Report, 2018

- 6th FE (third school) opens when 4,990 homes are complete
- The exact triggers will however be confirmed through the Section 106 agreement.

Secondary Education

Based upon the proposed housing mix and application of the county council child yield multipliers² the development will require 1,029 secondary school places on site, which equates to 6.9 Form Entries. One on site Secondary School is proposed for the Welborne Development. This will provide capacity for a total of 1,125 places. This equates to 7.5 Form Entries. This facility is planned as follows:

- A 7.5 Form Entry Secondary School within the District Centre.
- School Site scaled in accordance with County Council requirement for school sites to accommodate potential expansion to 9FE, if forecasting is incorrect. Land take for the school will therefore be 9 Ha;
- Grass pitches provided at the Secondary School site will have the capacity to accommodate the equivalent of 7 full size football/ hockey/ rugby pitches and/or an artificial grass pitch.
- Expectation that the sports facilities will be shared for community uses and governed by a community access agreement;
- School is sequenced to open when half of the development demand does not have permanent provision which is at approximately year 11 of build out. 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)

It is envisaged that the primary and secondary schools will include capacity for special education needs with an emphasis on sufficient special resources to form a continuum of provision through from primary to secondary.

Further Education

There are no Further Education Places being provided on site.

² Hampshire County Council's Developer Contributions towards Children's Services & Facilities Report, 2018

Health and Social Care Projects

The Welborne Plan confirms the need for onsite primary healthcare facilities. 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.

This IDP proposes a large 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. Due to the sequencing of the Development there will be an earlier need for on-site provision prior to the district centres delivery. As a result the IDP proposes a temporary on site provision of healthcare located within the village centre

Primary Healthcare 1 – Village Centre Temporary Outreach Facility

Temporary facility located within the Village Centre prior to District Centre facility operation later in development sequencing. This is to be temporarily accommodated within a retail unit within the Village Centre.

Primary Healthcare 2 – District Centre Primary Care Centre

The masterplan and IDP recommends an onsite facility to meet the needs of the new community. Located within the District Centre this permanent facility would be scaled to accommodate 8 GP and associated services.

Veterinary Surgery

As part of the Village Centre additional community services including a site for a veterinary surgery.

Hospital Provision

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.

Elderly Housing (Extra 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 forms a component of the applicant's site wide housing proposals and will be set out in detail within the detailed planning applications. On site proposals are envisaged to include 3 sites located within close proximity to the District and Village centres. Each facility is envisaged as 100 residential units.

Community and Leisure Projects

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 with potential to accommodate community and flexible art/culture space, library space, Indoor Sports facility (table tennis, badminton etc.) and SNT Police Hub. Scaled to approximately 1,800sq.m
- 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 village 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 uses in reserved space (i.e. place of worship, indoor bowls, table tennis, badminton etc.). Scaled to approximately 400sq.m
- Village Centre community facility to be delivered at the early stages of the development.
- It is proposed that the site and shell and core of this facility be delivered by the master developer.

Local Centre (Community Hub)

- Local Centre hub consisting of parade of local shops and potential links with primary school and use of school halls (community access agreement dependent).
- Potential for Market Hall type building within the hub (Scaled to approximately 680sq.m).

Market Square Public Realm in Village and District Centre

- Market Square Public Realm in District Centre and smaller scale public realm work in Village Centre.

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 can be achieved through the proposed provision of large multi-functional community spaces, capable of use for a variety of sports.

BDL is considering the potential for a Welborne Sports Club facility located within the Roach Court Sports Park. This could incorporate indoor sports provision and potential gym provision but would not include wet 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.

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:

- Natural turf playing surfaces accommodating a range of full size football/hockey/rugby pitches
- West Park - A cricket pitch and pavilion in the west of the site, close to Funtley
- Roche Court Sports Park - 2 Full Size Artificial Grass Surface Pitches - Typical Type 4 or 5 MUGA standards (minimum Size of 5,000 m²).
- Four tennis courts potentially within Dashwood Park and Roche Court Park and the secondary school site;
- A Multi-Use Games Area (location to be confirmed through detailed planning)

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.

Play Facilities

Designated Play

- A variety of play areas will be provided, 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 13 Neighbourhood Parks, including Sawmills, and the Welborne Park.

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.

Green Infrastructure

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.

Refer to the Welborne SANG Management Plan for details on the approach towards long term management and maintenance of Green Infrastructure across the Welborne Development.

SANGs

Based upon the Welborne Plan Open Space Standards, the development is required to provide 84.8 ha of SANGs.

SANGs are part of Natural England's policy intended to mitigate the potential impact of residential development on nearby conservation designations. The SANGs are designed to be a natural environment, and are integral to the rural setting of Welborne. Further information on the design and management of the SANGs can be found in the Open Space and GI Strategy and the SANG Management Plan.

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. 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.

Three interconnected SANGs are proposed in Welborne, **totalling 70.4ha**. These are as follows:

- **Dashwood SANG** – Dashwood SANG is a restored and enhanced 38.1 ha 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. 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).
- **Fareham Common SANG** – a 15.2 ha SANG located between the M27 motorway and the northern urban fringes of Fareham. The SANG is a key GI asset for the residents of Welborne, Funtley and Fareham; and
- **Welborne Mile SANG** – a 2km broad, linear SANG covering 17.1 ha, running north-south between Fareham Common and Funtley in the south and Dashwood SANG in the north

In addition to the above specific SANG proposals the Welborne development green infrastructure proposals will also be supported through the provision of the following:

- **Solent Recreation and Mitigation Strategy** – An off-site financial contribution is required towards implementing the Solent Recreation and Mitigation Strategy.

Semi-Natural Green Space (SNG)

Based upon the Welborne Plan Open Space Standards, the development is required to provide 46.47 ha of Semi-Natural Green Space (SNG).

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.

The Masterplan proposes **59.23 ha of Semi-Natural Green Space**. It is important to clarify that the above figure for Semi-natural greenspace includes 26.92 ha of SANG (excluding Dashwood and land adjacent to Knowle Triangle). In accordance with the general principle of green space fulfilling a variety of different roles areas of SANG are also considered to contribute towards Semi-Natural Greenspace.

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.

Park and Informal Play Space

Based upon the Welborne Plan Open Space Standards, the development is required to provide 22.8 ha of Park and Informal Play Space.

The masterplan proposes **23.7 hectares of Parks and Informal Play Space**. This is delivered across three 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.
- **Proposal 2 - Neighbourhood Parks:** The masterplan includes 13 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.
- **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

Based upon the Welborne Plan Open Space Standards, the development is required to provide 18.2 ha of Sports Areas & Playing Fields.

The sports facilities provision at Welborne totals 18.37ha and will include a variety of different sports offerings distributed across the new settlement.

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.

- Natural turf playing surfaces accommodating a range of full size football/hockey/rugby pitches
- A cricket pitch and pavilion in the west of the site, close to Funtley
- 2 artificial grass surface pitches
- Four tennis courts potentially within Dashwood Park and Roche Court Park;

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.

Allotments

Based upon the Welborne Plan Open Space Standards, the development is required to provide 2.1 ha of Allotments.

The **Masterplan proposes 2.1Ha of allotments** at Welborne, allowing residents to grow their own food, there will also be Community Orchards and Gardens distributed across neighbourhood parks, and within residential areas

Retained Existing Greenspace and Highway Buffers

Retained woodland and open land makes up 6.31ha 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 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.

Management of Green Infrastructure

The Welborne Development green Infrastructure proposals will be supported over the long term by the following mechanisms:

Management of On Site Green Infrastructure and SANGs

- Funding for this approach relies on an income stream from both endowment and Service Charge.
 - An endowment from the master developer.
 - A Service Charge will be payable by all residential properties built out as part of Welborne.
- Rangering - The site will be encompassed within the remit of full-time rangers who will have responsibility for management of all SANG and areas of common greenspace more generally. The rangers will visit each SANG on a regular basis and will be responsible for ensuring that infrastructure is maintained in a usable state

Management of SANGs

- The Land Trust, or similar body, will be responsible for the long-term management of the SANG land both during the development sequences and upon completion of the approved scheme
- The management body will appoint a suitable Partner to manage and maintain the green infrastructure at Welborne and to engage with residents as properties are occupied and the new community develops.
- Funding for this approach relies on an income stream from both endowment and Service Charge.
 - An endowment, which will build over the first 20 years to provide a long term sinking fund
 - A Service Charge will be payable by all residential properties built out as part of Welborne. An element of the Service Charge will fund the year on year management of the SANG
- Rangering – See above.

7. Infrastructure Sequencing

Proposed Sequencing Strategy

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 2019/20 - subject to the outcome of the Outline Planning Application (OPA) 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: 2019/20 – 2023/24
- Sequence 2: 2024/25 – 2028/29
- Sequence 3: 2029/30 – 2033/34
- Sequence 4: 2034/35 – 2038/39
- Sequence 5: 2039/40 – 2041/42

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 OPA and IDP. The differences are shown in Table 4 below.

Table 4 Difference between Welborne Plan Sequencing and the OPA Sequencing

	Welborne Plan Sequencing			Proposed IDP Sequencing		
	Period	Years	Units	Period	Years	Units
Sequence 1	2016-2019	3	500	2019-2024	5	690
Sequence 2	2019-2022	3	1000	2024-2029	5	1,420
Sequence 3	2022-2026	4	1360	2029-2034	5	1,550
Sequence 4	2026-2030	4	1360	2034-2039	5	1,500
Sequence 5	2030-2036	6	1780	2039-2042	3	840
		20	6000		23	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 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 and provide 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.
- Provide footpath and cycleway links to enable sustainable access by green networks to key community assets (e.g. schools) as these assets become operational.
- GI assets being delivered in multiple phases shall be well connected and consistent across all phases.

Figure 6, '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.

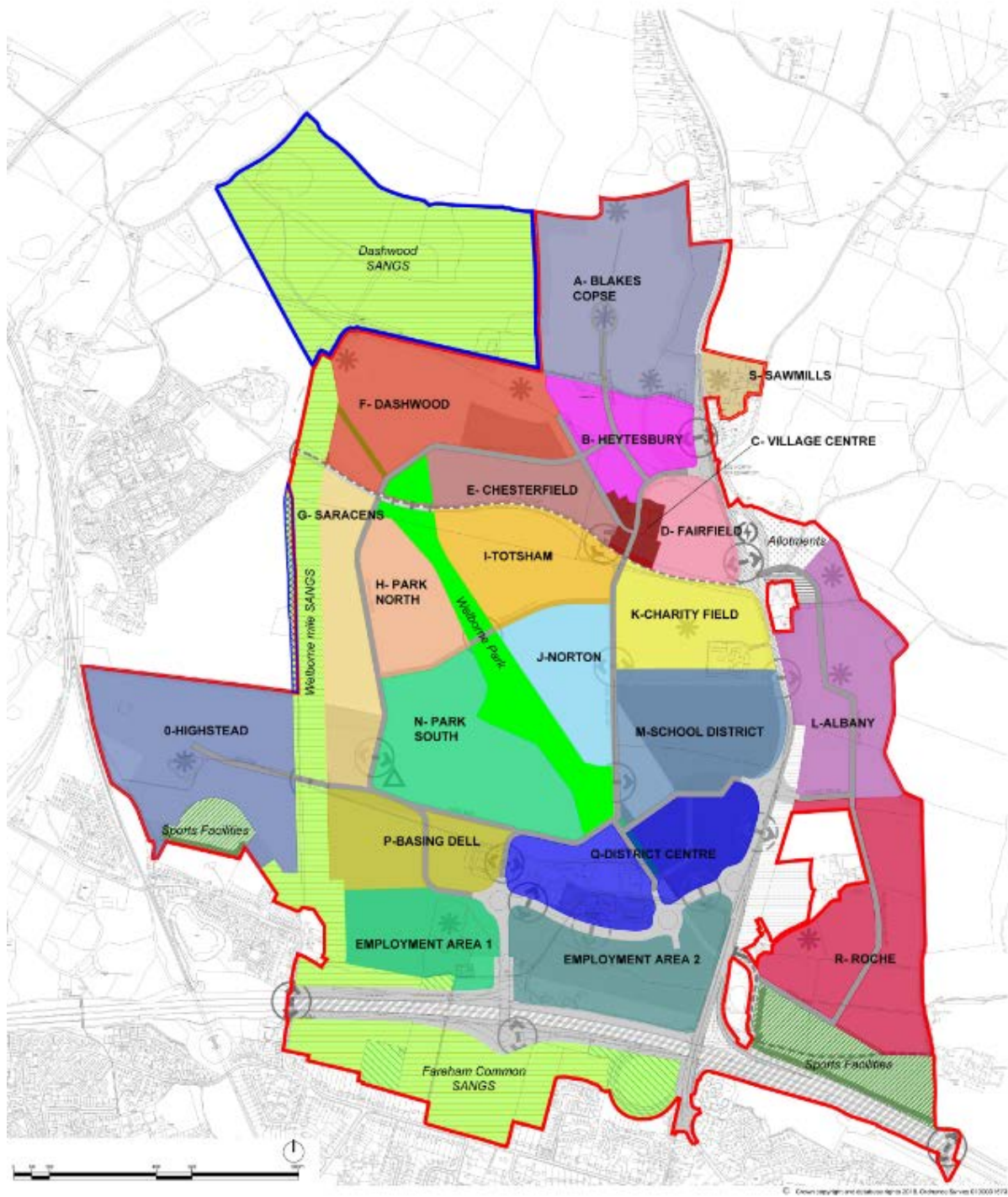


Figure 6 Sequencing Plan

Sequence 1 (2019/20 – 2023/24)

Land use & centres:

- Approx. 690 homes on land in the north, around the Village Centre
- Commencement of development of the Village Centre in the north and centre along Welborne Park
- Commencement of the eastern end of the employment area, east of Dean Farm

Transport Infrastructure:

- Construction of the new Junction 10 comprising new slip roads off the M27 and A32, Welborne Approach, Broadway and four associated roundabouts
- Construction of A32 North roundabouts
- Access from A32 to Albany Drive and Roundabout Oak School
- Construction of Welborne Way
- Construction of most of Dashwood Boulevard and of Dashwood Avenue
- Improvements to Knowle Road
- Part of West Way for access to Park South neighbourhood
- Off-site highway work started
- Connected pedestrian and cycle routes to key community assets, such as along Knowle Road and between Dashwood and the Village Centre.

Utility infrastructure:

- Undergrounding of overhead powerlines
- Diversion of water mains (if required)
- Onsite drainage solution

Social Infrastructure:

- Village Centre Community Building
- Provision of Health Outreach Facility using retail units.
- Provision of children play space within neighbourhoods

Green Infrastructure:

- Provision of strategic planting to the northern, north-eastern and south-western boundaries to reduce visual impact on sensitive landscapes and settlements.
- Provision of structural planting associated with the proposed highways infrastructure including new Junction 10 off the M27 and A32, Welborne Approach, Broadway and planting of four associated roundabouts.
- Provision of buffer planting consisting of rough grassland, trees and shrubs associated with Dashwood SANG (before opening) and Blakes Copse.
- Provision of Dashwood SANG.
- Provision of northern segment of Welborne Park.

- Provision of connected pedestrian and cycle routes to key community assets, such as along Knowle Road and between Dashwood and the Village Centre.
- Provision of Dashwood Park and Welborne Green.
- Construction of the playing fields associated with the primary school.

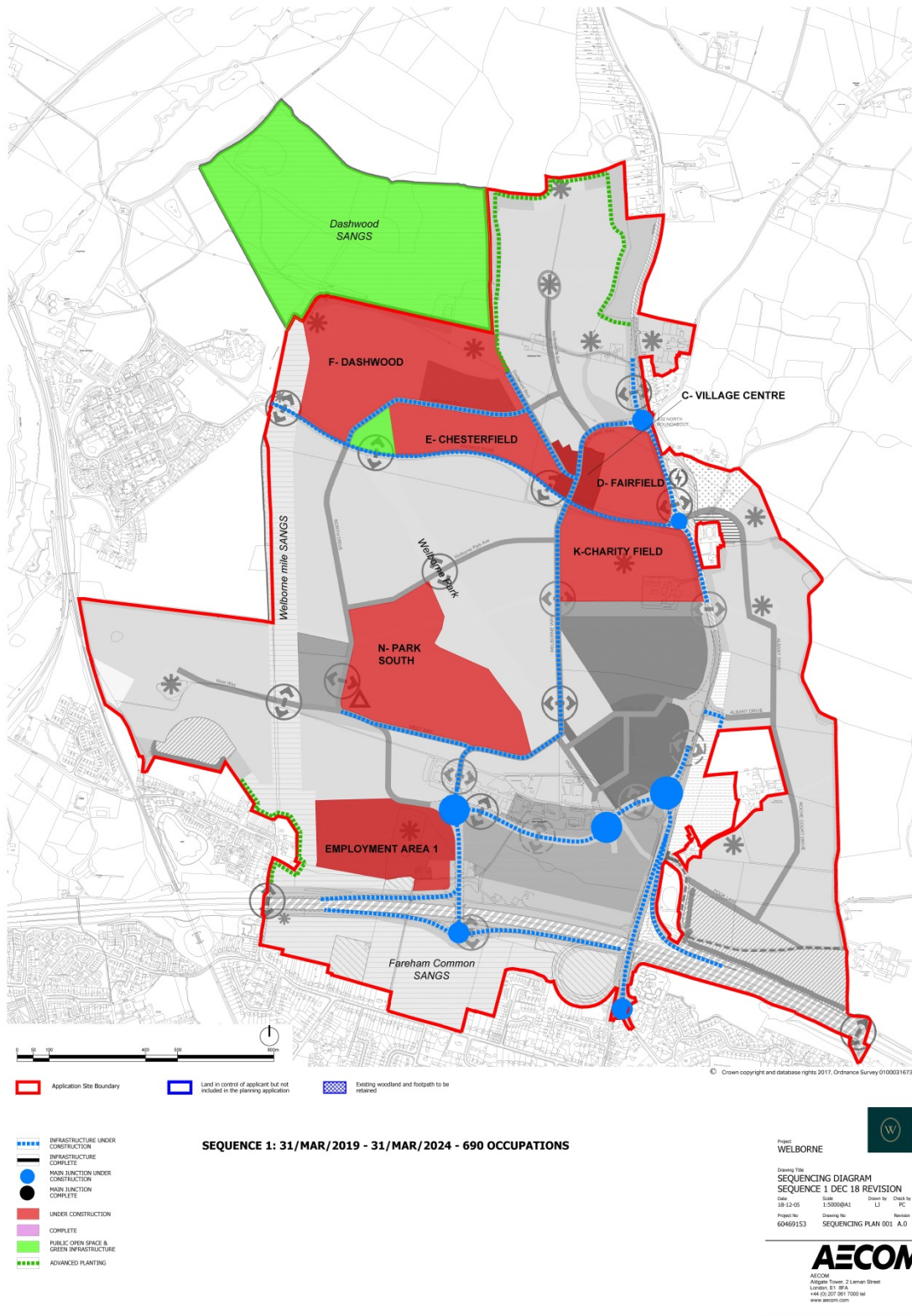


Figure 7: Sequencing Plan for Sequence 1

Sequence 2 (2024/25 – 2028/29)

Land use & centres:

- Approx. 1,420 homes on either sides of Knowle Road and along West Way close to the Local Community Hub
- Commencement of the rest of the eastern employment area, east of Welborne Approach
- Completion of the Village Centre

Transport Infrastructure:

- Commencement of the southern part of North Drive and Welborne Park Avenue
- Commencement of West Way and Northwood Avenue
- Provision of on-site BRT Network
- Pedestrian and Cycle links developed

Utility infrastructure:

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

Social Infrastructure:

- Completion of the first primary school to full size (3FE)
- Commercially operated day-care/pre-school provision in Village Centre
- Secondary School Site made available off Welborne Way for early site access and playing field delivery.
- Completion of tennis courts in Dashwood Park
- Provision of children's play space within neighbourhoods

Green Infrastructure:

- Provision of southern part of Welborne Park.
- Provision of Sawmill Park linked to semi-natural greenspace to form an attractive setting to new development.
- Further provision of structural planting associated with the proposed highways infrastructure.
- Provision of semi-natural greenspace to compliment highway landscape along the M27.

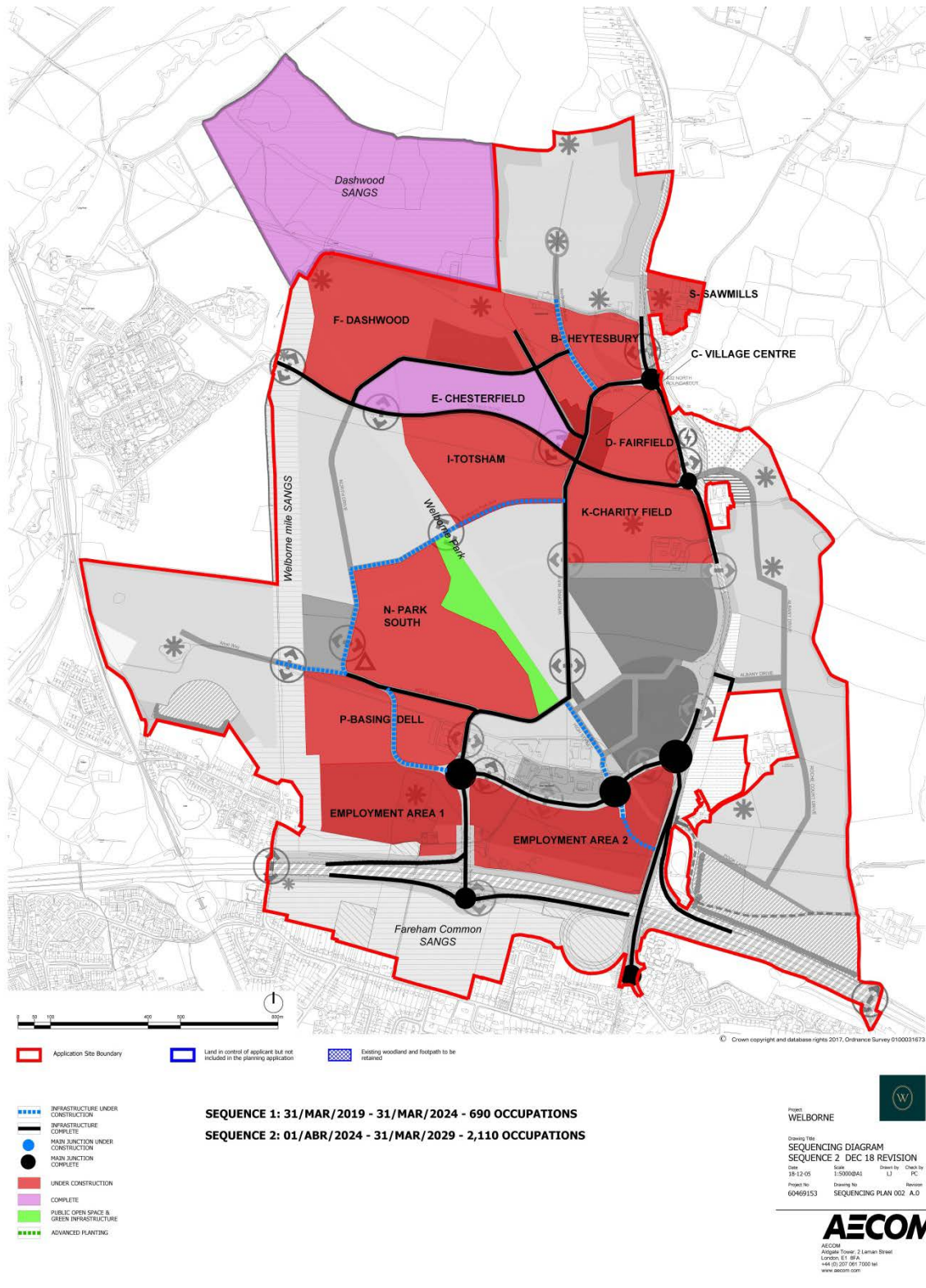


Figure 8: Sequencing Plan for Sequence 2

Sequence 3 (2029/30 – 2033/34)

Land use & centres:

- Development of approx. 1,550 homes in the District Centre, along Welborne Park, West of the Local Community Hub and North of the Village Centre.
- Commencement of District Centre

Transport Infrastructure:

- Completion of the rest of North Drive
- Commencement of the western part of West Way connecting to Highstead neighbourhood
- Construction of Central Avenue and Central Avenue/Albany Drive A32 roundabout
- Commencement and realignment of the western part of Pook Lane and link with newly proposed Roche Court Drive
- New east west bridleway west of A32

Utility infrastructure:

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

Social Infrastructure:

- Second 2.5FE primary school site made available in the School District
- Secondary School site made available in the School District for a 7.5FE school
- Permanent onsite healthcare provision at District Centre
- Commercially operator for day care/ pre-school provision in District Centre
- Provision of children play space within neighbourhoods
- Provision of Welborne Sports Club

Green Infrastructure:

- Provision of strategic planting to the north eastern and northern boundaries to further reduce visual impact on sensitive landscape and settlements.
- Provision of Welborne Mile SANG linked to Welborne Park by connecting link and Dashwood SANG to the north.
- Extension of Welborne Park to form a continuous area of open space through the village connected to Dashwood SANG in the north-west and Roche Court Sports Park in the south-east
- Provision of West Green, North Copse Park and North Woods Green.
- Provision of sports pitches at Roche Court Sports Park adjacent to the M27 motorway.
- Provision of sport pitches at Highstead, adjacent to Funtley.
- Construction of the playing fields associated with the secondary school.
- Provision of allotments and community gardens north of Albany Farm.

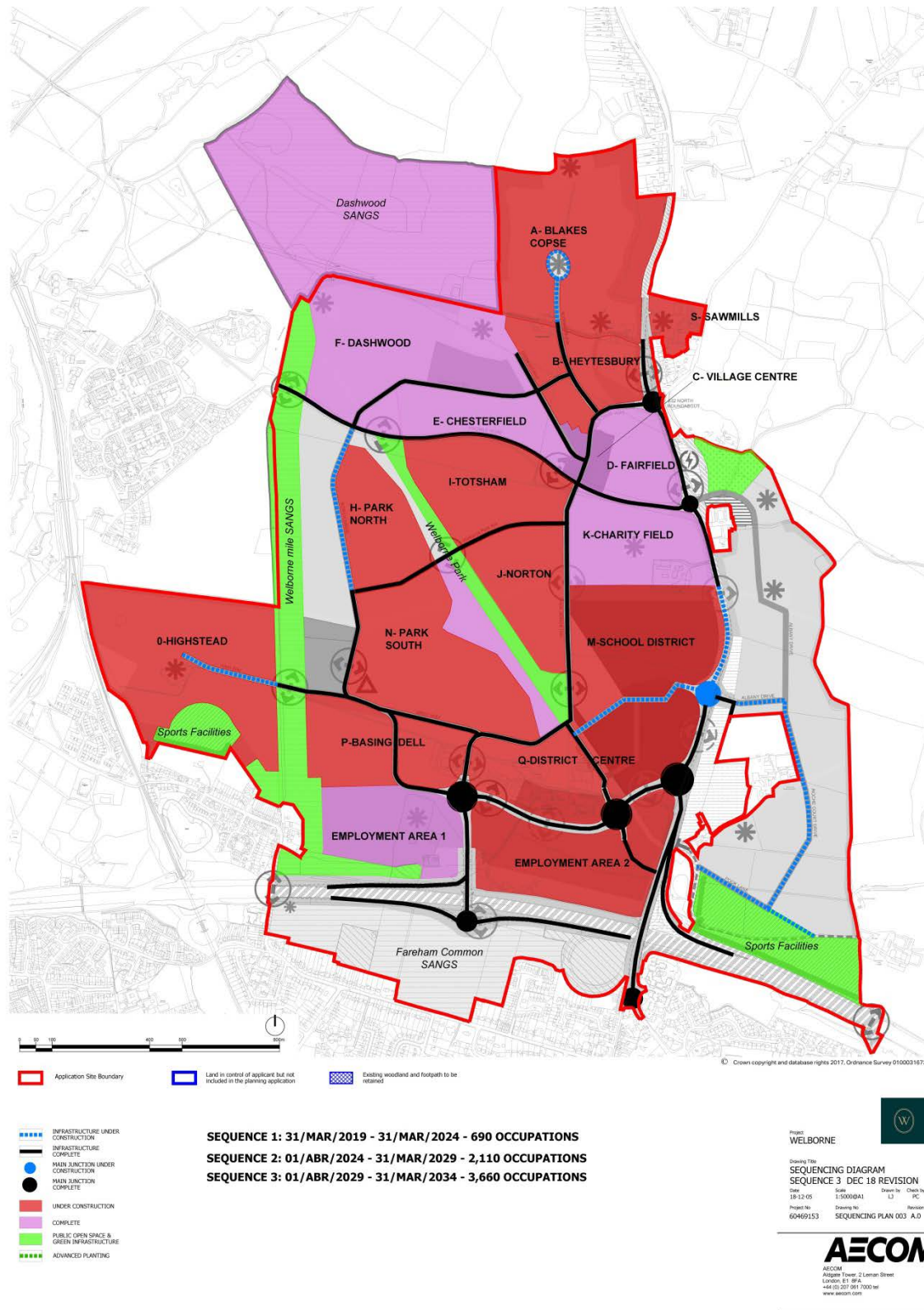


Figure 9: Sequencing Plan for Sequence 3

Sequence 4 (2034/35 – 2038/39)

Land use & centres:

- Development of approx. 1,500 homes along the edges of the site and beyond the A32 to the East.
- Development of the Local Centre Hub
- Completion of the District Centre

Transport Infrastructure:

- Construction of north-south branch of Albany 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
- Commercially operated day care and pre-school provision in the Community Hub
- Provision of children play space within neighbourhoods
- Multi-purpose community hub 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:

- Provision of Fareham Common SANG.
- Completion of Welborne Park.
- Provision of Albany Green, Albany Vale and Roche Court Green.

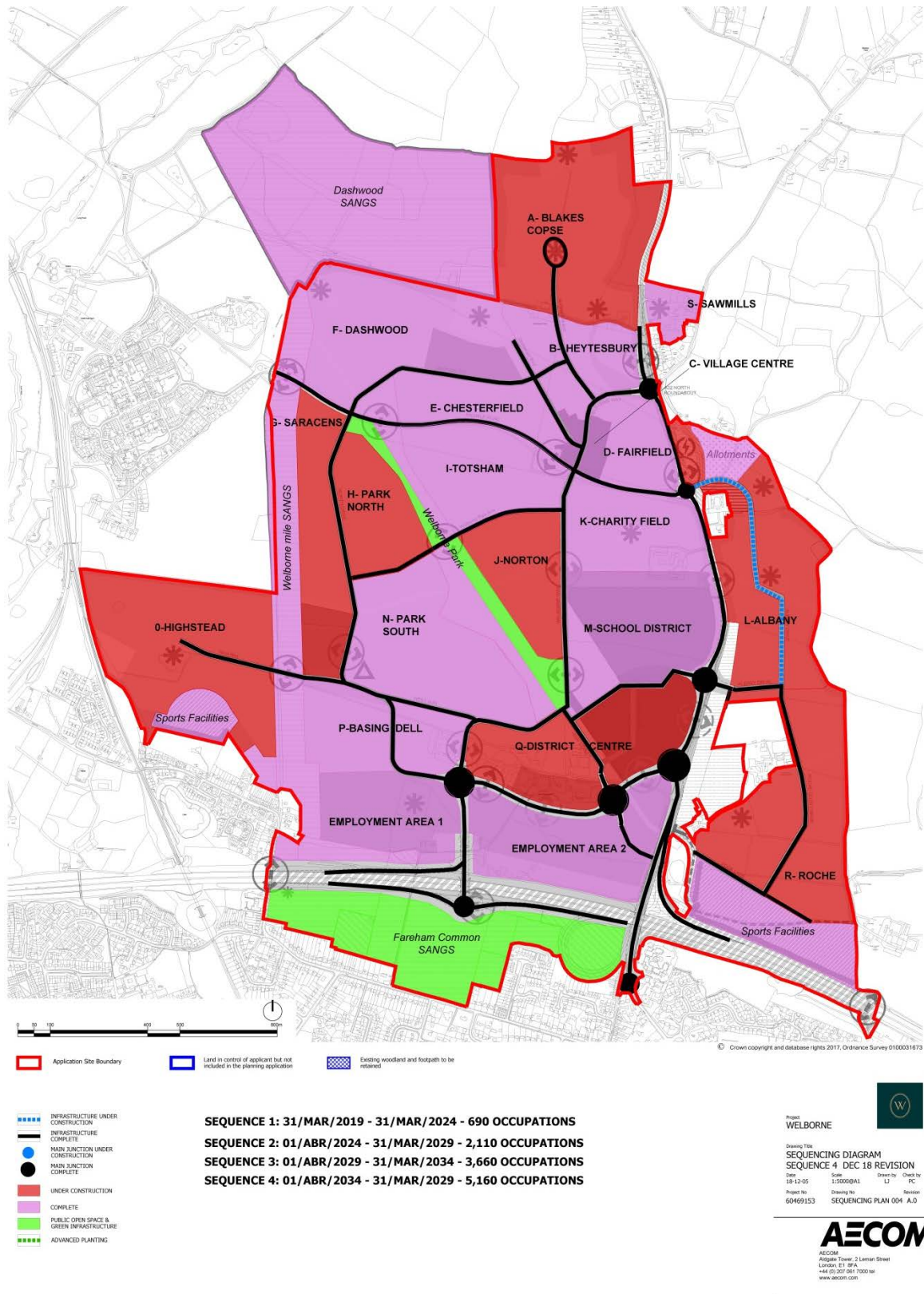


Figure 10: Sequencing Plan for Sequence 4

Sequence 5 (2039/40 – 2041/42)

Land use & centres:

- Development of approx. 840 homes around Saracens, Blakes Copse to the west of A32 and Albany and Roche Court to the east of the A32.

Transport Infrastructure:

- Upgrading of the footpath to a Bridleways along the eastern boundary

Utility infrastructure:

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

Social Infrastructure:

- Commercially operated day care and pre-school provision adjacent to Roche Court Sports Park.

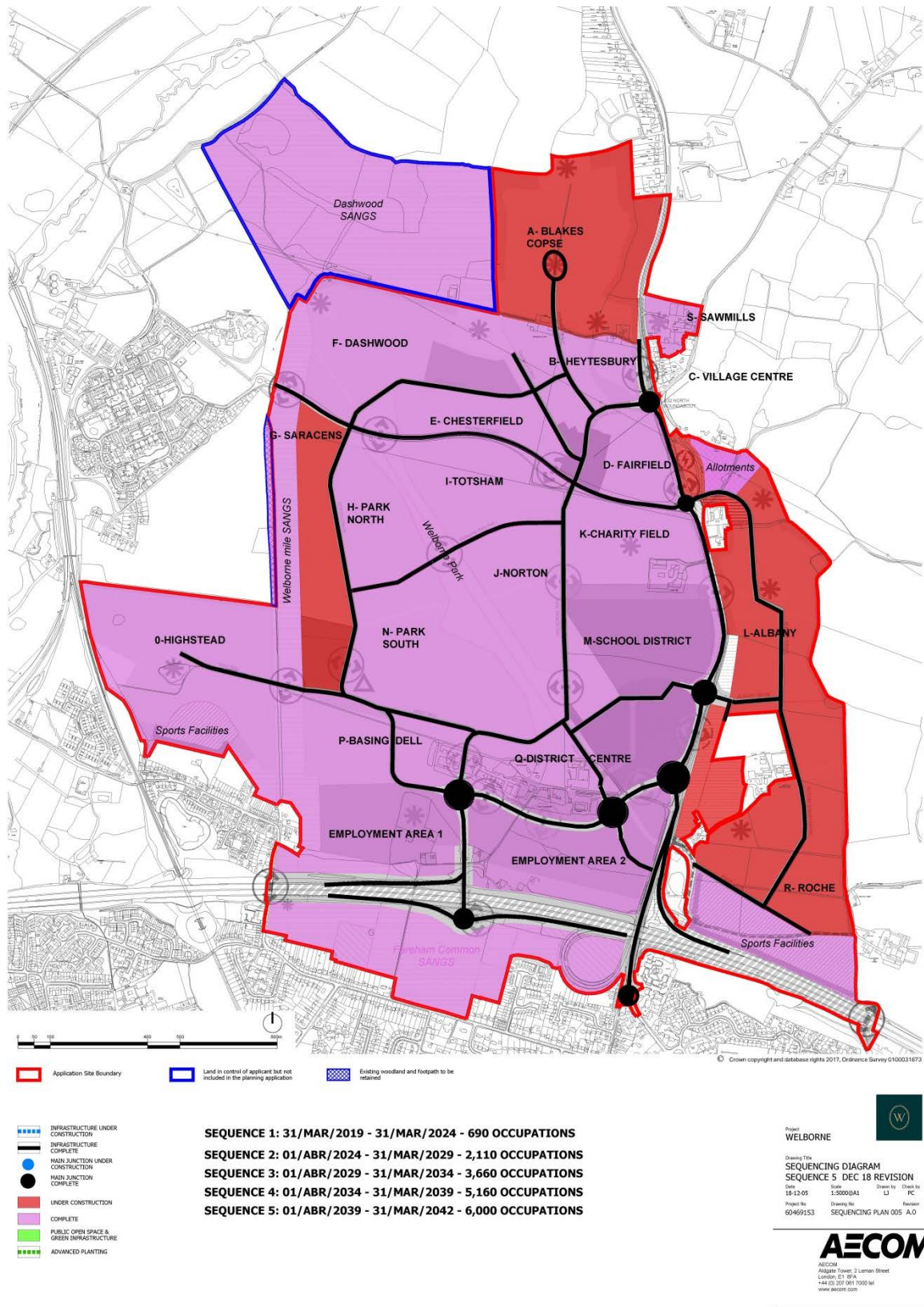


Figure 11: Sequencing Plan for Sequence 5

8. 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 chapter has 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
- Prioritisation (Critical & Essential Mitigation or Place Making)
- Delivery Type (Onsite Provision, Developer Contribution, Contribution in kind, other)
- 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 5 have been adopted in support of the prioritisation process.

Table 54 Infrastructure Prioritisation Categories

<p>Critical Infrastructure</p>	<p>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.</p>
<p>Essential Infrastructure</p>	<p>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.</p>
<p>Place Making Infrastructure</p>	<p>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.</p>

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.

9. 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.

The cost plan has been developed utilising a series of parameters with regards to the delivery of the Welborne Development and assumptions such as the level of professional fees and contingencies applied to the development.

Infrastructure Cost Summary

The costing exercise has demonstrated a total infrastructure investment requirement of £241 million. With the inclusion of professional fees, strategic costs and fees. design, development and construction contingencies this increases to £308 million.

Table 6 Summary Cost Estimate of Identified Infrastructure to support Proposed Development

	Total Cost
Site Preparation	£19,379,000
Transport Infrastructure	£64,406,000
Utilities Infrastructure	£43,693,000
Social Infrastructure	£81,928,000
Green Infrastructure	£31,592,000
Total Infrastructure and Enabling Costs	£240,997,000
Professional Fees	£22,819,000
Design, development and construction contingency	£20,183,000
Strategic Costs and Fees	£24,000,000
Total Scheme Cost	£308,000,000

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.

10. 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 a 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.

The IDP and viability assessment prepared for the original OPA assumed that a CIL rate of zero would be 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. Therefore, any contribution collected by Section 106 is likely to be double counted by CIL payments.

As part of their current internal assessment of the planning application, Fareham Borough Council (FBC) has instructed CBRE to review the viability position. As part of this review CBRE is reflecting any changes to key value inputs. These changes include revision to Community Infrastructure Levy and New Homes Bonus.

As set out in the Welborne Plan a CIL review was envisaged at the time of Adoption. A CIL review has not been completed in the Borough and therefore, as it stands the levy is chargeable on new development at Welborne.

Any contribution by the developer to infrastructure (through S106 agreement) is dependent on the proposed development being commercially viable.

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 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.

New Homes Bonus

The New Homes Bonus (NHB), which commenced in 2011, created 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.

Fareham Borough Council have advised the applicant that the Welborne development will not benefit from any NHB receipts.

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.

BDL expects to provide serviced sites and appropriate contributions to the local education authority towards the demand for education places generated from the development. These are estimated to include a three 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. It should be noted that BDL is investigating the potential to construct the schools although this is not confirmed at this stage.

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 with an initial health outreach facility proposed within the Village Centre in sequence one until the primary care centre located in the District Centre is brought forward in sequence 3.

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 – Southern Water
- Telecommunication / Broadband – BT / BT Open Reach or other provider

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.

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.

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

Infrastructure	Project Type	Project Name	On site / Off site	Description of Project	Cost Estimate (£0,000)	Project Source	Further Project Details	Delivery Lead Partners	Prioritise	Project Type
Education	Early Year Projects	Nurseries	On site	Details to be confirmed following HCC / BDL feedback: <ul style="list-style-type: none"> • Early Year Facility 1 - Local Centre - 100 Day Care Places + 50 Pre School Places • Early Year Facility 2 - Village Centre - 100 Day Care Places + 50 Pre School Places • Early Year Facility 3 - District Centee - 100 Day Care Places + 50 Pre School Places • Early Year Facility 4 - Roach Court - 50 Day Care Places + 25 Pre School Places 	£800	Welborne Plan / BDL dialogue with HCC	Land Only - Private or HCC operator	Commercial Operator in conjunction with HCC	Essential	Onsite provision
Education	School Projects	Primary School 1	On site	Primary School 1 (Village Centre) Scaled to provide for 3 Form of Entry (3FE) In accordance with County Council Education Requirements land take will be 2.8 Ha	£11,564	Welborne Plan / BDL dialogue with HCC	Community hub principle applies to schools allowing community access to indoor and outdoor facilities	Master Developer / HCC	Essential	S106 payment and land
Education	School Projects	Primary School 2	On site	Primary School 2 (District Centre) Scaled to provide for 2.5 Form of Entry (2FE) In accordance with County Council Education Requirements school site will be scaled to accommodate potential expansion to 3FE if forecasting is incorrect. Land take will therefore be 2.8 Ha	£10,324	Welborne Plan / BDL dialogue with HCC	Community hub principle applies to schools allowing community access to indoor and outdoor facilities	HCC / Academy Sponsor	Essential	S106 payment and land
Education	School Projects	Primary School 3	On site	Primary School 3 (Local Centre) Scaled to provide for 2 Form of Entry (2FE) In accordance with County Council Education Requirements school site will be scaled to accommodate potential expansion to 3FE if forecasting is incorrect. Land take will therefore be 2.8 Ha	£8,810	Welborne Plan / BDL dialogue with HCC	Community hub principle applies to schools allowing community access to indoor and outdoor facilities	HCC / Academy Sponsor	Essential	S106 payment and land
Education	School Projects	Secondary School	On site	Secondary School (District Centre) Scaled to provide for 7.5 Form of Entry (7.5FE) with land earmarked for 9FE Expectation that facilities at Secondary school will be shared for community use at some times. Grass pitches provided at the Secondary School site with the capacity to accommodate the equivalent to 7 full size football / hockey / rugby pitches and/or an artificial grass pitch	£25,107	Welborne Plan / BDL dialogue with HCC	Community hub principle applies to schools allowing Community access to indoor and outdoor facilities - Early provision of playing fields	HCC / Academy Sponsor	Essential	S106 payment and land
Education	School Projects	Special Education Places	Off-Site	SEN Places generated by onsite residents to be provided by proposed schools and existing facilities in catchment area	£0	Welborne Plan / BDL dialogue with HCC		HCC / Existing Special School Network	Essential	
Education	School Projects	Further Education Places	Off-Site	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	£0	Welborne Plan / BDL dialogue with HCC		HCC / FBC / Existing FE Facility Network	Essential	

Infrastructure	Project Type	Project Name	On site / Off site	Description of Project	Cost Estimate (£0,000)	Project Source	Further Project Details	Delivery Lead Partners	Prioritise	Project Type
Healthcare	Primary Healthcare facilities	Health outreach Facility	On site	Temporary facility located within the Village Centre prior to District Centre facility operation later in trajectory. Developer to provide shell and core with fit out to be provided by a private operator or public health provider.	£4,000	Welborne Plan	Use of Retail unit - Developer to provider Shell and Core Building. Fit our and operation by private operator/Health service	Site from Master Developer. Service delivery through Clinical Commissioning Groups (CCG) or private Operator	Essential	Onsite provision
Healthcare	Primary Healthcare facilities	Primary Care Centre	On site	The masterplan and IDP recommends an onsite facility to meet the needs of the new community. Located within the District Centre this permanent facility would be scaled to accommodate 8 GP and associated services.	Incl. above in Health Outreach	Welborne Plan		Site from Master Developer. Service delivery through Clinical Commissioning Groups (CCG)	Essential	Onsite provision
Healthcare	Veterinary Surgeon	Veterinary Surgery provision	On site	Proposed Village Centre includes the potential to accommodate additional community services including a Veterinary surgery	Incl. above in Health Outreach	Welborne Plan	Serviced Site	Site from Master Developer. Service delivery through Private Sector Operator	Essential	Onsite provision
Healthcare	Elderly Housing (Extra Care)	Extra Care Housing Units	On site	Extra Care Housing Draft FBC policy seeks delivery of at least 1 economically viable scheme, with a large portions being affordable rent. On site Proposed include 3 sites located within close proximity to District, village and local centres. Each scaled to 100 residential units.	Incl. above in Health Outreach	Welborne Plan	Onsite provision as part of masterplan affordable housing mix. Serviced sites for commercial operator. Commercial provider or part of affordable provision	HCC / FBC / Private Care Sector	Essential	Onsite provision as part of masterplan affordable housing mix
Community	Community facilities	Village Centre Community Building	On site	Community facility with potential for Third Party to deliver further community uses in reserved space (i.e. place of worship, indoor bowls, table tennis, badminton etc.) Scaled to approximately 400sq.m	£1,040	Welborne Plan	Site and building from Master Developer.	Site and building from Master Developer. Potentially Private operators + HCC + FBC + Police + others	Place Making	Onsite provision
Community	Community facilities	District Centre Community Building	On site	Multi-purpose community centre building in District Centre with potential to accommodate community and flexible art/culture space, library space, Indoor Sports facility (table tennis, badminton etc.) and SNT Police Hub Scaled to approximately 1800sq.m	£4,500	Welborne Plan	Site and building from Master Developer.	Site and building from Master Developer. Potentially Private operators + HCC + FBC + Police + others	Essential	Onsite provision
Community	Community facilities	Local Centre Community Hub	On site	Local Centre hub consisting of parade of local shops and potential links with primary school and use of school halls (community access agreement dependant). Also potential for Maket Hall type building wihin the hub (Scaled to approximately 680sq.m)	£1,053	Welborne Plan		HCC / Academy Sponsor	Place Making	Onsite provision
Community	Public Realm	Market Square Public Realm in Village and District Centre	On site	Market Square Public Realm in District Centre and smaller scale public realm work in village centre	£4,000	Welborne Plan		Master Developer.	Place Making	Onsite provision
Leisure & Recreation	Indoor Sport Facilities	Welborne Sports Club	On site	Welborne Plan doesn't not set out requirement for a specific indoor leisure facility. However BDL considering potential for facility within the Roach Court Outdoor Sports Areas. Facility would include indoor sports halls (but not wet sports)	£5,000	Welborne Plan		Site and building from Master Developer. Potentially Private operators + FBC	Place Making	Onsite provision
Leisure & Recreation	Outdoor Sport Facilities	Full Size Artificial Grass Pitches	On site	Full Size Artificial Grass Pitches within Roche Court Sports Park; <ul style="list-style-type: none"> For community use 2 x Full Size Artificial Grass Pitch - Typical Type 4 or 5 MUGA standards (minimum Size of 5,000 m²) 	£2,350	Welborne Plan		Site and works from Master Developer	Place Making	Onsite provision
Leisure & Recreation	Outdoor Sport Facilities	Multi Use Games Areas	On site	Multi-Use Games Area (location to be confirmed through detailed planning)	£150	Welborne Plan			Place Making	Onsite provision
Leisure & Recreation	Outdoor Sport Facilities	Tennis Courts	On site	4 Tennis Courts with specific locations to be confirmed. Potentially within Dashwood Park, Roche Court Park	£500	Welborne Plan		Site from Master Developer	Place Making	Onsite provision
Leisure & Recreation	Outdoor Sport Facilities	Cricket Pitch and Pavillion	On site	A cricket pitch and pavilion in the west of the site, close to Funtley (West Park)	£780	Welborne Plan		Site from Master Developer	Place Making	Onsite provision
Leisure & Recreation	Children's Playspace	Designated Play Facilities	On site	A variety of play areas will be provided, 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. The Designated play spaces will be located across 11 Neighbourhood Parks and the Welborne Park	£1,950	Welborne Plan	Included in Parks & Open Spaces under Green Infrastructure	Site from Master Developer	Place Making	Onsite provision
Leisure & Recreation	Children's Playspace	Non-Designated Play Facilities	On site	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.	Excl; by plot level developers	Welborne Plan	Assumed delivered within plot level developments by Residential Developers	Residential Plot Developer	Place Making	Onsite provision

Infrastructure	Project Type	Project Name	On site / Off site	Description of Project	Cost Estimate (£0,000)	Project Source	Further Project Details	Delivery Lead Partners	Prioritise	Project Type
Green Infrastructure	Park and Informal Play Space	Park and Informal Play Space (P&AM)	On site	23.7 hectares of Parks and Informal Play Space: <ul style="list-style-type: none"> • Welborne Park (AKA Central Park) - Parkland which could include outdoor gym equipment as well as opportunities for informal and organised sports • Neighbourhood Parks - The masterplan includes 13 neighbourhood parks, providing park and amenity space within the application boundary. - The Welborne Greenway (incorporating jogging / cycling / walking paths) which will run around the perimeter of Welborne and connect to other cycle and pedestrian routes. 	£8,652	Open Space and Green Infrastructure Strategy		Master Developer	Place Making	Onsite provision
Green Infrastructure	Sports Areas / Playing Fields (OSP)	Sports Areas / Playing Fields (OSP)	On site	18.37 hectares of Sports facility provision at Welborne including a variety of different sports offerings distributed across the development: <ul style="list-style-type: none"> • Natural turf playing surfaces accommodating a range of full size football/hockey/rugby pitches • A cricket pitch and pavilion in the west of the site, close to Funtley • 2 artificial grass surface pitches • Four tennis courts potentially within Dashwood Park and Roche Court Park 	£4,358	Open Space and Green Infrastructure Strategy		Master Developer	Essential	Onsite provision
Green Infrastructure	Allotments	Allotments	On site	provision of 2.1Ha of allotments at Welborne, allowing residents to grow their own food, there will also be Community Orchards and Gardens distributed across neighbourhood parks, and within residential areas	£437	Open Space and Green Infrastructure Strategy		Master Developer	Place Making	Onsite provision
Green Infrastructure	Semi Natural Green Space	Semi Natural Green Space (SNG)	On site	59.23 hectares of Semi-Natural Green Space <ul style="list-style-type: none"> o The semi-natural greenspace is predominantly located around the perimeter of the new settlement, as green corridors through the settlement, or alongside roads. o 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. o Semi-natural greenspace includes 36.87 ha of SANG (but not Dashwood or land adjacent to Knowle Triangle) 	£2,090	Open Space and Green Infrastructure Strategy		Master Developer	Place Making	Onsite provision
Green Infrastructure	SANGS	SANGS - Woodland; including paths / trails	On site	70.4 hectares of SANGs are: <ul style="list-style-type: none"> • Dashwood SANG – Dashwood SANG is a restored and enhanced 38.1ha area of woodland, located to 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 15.2ha SANG located to the south of the M27 motorway. The SANG is a key GI asset for the residents of Welborne, Funtley and Fareham. • Welborne Mile SANG – a 2km long linear SANG covering 17.1ha, connecting Dashwood with Fareham Common 	£5,771	Open Space and Green Infrastructure Strategy		Site from Master Developer	Essential	Onsite provision
Green Infrastructure	SANGS	SANGS (Off - Site land or financial mitigation)	Off-Site	Solent Recreation and Mitigation Strategy. Financial contribution required towards implementing the Solent Recreation and Mitigation Strategy.	£1,770	Open Space and Green Infrastructure Strategy / Welborne SANG Management Plan		Master or Residential Developer	Essential	S106
Green Infrastructure	Adoption Costs	Management of Onsite GI	On site	Funding for this approach relies on an income stream from both endowment and Service Charge. <ul style="list-style-type: none"> • A commuted sum from the master developer. • A Service Charge will be payable by all residential properties built out as part of Welborne. 	£7,014	Welborne SANG Management Plan	See Welborne SANG Management Plan	Master Developer	Essential	S106
Green Infrastructure	Adoption Costs	Management of SANGS	On site / Off-site	Land Trust to be responsible for the long-term management of the SANG land both during the development sequences and upon completion of the approved scheme. The Land Trust will appoint a suitable Partner to manage and maintain the green infrastructure at Welborne and to engage with residents as properties are occupied and the new community develops. Funding for this approach relies on an income stream from both endowment and Service Charge. <ul style="list-style-type: none"> • Endowment, which will build over the first 20 years to provide long term sinking fund • Service Charge will be payable by all residential properties built out as part of Welborne. An element of the Service Charge will fund the year on year management of the SANG 	£1,500	Welborne SANG Management Plan	See Welborne SANG Management Plan	Master Developer	Essential	S106

Infrastructure	Project Type	Project Name	On site / Off site	Description of Project	Cost Estimate (£0,000)	Project Source	Further Project Details	Delivery Lead Partners	Prioritise	Project Type
Transport	Highways	On Site Roads	On site	Refer to Transport Strategy for full details of On Site work with IDP based upon: Primary Roads • Welborne Way • North Drive / Westway / Central Avenue - • Albany Drive / Roche Court Drive / re-aligned Pook Lane Secondary Roads: • Welborne Park Avenue / Dashwood Avenue / Dashwood Boulevard / North Woods Avenue /Western End of West Way Tertiary Roads	£24,084	OPA Transport Strategy and Framework		Master Developer / HCC	Essential	S278
Transport	Highways	M27 J10 (inc adoption costs)	On site	Refer to Transport Strategy for full details of works with IDP based upon: • New eastbound off-slip • Retained eastbound on-slip • Revised westbound off-slip • New westbound on-slip • Welborne Approach and Broadway	£20,000	OPA Transport Strategy and Framework		HE / HCC / LEP	Critical	S278
Transport	Highways	Site Access Works	On site	Refer to Transport Strategy for full details of works with IDP based upon: • Junction of the new Welborne Way and A32 Wickham Road located at Forest Lane • Improvement to the existing junction of Knowle Road and A32 Wickham Road • Junction of Central Avenue and A32 Wickham Road • The junction of Broadway and A32 Wickham Road located near Pook Lane • New staggered cross road junction at Knowle Road and Welborne Way • New four way priority junction at Knowle Road (east of Knowle Village)	£9,843	OPA Transport Strategy and Framework		Master Developer / HCC	Critical	S278
Transport	Off Site Roads	Off Site Road Works (incl adoption)	Off-Site	Refer to Transport Strategy for full details of off site works. With IDP based upon Off-site junction and link improvements at: • A32 School Road / A32 Hoads Hill / A334 Winchester Road roundabout • A32 Wickham Road / Furze Court / North Hill roundabout • North Hill / Old Turnpike / Park Lane / Kiln Road traffic signals • A32 Wickham Road / A32 Wallington Way / Southampton Road roundabout • A32 Whickham Way/ Broadcut Roundabout • A32 Wickham Road between North Hill and Wallington Way • Funtley Hill	£4,850	OPA Transport Strategy and Framework		Master Developer / HCC	Essential	S278 / S106
Transport	Highways	Adoption of Roads	On site	Adoption of Local Highways	£2,429	OPA Transport Strategy and Framework		Master Developer	Essential	S38 Payment
Transport	Public Transport	On-site BRT network	On site	Implementation of BRT priority measures on internal network. Incorporated into the allowance on the On Site Roads	£2,200	OPA Transport Strategy and Framework	Included in Highway (bus lanes and priorities). Part of N-S road and A32 works	HCC / Bus Operator	Essential	Onsite provision
Transport	Public Transport	Wider Public Transport Proposals	On site / Off-site	Refer to OPA Transport Strategy and Framework for details on proposed Measures.	£0	OPA Transport Strategy and Framework		HCC / Bus Operator	Place Making	S106
Transport	Travel Planning	Smarter Choices Package	On site / Off-site	Refer to OPA Framework Residential Travel Plan (FRTP) and Framework Workplace Travel Plan (FWTP) for details on proposed Measures	£1,000	OPA Framework Residential Travel Plan (FRTP) and Framework Workplace Travel Plan		HCC	Place Making	S106
Transport	Pedestrian and Cycle	Pedestrian and cycle links	On site / Off-site	Refer to OPA Transport Strategy and Framework for list of proposed Measures. 'Pedestrian and cycle linkages into surrounding areas including M27 crossing and other links and necessary improvements to the off-site network.	Incl. above in Off-Site Roads	OPA Transport Strategy and Framework	Does not including Major Reconstruction of existing Subways	Master Developer / HCC	Place Making	S106

Infrastructure	Project Type	Project Name	On site / Off site	Description of Project	Cost Estimate (£0,000)	Project Source	Further Project Details	Delivery Lead Partners	Prioritise	Project Type
Utilities	Energy	On-site electricity Primary Sub Station	On site	2MVA of capacity has been reserved in 11kV networks for the early phases 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 phased approach can provide the whole demand 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.	£13,912	OPA Utility Statement	New Primary Sub Station required	TBC - Master Developer / Plot Developer / Service Provider / MUSCO	Critical	Onsite provision
Utilities	Energy	Electricity and gas distribution	On site	Electricity and gas distribution (including Civil Engineering, Ducts and off site gas connection)	£500	OPA Utility Statement		TBC - Master Developer / Plot Developer / Service Provider / MUSCO	Essential	Onsite provision
Utilities	Energy	Undergrounding of power lines	On site	It is proposed to underground the 132kV and 33kV lines. The developer has applied for termination of the wayleave for the 132kV OHL. The 11kV and LV lines will be replaced and incorporated into the new distribution networks for the proposed development	£6,183	OPA Utility Statement	SSE cost estimate informing assumptions	SSE	Critical	Other
Utilities	Potable Water Projects	Diversion of Water Mains	On site	Minor diversions of existing on site water main. Minor works only as assumed that North-South main is not diverted	£1,000	OPA Utility Statement	Minor diversion only, as assumed that North-South main is not diverted	Portsmouth Water	Critical	Other
Utilities	Potable Water Projects	New On Site Potable Water Mains	On site	Potable Water Distribution (including Civil Engineering, Ducts etc.)	£4,367	OPA Utility Statement		TBC - Master Developer / Plot Developer / Service Provider / MUSCO	Essential	Onsite provision
Utilities	Foul Water	On Site Foul Drainage	On site	On site networks will form part of the development parcels with some primary infrastructure being provided to make connections to the point of connection for the discharge.	£9,316	OPA Utility Statement		TBC - Master Developer / Plot Developer / Service Provider / MUSCO	Essential	Onsite provision
Utilities	Foul Water	Foul Water Discharge solution	Off-Site	Southern Water has stated has capacity at Peel Common WWTW, but works required to connect the development to WWTW.	by Statutory Providers	OPA Utility Statement	Allowance for Off Site Sewerage Upgrade, Allowance for Discharge Upgrade, Allowance for upgrade of Sewage Treatment Works	Master Developer / Southern Water	Essential	Other
Utilities	Drainage	On Site Surface water drainage:	On site	Attenuation basins, Ditch to the North of M27, Culvert under A32. Swales and other features included in roads costs	£8,217	OPA Utility Statement		TBC - Master Developer	Essential	Onsite provision
Utilities	Waste and Recycling Projects	Contribution towards Household Waste & Recycling Centre (HWRC)	On site	Option 1 - Land Contribution towards Household Waste & Recycling Centre (HWRC) on site wiothin Employment are Option 2 - Financial Contribution towards upgrade of existing HWRC off site	£198	Welborne Plan / BDL dialogue with HCC	Land and Contribution to overall cost only (does not include construction or management of HWRC)	HCC	Essential	In kind contribution (i.e. land) or contributions (TBC)
Utilities	Waste and Recycling Projects	Recycling & waste Collection points	On site	Recycling points across Site	Incl. above	OPA Utility Statement	Costs Included in item immediately above	Plot Developer / FBC	Essential	Onsite provision
Utilities	Telecommunication Projects	Telecommunications Ducts	On site	Telecommunications Ducts provided across Site. All new connections would be high-speed fibre-optic.	by Statutory Providers	OPA Utility Statement	Allowance for trenches/ reinstatement plus non-BT network.	TBC - Master Developer / Plot Developer / Service Provider / MUSCO	Essential	Onsite provision
Site Preparation	General/ Earthworks/ Acoustic/ Phasing	Site Preparation	On site	General Site Preparation Bulk Earthworks Acoustic Phasing Temporary Works	£19,379			Master developer	Critical	Onsite provision
Professional Fees					£22,819					
Design, development and construction contingency					£20,183					
Strategic Costs and Fees					£24,000					
Total					£308,000					

Infrastructure	Project Type	Project Name	Trigger / Sequencing	Sequence 1					Sequence 2					Sequence 3					Sequence 4					Sequence Phase 5		
				2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	2041/42
			Housing Unit Delivered Per Annum	0	30	180	240	240	240	280	300	300	300	300	350	300	300	300	300	300	300	300	300	300	280	260
			Housing Unit Total On Site (Cumulative)	0	30	210	450	690	930	1,210	1,510	1,810	2,110	2,410	2,760	3,060	3,360	3,660	3,960	4,260	4,560	4,860	5,160	5,460	5,740	6,000
			Estimated On Site Population	0	75	525	1,125	1,725	2,325	3,025	3,775	4,525	5,275	6,025	6,900	7,650	8,400	9,150	9,900	10,650	11,400	12,150	12,900	13,650	14,350	15,000
Utilities	Energy	On-site electricity Primary Sub Station	Dependent on solution employed for Development																							
Utilities	Energy	Electricity and gas distribution	In line with Development Build Out																							
Utilities	Energy	Undergrounding of power lines	Sequence 1																							
Utilities	Potable Water Projects	Diversion of Water Mains	Sequence 1																							
Utilities	Potable Water Projects	New On Site Potable Water Mains	In line with Development Build Out																							
Utilities	Foul Water	On Site Foul Drainage	In line with Development Build Out																							
Utilities	Foul Water	Foul Water Discharge solution	Sequence 1 and 2																							
Utilities	Drainage	On Site Surface water drainage:	In line with Development Build Out																							
Utilities	Waste and Recycling Projects	Contribution towards Household Waste & Recycling Centre (HWRC)	in line with 3000 dwellings																							
Utilities	Waste and Recycling Projects	Recycling & waste Collection points	In line with Development Build Out																							
Utilities	Telecommunication Projects	Telecommunications Ducts	In line with Development Build Out																							
Site Preparation	General/ Earthworks/ Acoustic/ Phasing	Site Preparation	Continuing provision throughout development																							

Professional Fees
Design, development and construction contingency
Strategic Costs and Fees
Total