

OFFICER REPORT FOR COMMITTEE

DATE: 28/03/2024

P/23/1161/RM

BUCKLAND DEVELOPMENT LTD

FAREHAM NORTH

AGENT: DAVID LOCK ASSOCIATES

RESERVED MATTERS APPLICATION IN RELATION TO OUTLINE PLANNING PERMISSION P/17/0266/OA, LAND AT WELBORNE FOR THE LAYOUT, APPEARANCE AND LANDSCAPE FOR SECTIONS OF THE INITIAL PHASES OF ROAD PROVISION ASSOCIATED WITH PLANNING PERMISSION P/22/1020/RM INCLUDING AND ASSOCIATED HARD AND SOFT LANDSCAPING, LIGHTING, DRAINAGE, UTILITY CONNECTIONS, CONSTRUCTION ACCESS, ENGINEERING OPERATIONS AND EARTHWORKS, INCLUDING DETAILS PURSUANT TO CONDITIONS 13 (COMPLIANCE WITH THE SITE WIDE BIODIVERSITY ENHANCEMENT STRATEGY), 16 (SCALE, MATERIALS, DESIGN AND LANDSCAPING), 17 (LEVELS), 27 (SURFACE WATER DRAINAGE), 28 (ECOLOGY MITIGATION) AND 34 (ACCESS)

WELBORNE, LAND NORTH OF FAREHAM

Report By

Lucy Knight – direct dial 01329 824579

1.0 Introduction

1.1 This application is reported to the Planning Committee given the significance of the proposal as enabling infrastructure in the delivery of the first phase of housing at Welborne.

2.0 Site Description

2.1 The application site is an irregular shape parcel of land in the field on the north side of Knowle Road to the west of the A32. The wider field in which the application site sits is under construction as part of the initial infrastructure delivery for Welborne.

3.0 Description of Proposal

3.1 This application seeks approval of the reserved matters (of access, appearance, landscaping, layout and scale) for the internal roads to serve the initial phases of residential development at Welborne.

3.2 This Council has previously granted reserved matters approval for the laying of various items of utility infrastructure and the provision of a network of haul roads to be used for construction (under application reference P/22/1020/RM).

3.3 In the committee report for P/22/1020/RM Members were advised that:

“These haul roads will be laid out to match the initial street positions. The finished street positions will be set out in detail within the strategic design code and street manual for Welborne, but the provision of haul roads in these positions will help to prevent any significant abortive work to reposition them in the future.”

- 3.4 This application now seeks approval for the detail of the main roads in phase one which follows the general alignment of these previously approved haul roads.
- 3.5 This application includes the main spine road for phase one, also referred to as a primary road, that will run parallel to Knowle Road and would be served off the recently permitted new Knowle Road roundabout (our planning reference P/23/0383/RM). This primary road, named in the application as Dashwood Avenue, is the first part of the main loop road around Welborne. From the new roundabout on Knowle Road the route of Dashwood Avenue is primarily west to east through phase one.
- 3.6 Dashwood Avenue will eventually continue beyond the application site through to the Village Centre (which is to be the subject of a recently received reserved matters application reference P/23/1644/RM) before joining with the main North – South route through Welborne, known as Welborne Way, which in turn will link back to Knowle Road and up to the A32.
- 3.7 Off of the primary road (Dashwood Avenue) are four tertiary streets into the housing parcels being brought forward by the three appointed housebuilders for phase 1.
- 3.8 The primary road (Dashwood Avenue) is designed in accordance with the details previously approved within the Welborne Street Manual (reference P/17/0266/DP/I). The carriageway width is 6.1m to enable the road to be used as part of the bus route at Welborne. There is a 2.5m wide verge on both sides of the road; these verges will contain the street lighting, street trees and convey surface water through swales to SUDS basins. On each side of the primary road is a 2m wide cycleway and a 2m wide footpath.
- 3.9 Tertiary streets consist of a more narrow carriageway (5.5m). The tertiary streets have a shared footpath cycleway at 2m wide on each side rather than a segregated provision. Some of the tertiary streets have a 2.5m wide verge either side and some, on the outer fringes of Welborne, have a verge on just one side of the road.

- 3.10 On occasion, along both road types, there are also parallel parking bays as part of the verge space. These are unallocated parking spaces and are included as part of the parking strategy for phase 1. These spaces are to function as part of the resident and visitor parking requirements for the homes that are to be delivered in the locality. These spaces, when combined with the spaces being delivered within the housebuilder application sites, will reflect the Council's parking standard.
- 3.11 The submitted engineering drawings detail the new vehicular junctions that are proposed as well as vehicle crossovers to dwellings or access to parking courts being provided within the residential proposals.
- 3.12 The surface water swales will convey water through to the previously approved (P/22/1020/RM) drainage features in the east and west. Other utility services are included in the application shown to be running under the footpath/cycleways on each side of the road network.

4.0 Policies

- 4.1 The following policies apply to this application:

Adopted Local Plan Part 3: The Welborne Plan

- WEL1 – Sustainable Development;
- WEL4 – Comprehensive Approach;
- WEL6 – General Design Principles;
- WEL7 – Strategic Design Codes;
- WEL23 – Transport Principles for Welborne;
- WEL25 – Local Road Transport and Access;
- WEL26 – Public Transport;
- WEL27 – Encouraging Sustainable Choices;
- WEL28 – Walking and Cycling;
- WEL32 – Strategic Green Corridors and Connections;
- WEL37 – Water Efficiency, Supply and Disposal;
- WEL39 – Flooding and Sustainable Drainage Systems.

Other Documents:

National Planning Policy Framework (NPPF) 2023

Planning Practice Guidance (PPG)

Welborne Design Guide Supplementary Planning Document

Welborne Streets Manual

Welborne Strategic Design Code

Chesterfield Neighbourhood Design Code

Dashwood Neighbourhood Design Code

5.0 **Relevant Planning History**

5.1 The following planning history is relevant:

P/17/0266/OA New community of up to 6000 dwellings (C3 and C2, including a care home of use class C2) together with a district centre (comprising food store retail, non-food retail and other non-convenience/ comparison retail use); a village centre (comprising food store retail, non- food retail, a public house and other nonconvenience/ comparison retail use); commercial and employment space; general industrial use, warehousing space, a hotel, community uses, ancillary nursery; health centre and veterinary services; retention of Dean Farmhouse; a secondary school, Primary schools; pre-schools; green infrastructure including formal and informal open and amenity space; retention of some existing hedgerows, grassland, woodland areas, allotments, wildlife corridors; all supporting infrastructure; household waste recycling centre; requisite substations; 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 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.

Permission 30 September 2021

P/17/0266/DP/I Details pursuant to Condition 9 (Strategic Design Code) and Condition 10 (Streets Manual) of P/17/0266/OA: Welborne - A new community of up to 6000 dwellings (C3 and C2, including a care home of use class C2) together with a district centre (comprising up to 2,800m² food store retail (A1), up to 2,419m² of non-food retail (A1) and up to 2,571m² of other non-convenience/comparison retail use (A1 - A5)); a village centre (comprising up to 400m² food

store retail (A1), up to 1,081m² of non-food retail (A1), a public house (up to 390m² A4 use) and up to 339m² of other non-convenience/comparison retail use (A1 - A5)); up to 30,000m² of commercial and employment space (B1); up to 35,000m² of general industrial use (B2); up to 40,000m² of warehousing space (B8); a hotel (up to 1,030m² C1 use); up to 2,480m² of community uses (D1 and D2); up to 2,200m² ancillary nursery (D1), health centre (D1) and veterinary services (D1); retention of Dean Farmhouse; a secondary school, 3 primary schools; pre-schools; green infrastructure including formal and informal open and amenity space; retention of some existing hedgerows, grassland, woodland areas, allotments, wildlife corridors; all supporting infrastructure; household waste recycling centre; requisite substations; 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.

Approved 10 January 2024

P/22/1020/RM

Reserved matters in relation to outline planning permission P/17/0266/OA: for access, appearance, landscape, layout and scale for the construction of haul roads and initial base course road carriageway related to the delivery of initial phases of Welborne to the north of Knowle Road, including any associated drainage, soil movement, utility connections, substations, construction access, engineering operations and earthworks including details pursuant to conditions 13 (compliance with the Site Wide Biodiversity Enhancement Strategy), 16 (scale, materials, design and landscaping), 17 (levels), 19 (Contamination), 22 (CEMP), 27 (Surface Water Drainage), 28 (Ecology)

mitigation), 29 (Trees) and 56 (Crossing of the gas pipeline)

Approved

15 December 2022

P/23/0383/RM

Application for reserved matters approval for the appearance, landscape, layout and scale for the creation of a roundabout junction on Knowle Road to allow access to Welborne, including any associated hard and soft landscaping, drainage, utility connections, construction access, engineering operations and earthworks Including Details Pursuant To Conditions 13 (Compliance With The Site Wide Biodiversity Enhancement Strategy), 16 (Scale, Materials, Design And Landscaping), 17 (Levels), 19 (Contamination), 22 (CEMP), 27 (Surface Water Drainage), 28 (Ecology Mitigation), 29 (Arboriculture) and 34 (Access) of P/17/0266/OA

Approved

16 August 2023

P/23/0213/RM

Application for reserved matters approval for the appearance, landscape, layout and scale for the creation of a foul pumping station and associated connections to the first phases of Welborne, including any associated hard and soft landscaping, drainage, utility connections, construction access, engineering operations and earthworks, including adjustments to footpath connections and drainage details associated with P/22/0867/RM and P/22/1020/RM, and details Pursuant To Conditions 13 (Compliance With The Site Wide Biodiversity Enhancement Strategy), 16 (Scale, Materials, Design And Landscaping), 17 (Levels), 19 (Contamination), 22 (CEMP), 27 (Surface Water Drainage), 28 (Ecology Mitigation) and 29 (Arboriculture) of P/17/0266/OA

Approved

16 August 2023

P/23/1175/RM

Reserved matters pursuant to the outline Planning Permission P/17/0266/OA for the appearance, landscape, layout for the realignment of a section of Knowle Road, the provision of raised carriageway sections of Knowle Road, cycleway improvements, including any associated hard and soft landscaping, lighting, drainage, utility connections, construction

access, engineering operations and earthworks, including Details Pursuant To Conditions 13 (Compliance With The Site Wide Biodiversity Enhancement Strategy), 16 (Scale, Materials, Design And Landscaping), 17 (Levels), 19 (Contamination), 22 (CEMP), 27 (Surface Water Drainage), 28 (Ecology Mitigation), 29 (Trees), 34 (Access).

Under consideration

P/23/1178/RM

Reserved matters in relation to outline planning permission P/17/0266/OA, Land at Welborne, for the appearance, landscape, new access junctions to Knowle Road, cycleway improvements, including any associated hard and soft landscaping, lighting, drainage, utility connections, construction access, engineering operations and earthworks, including Details Pursuant To Conditions 16 (Scale, Materials, Design And Landscaping), 17 (Levels), 34 (Access).

Under consideration

P/17/0266/DP/I

Details pursuant to Condition 9 (Strategic Design Code) and Condition 10 (Streets Manual) of P/17/0266/OA: Welborne - A new community of up to 6000 dwellings (C3 and C2, including a care home of use class C2) together with a district centre (comprising up to 2,800m² food store retail (A1), up to 2,419m² of non-food retail (A1) and up to 2,571m² of other non-convenience/comparison retail use (A1 - A5)); a village centre (comprising up to 400m² food store retail (A1), up to 1,081m² of non-food retail (A1), a public house (up to 390m² A4 use) and up to 339m² of other non-convenience/comparison retail use (A1 - A5)); up to 30,000m² of commercial and employment space (B1); up to 35,000m² of general industrial use (B2); up to 40,000m² of warehousing space (B8); a hotel (up to 1,030m² C1 use); up to 2,480m² of community uses (D1 and D2); up to 2,200m² ancillary nursery (D1), health centre (D1) and veterinary services (D1); retention of Dean Farmhouse; a secondary school, 3 primary schools; pre-schools; green infrastructure including formal and informal open and amenity space; retention of some existing hedgerows, grassland, woodland areas, allotments, wildlife corridors; all supporting

infrastructure; household waste recycling centre; requisite sub-stations; sustainable drainage systems including ponds and water courses; a remodelled M27 J10 including noise barrier(s); works to the A32 including the creation of three highway junctions and new crossing(s); distributor roads (accommodating a Bus Rapid Transit network) and connections to the surrounding cycleway and pedestrian network; car parking to support enhanced use of Dashwood; ground remodelling; any necessary demolition; with all matters reserved for future determination with the exception of the works to M27 J10 and the three highway junctions and related works to the A32.
10 January 2024

Approved

P/17/0266/DP/J

Details pursuant to Condition 2 and Condition 3 (Variation to the Land Use Parameter Plan [cond. 2] and Structuring Plan [Cond 3] to facilitate a change in the shape of the District Centre) of P/17/0266/OA: Welborne - A new community of up to 6000 dwellings (C3 and C2, including a care home of use class C2) together with a district centre (comprising up to 2,800m² food store retail (A1), up to 2,419m² of non-food retail (A1) and up to 2,571m² of other non-convenience/comparison retail use (A1 - A5)); a village centre (comprising up to 400m² food store retail (A1), up to 1,081m² of non-food retail (A1), a public house (up to 390m² A4 use) and up to 339m² of other non-convenience/comparison retail use (A1 - A5)); up to 30,000m² of commercial and employment space (B1); up to 35,000m² of general industrial use (B2); up to 40,000m² of warehousing space (B8); a hotel (up to 1,030m² C1 use); up to 2,480m² of community uses (D1 and D2); up to 2,200m² ancillary nursery (D1), health centre (D1) and veterinary services (D1); retention of Dean Farmhouse; a secondary school, 3 primary schools; pre-schools; green infrastructure including formal and informal open and amenity space; retention of some existing hedgerows, grassland, woodland areas, allotments, wildlife corridors; all supporting infrastructure; household waste recycling centre; requisite sub-stations; sustainable drainage systems including ponds and water courses; a remodelled M27 J10

including noise barrier(s); works to the A32 including the creation of three highway junctions and new crossing(s); distributor roads (accommodating a Bus Rapid Transit network) and connections to the surrounding cycleway and pedestrian network; car parking to support enhanced use of Dashwood; ground remodelling; any necessary demolition; with all matters reserved for future determination with the exception of the works to M27 J10 and the three highway junctions and related works to the A32.

10 January 2024

Approved

P/17/0266/DP/O

Detail Pursuant to Condition 11 (Neighbourhood Design Codes: Dashwood and Chesterfield) of Planning Permission P/17/0266/OA - 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 nonconvenience/ 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 nonconvenience/ comparison retail use (A1 - A5)); up to 30,000m² of commercial and employment space (B1); up to 35,000m² of general industrial use (B2); up to 40,000m² of warehousing space (B8); a hotel (up to 1,030m² C1 use); up to 2,480m² of community uses (D1 and D2); up to 2,200m² ancillary nursery (D1), health centre (D1) and veterinary services (D1); retention of Dean Farmhouse; a secondary school, Primary schools; pre-schools; green infrastructure including formal and informal open and amenity space; retention of some existing hedgerows, grassland, woodland areas, allotments, wildlife corridors; all supporting infrastructure; household waste recycling centre; requisite substations; 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 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 at Welborne, Land North Of Fareham, Fareham

Reported elsewhere on this agenda

6.0 Representations

6.1 None

7.0 Consultations

INTERNAL

Trees

7.1 No objection.

Ecology

7.2 No objection.

EXTERNAL

Hampshire and Isle of Wight Fire & Rescue Service

7.3 Access should be in accordance with Approved Document B5 of the Building Regulations. High reach appliances operated by this Service should be considered when considering high rise buildings. Please note that the dimensions of appliances operated by the Service may exceed those in the swept path analysis. Strongly recommend the installation of automatic water fire suppression systems. Additional water supplies for firefighting may be necessary.

Hampshire County Council (Highways)

7.4 No objection subject to the applicant entering into an appropriate legal agreement to secure the future delivery of the parallel crossing on Dashwood Avenue as shown.

Hampshire County Council (Lead Local Flood Authority)

7.5 No objection.

8.0 Planning Considerations

8.1 The following matters represent the key material planning considerations which need to be assessed to determine the suitability of the development proposal. The key issues comprise:

- a) The principle of the development;
- b) The layout of the roads and compliance with the Welborne Streets Manual
- c) Street Trees
- d) Drainage
- e) Lighting
- f) Compliance with the Strategic Design Code and the Neighbourhood Design Codes

a) The principle of the development

8.2 As set out above earlier in the report, the grant of the outline planning permission (reference P/17/0266/OA) provides for the development of the Welborne Garden Village new community. The application site falls within the Welborne Plan allocation and within the boundary of the outline planning permission. The proposal seeks to deliver infrastructure for Welborne and will follow the alignment of the previously approved haul road network. On that basis the principle for the development is acceptable subject to further consideration of the issues below.

b) The Layout of the roads and compliance with the Welborne Streets Manual

8.3 As described above, the layout of the primary road and tertiary road follow the alignment of the initial haul road network. This has been purposefully designed so as to not prejudice or limit the development of the housing land through the efficient use of the road infrastructure for both construction traffic and then residents.

8.4 The description of the development above details the road dimensions and how the design approach follows that of the approved Welborne Streets Manual. The technical detail such as the road geometry and forward visibility is also in accordance with the technical principles of the Manual for both the primary and tertiary roads. The submitted amended plans adjust the visibility to ensure that the sight lines are suitable for the roads they serve.

8.5 Tracked vehicle sweep path plans have been provided to demonstrate that vehicles of different sizes can negotiate the various junctions from the tertiary roads out on to the Primary network and vice-versa. The tracking plans now also detail that a refuse vehicle can access the site without overrun of pavements, kerbs or result in damage to boundary walls.

8.6 There is no objection to the proposal from the Highway Authority. The proposal is considered to accord with policies WEL6, WEL7, WEL23, WEL25, WEL26, WEL27, WEL28, WEL 33, WEL34 and WEL37.

c) Street Trees

8.7 Part 7 of the Street Manual sets out a species list of trees that will be provided for each road type in the delivery of the roads at Welborne.

8.8 Primary Street trees are to be selected from the approved Street Manual list of :

- Hornbeam;
- Turkish Hazel;
- Beech; and
- Small leaf Lime.

8.9 Acceptable Landmark trees for the primary streets include:

- Walnut;
- Tulip; and
- Scots Pine.

8.10 For tertiary streets, the Street Manual list of acceptable trees include:

- Field Maple;
- Italian Alder; and
- Elm.

8.11 Acceptable landmark trees on tertiary streets include:

- Mayten; and
- Black Walnut.

8.12 The street trees proposed in the application are of Maple, Small leaved Lime, Elm and flowering Cherry species. The species shown on the plans are within the agreed species list within the Streets Manual other than the Flowering Cherry, which does appear in the Street Manual as a tree type appropriate to Knowle Road. Given the proximity of the site to Knowle Road the schedule of tree planting is considered to be acceptable.

8.13 The position of the trees are shown within the road verge and at the approved locations relative to the kerb, road, services and lighting as set out within the

Welborne Street Manual. The application includes typical details of the behind kerb construction to ensure that there is adequate space for all the necessary services, root barriers and space for trees to grow.

- 8.14 The proposal is considered to comply with policies WEL6, WEL 33 and WEL34

d) Drainage

- 8.15 As described earlier in this report, surface water will be conveyed through swales incorporated into the verges alongside the roads. The water will move through the swales as per the drainage strategy to the attenuation basins, outside of the application site for this reserved matters application. The drainage basins have previously been approved and have been designed to accommodate all of the phase 1 surface water from both the roads and the housebuilder parcels. The surface water from the housebuilder sites will also end up in the swales that line the roads in this application. The capacity of the swales and the overall drainage design is considered to be acceptable. There is no objection to the drainage strategy from the Lead Local Flood Authority. The application is considered to accord with the Welborne Street Manual and would comply with policies WEL6, WEL7, WEL23, WEL25, WEL28.

e) Lighting

- 8.16 The lighting columns are proposed to be 6m high galvanised steel columns on the primary road and 5m high columns on the tertiary streets. The position of the columns in the verges reflect the agreed parameters within part 6c of the Street Manual; a minimum of 0.5m set back from the carriageway and 0.5m from cycleways. Lighting columns will be a minimum of 5m from the trunk of any street trees.
- 8.17 The lighting proposed is considered to accord with the Welborne Street Manual and would comply with policies WEL6, WEL7, WEL23, WEL25, WEL28, WEL39.

f) Compliance with the Strategic Design Code and the Neighbourhood Design Codes

- 8.18 One of the Key Components within the approved Strategic Design Code for Welborne is that the highway design will, wherever possible, prioritise walking and cycling.
- 8.19 As is described above, there is a good level of pedestrian and cycle infrastructure alongside both types of the proposed roads.

- 8.20 One key location for pedestrian and cycle priority is at the western most end of Dashwood Avenue where it connects to the northern arm of the recently approved new roundabout. There is a crossing point linking the northern end of the main Welborne Park over Dashwood Avenue and off north west towards the Welborne Mile SANG and further into Dashwood. This crossing is currently shown to be provided in two phases. Initially the crossing is to be an uncontrolled crossing whereby the pedestrians and cyclists will wait at tactile paving and cross when there is a gap in the traffic. This design solution gives priority to the car rather than the pedestrian and cyclists at Welborne and would appear to conflict with the Strategic Design Code key components.
- 8.21 This application proposes that this crossing is provided in two phases. Initially it is to be constructed as described above. As the wider development progresses and housing starts to become occupied, phase two of this crossing is to be provided. This will still be an uncontrolled crossing but will instead be a pedestrian and cycle priority crossing; The proposal will deliver a new tiger crossing which will ensure that the traffic has to give way to pedestrians and cyclists. This will ensure compliance with the Strategic Design Code and the aims of the Welborne Streets Manual. The delivery of this second phase of the crossing is to be dependant on when there is sufficient demand for the phase two provision to be in place.
- 8.22 Moving along Dashwood Avenue to the east, the highway design giving priority across the junctions with side (tertiary) roads is very much to ensure that pedestrians and cyclists moving along the footpath either side of the road have priority over traffic joining Dashwood Avenue from the side roads (traffic broadly moving east/west). The footpath/cycleway is designed, through the use of materials and raised tables in the highway, to provide a continuous route along the Primary Road Network.
- 8.23 Pedestrian and cyclists travelling north to south on tertiary roads moving onto the primary road of Dashwood Avenue will need to yield. The users of Dashwood Avenue (including the vehicles) will, in this case take priority in their east – west movement. There are at least two crossing points along Dashwood Avenue whereby the primary road is again raised to be at grade with the footpath and the top of the table is to be finished with a coloured tarmac. This will highlight that the road space could be used by pedestrians and cyclists and that the main vehicular users of Dashwood Avenue don't necessarily have guaranteed priority. There is no priority or controlled crossing proposed here.
- 8.24 On the tertiary road that extends north-west towards Dashwood, there is a Strategic Green Link identified in the Strategic Design Code and the

Dashwood Neighbourhood Design Code. This green link crosses the tertiary road running at ninety degrees to it (from the south-west to the north east). To ensure pedestrian priority in this location, the design shows a narrowing of the road and the raising of the carriageway in a raised table. The top of the table will be of coloured tarmac to tie into the buff colour of the footway and strategic green link. This design solution will ensure that there is a sense of priority to pedestrian and cyclists in the lower trafficked tertiary roads and is acceptable.

- 8.25 The proposals accord with the approved Strategic Design Code and Welborne Streets Manual.

g) Other Matters

- 8.26 The vehicle sweep path plans show various vehicle sizes negotiating the roads including a fire appliance. The comments of the Hampshire and Isle of Wight Fire and Rescue Service are noted however it seems that a fire tender can access the site and other matters regarding building access would be addressed by the housebuilder proposals.

9.0 Summary

- 9.1 In summary, the proposed layout of the roads for phase 1 at Welborne accords with the design parameters within the approved Welborne Streets Manual. The proposed selection of tree species, lighting and drainage measures are acceptable. The street design seeks to ensure that, where possible, there is a strong pedestrian and cyclist priority through the network. The proposals look to put into practice the high-quality design principles of both the Welborne Streets Manual and the Strategic Design Code. The application is considered to accord with the relevant policies of the Welborne Plan and is recommended for approval.

10.0 Recommendation

- 10.1 **APPROVE RESERVED MATTERS** subject to the conditions to be provided within the Update Report to Committee

THEN

- 10.2 DELEGATE authority to the Head of Planning to make any necessary modification, deletion or addition to the proposed conditions.

11.0 Background Papers

- 11.1 Application documents and all consultation responses and representations received as listed on the Council's website under the application reference number, together with all relevant national and local policies, guidance and standards and relevant legislation.

Welborne Land North of Fareham

