

OFFICER REPORT FOR COMMITTEE

DATE: 28/03/2024

P/23/1178/RM

BUCKLAND DEVELOPMENT LTD

FAREHAM NORTH

AGENT: DAVID LOCK ASSOCIATES

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).

WELBORNE, LAND NORTH OF FAREHAM

Report By

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1.0 Introduction

1.1 This application is presented to the Planning Committee for determination due to being closely related to other applications on the agenda and due to its significance in the delivery of Welborne.

2.0 Site Description

2.1 The application site is located towards the western end of the existing Knowle Road, approximately 95 metres from the existing roundabout at the entrance to Knowle Village to the west and adjoining the recently permitted Knowle Road roundabout to the east. The application site extends approximately 185m along the length of the road and extends into the land on the north and south side of Knowle Road for approximately 10m each side with the associated landscape clearance into the agricultural land on each side of the existing road.

3.0 Description of Proposal

3.1 Within the approved Welborne Street Manual (application reference P/17/0266/DP/I) it explains how, through the delivery of Welborne, alterations will be made along the length of Knowle Road in the interest of reducing the travelling speed along the road. This application forms part of the strategy for the Knowle Road speed reduction.

3.2 The application seeks the reserved matters approval of 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.

- 3.3 This section of Knowle Road is immediately to the west of the recently approved roundabout (reference P/23/0383/RM) and directly to the south of the proposed housing development within the Dashwood neighbourhood area (reference P/23/1028/RM).
- 3.4 Three new vehicular junctions are proposed onto Knowle Road within the application site, which will link to the proposed initial phases of homes at Welborne being delivered by CG Fry (reference P/23/1028/RM). The proposed CG Fry development to the north of the application site includes dwellings facing onto Knowle Road. As a result of this activity from buildings fronting the road the proposals include redesigning the road as a 30mph residential street which includes crossing points and a road side parking area on the northern side. Work on the CG Fry reserved matters application is sufficiently advanced that Officers can have confidence that the proposed crossing points and roadside parking areas will not now change. That application will be reported to the Planning Committee for a decision in the near future.
- 3.5 Ultimately Knowle Road will be a secondary street through Welborne (as per the street hierarchy in the approved Welborne Streets Manual). The proposed alterations to Knowle Road within the application site will result in a residential street with grass verges and parking areas to the northern side and a wide grass verge to the south of the road with pedestrian and cycle crossing points along the road. The grass verges alongside the road and footpaths are to be seeded with Heritage Flowering Lawn Mix. The verges to the north of the road would have Ulmus 'New Horizon' trees (elm) planted within them.
- 3.6 The road will be lit with street lighting columns along the southern side of Knowle Road, two of which are within the application site.
- 3.7 The proposed changes to the road are part of the infrastructure needed to service the delivery of the first neighbourhoods at Welborne.

4.0 Policies

- 4.1 The following policies apply to this application:

The Welborne Plan

WEL2 – High Level Development Principles

WEL4 – Comprehensive Approach

WEL6 – General Design Principles

WEL23 – Transport Principles for Welborne

WEL25 – Local Road Transport & Access
WEL27 – Encouraging Sustainable Choices
WEL28 – Walking & Cycling
WEL31 – Conserving and Enhancing Biodiversity
WEL32 – Strategic Green Corridors and Connections
WEL33 – Structural Landscaping
WEL34 – Detailed Landscaping
WEL39- Flooding and Sustainable Drainage Systems
WEL41 – Phasing & Delivery

Other Documents:

National Planning Policy Framework (NPPF) 2021
Manual for Streets 2
Welborne Design Guidance Supplementary Planning Document
Welborne Street Manual
Welborne Strategic 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

30/09/2021

P/22/0867/RM

Reserved matters for access, appearance, landscape, layout and scale for the creation of a north to south bridleway connection on the western side of Welborne including connections to existing public rights of way, the provision of a Car Park to support the use of Dashwood as a SANG, public right of way provision at Fareham Common and requisite utility connections to serve the first phases of development, including any associated hard and soft landscaping, drainage, construction access, engineering operations and earthworks including details pursuant to conditions 45 (Dashwood Car Park provision) and 56 (Work within 15m of the gas main).

Approved

15/12/2022

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

15/12/2022

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

16/08/2023

P/23/1531/RM

Reserved matters in relation to the appearance, layout, scale and landscaping of the drainage details and construction, related to the delivery of initial phases of Welborne, including any associated construction access, engineering operations and earthworks.

Approved

29/02/2024

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/23/1075/RM

Reserved Matters application pursuant to outline planning permission P/17/0266/OA (Land at Welborne) for access, appearance, landscaping, layout and scale for the construction of 153 dwellings (Use Class C3) and associated infrastructure, engineering and ancillary works

Under

Consideration

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 16/08/2023

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.

Approved 10/01/2024

6.0 Representations

6.1 Three representations have been received, commenting/objection to the proposal from the Wickham & Knowle Parish Council, The Knowle Residents Association and The Fareham Society. The Wickham and Knowle Parish Council and the Knowle Residents Association have raised the following concerns:

- Destruction of environment and loss of biodiversity
- Loss of rural character of Knowle Road
- Concerns over piecemeal approach
- Biodiversity loss
- Plans do not deal with pollution issues

6.2 The Fareham Society have raised the following concerns:

- Wider verges required to allow for substantial trees and feeling of spaciousness
- Concerns over impact of traffic for future residents fronting onto Knowle Road
- Concerns over piecemeal approach

6.3 Amended plans were submitted during the course of the application to address concerns raised by Hampshire County Council Highways. The Fareham Society made further comments on the amended plans as follows:

- Concerns over highway safety impacts for future residents largely overcome provided that a Road Traffic Order being in place.
- Would like assurance that vegetation along south side of Knowle Road will not be removed until required by future housing to the south.
- Verge width along Knowle Road remains inadequate for a tree lined avenue.

7.0 Consultations

EXTERNAL

Hampshire County Council (Highways):

7.1 No objection

Hampshire County Council (Lead Local Flood Authority):

7.2 No objection

INTERNAL

Urban Designer:

7.3 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) Principle of development;
- b) Layout, scale and appearance;
- c) Compliance with Design Codes and Welborne Streets Manual;
- d) Highway Safety;
- e) Drainage;
- f) Landscape and ecology

a) Principle of development

8.2 Outline planning permission for Welborne was granted in September 2021 under reference P/17/0266/OA. The Welborne application site includes land on the north and south sides of the existing Knowle Road. It is accepted in the report to Planning Committee for the outline planning permission that the character of Knowle Road would fundamentally change as a result of the delivery of the new community.

8.3 Policy WEL25 of the Welborne Plan seeks to ensure that the delivery of Welborne includes (amongst other matters) a spine of network routes to facilitate vehicle movement through the site.

8.4 The approved Welborne Streets Manual states that the existing 50mph Knowle Road will take on a new character as a residential street with a reduced speed of 30mph.

8.5 The principle of development is acceptable and something that has already been approved through the outline planning application and the Welborne

Streets Manual.

b) Layout, scale and appearance

- 8.6 It was accepted during the consideration of the outline planning permission that the character of Knowle Road as it is today will inevitably change as Welborne is developed. This matter has also been considered and a strategy for changing Knowle Road approved through the Welborne Streets Manual. It will not be a road of the same character it is now, and the road will perform a function more than solely as a route in and out of the village of Knowle. Whilst the third-party comments from the Knowle Village Residents Association and the Wickham and Knowle Parish Council are noted, it has long been acknowledged that the village access will change as a result of the delivery of Welborne. There will, in the future, be buildings close to and fronting Knowle Road and there will be an increased level of activity along the road by residents of the new community.
- 8.7 Given that the character of the road is to change, the delivery of the changes to the initial sections of Knowle Road is considered to be acceptable in terms of its appearance given the inevitable change that will occur in the vicinity of the site. The proposal includes landscaping and tree planting on the northern side within verges making it a suitable design and scale for its residential character.
- 8.8 The proposal will ensure that a good standard of footpath and cycle way remains along the south side of Knowle Road with the access to the existing cycle way being improved by including north/south connections. The development will retain connectivity to the adjoining settlement of Knowle and will form part of the network of corridors at Welborne.
- 8.9 The Welborne Streets Manual describes Knowle Road as a one-off secondary street which will retain existing planting where possible and introduce additional tree planting with grassland planting retained where possible on the southern verge and lawn and meadow planting on the northern verge.
- 8.10 The Welborne Streets Manual sets out the phasing and delivery of Knowle Road will include 3 separate phases. This section of Knowle Road is identified as Phase 1 development with Phase 2 and 3 being to the east of the application site (and the new Knowle Road roundabout).
- 8.11 The proposal accords with the transport principles for Welborne and, through suitable landscaping, will ensure that the development is of an acceptable appearance, scale and layout. The proposal would accord with policies WEL23, WEL25, WEL28, WEL32 and WEL34 of The Welborne Plan and the

c) Compliance with Design Codes and Streets Manual

- 8.12 The approved Strategic Design Code identifies Knowle Road as one of two strategic green links which are pedestrian and/or cycle movement routes and green corridors connecting through neighbourhoods to open green spaces. The width will vary but green links are generally to be narrower than greenways, which are described as strategically important, continuous multifunctional natural green corridors, and will provide shared-use paths with development on either side.
- 8.13 Page 42 of the approved Strategic Design Code states:
- *Green links will provide opportunities for tree planting, a range of natural habitats to increase biodiversity, places to meet and rest and, in some instances, larger areas that could accommodate local food growing or neighbourhood play spaces.*
 - *Green links provide safe spaces, with lighting where appropriate and natural surveillance from neighbouring uses*
- 8.14 The approved Welborne Streets Manual states that Welborne's streets will be appropriately designed to combine a number of key functions, including safe access and movement and parking among other elements.
- 8.15 The Welborne Streets Manual states that Knowle Road will take on a new character as a residential street with a reduced speed limit of 30mph. It describes Knowle Road as a one-off secondary street and states that planting should celebrate the Woodland Character Area.
- 8.16 The redesign of Knowle Road including crossing points, grass verges, pedestrian and cycle ways, and on street parking, results in the road being appropriately designed as a 30mph residential street with trees planted along the northern side of the road.
- 8.17 The northern side of this section of Knowle Road sits within the Dashwood Neighbourhood Design Code (NDC) area.
- 8.18 Page 19 of the Dashwood NDC states that the existing cycle route along Knowle Road shall be retained. The cycle way is to be retained and upgraded as a part of the proposals.
- 8.19 Page 22 of the Dashwood NDC states that all streets shall be tree lined in accordance with the street types as detailed in the Welborne Streets Manual.

The northern side of Knowle Road will be tree lined, details of planting along the southern side is expected to come forward with the housing parcels to the south of Knowle Road. The trees proposed are Ulmus 'New Horizon' which are one of the species listed as one of the appropriate species within the key components on page 24 and shown within the planting plan on page 25 of the Dashwood NDC.

- 8.20 For the reasons given above the proposals comply with the Strategic Design Code, the Welborne Streets Manual, the Dashwood Neighbourhood Design Code and WEL6, WEL7, WEL28, WEL29, WEL32, WEL33 and WEL34 of The Welborne Plan.

d) Highway safety

- 8.21 The Construction Environmental Management Plan (CEMP) relating to this application site is the same as that previously approved under the application for the new roundabout on Knowle Road to the east of the site (reference P/23/0383/RM) given the overlapping nature of the two application sites.
- 8.22 As Knowle Road is to change from a 50mph rural road to a 30mph residential street as a part of the Welborne development, many of the changes proposed as a part of this application are in relation to highway safety and designing the road as a 30mph street. The introduction of crossing points, junctions, on street parking as well as tree lined verges are all important to reducing the speed of the road down to a 30mph residential street.
- 8.23 Whilst the construction traffic and contractors will utilise the compounds and haul roads north of Knowle Road, there will be some inevitable disruption to the road itself and its users as the works are carried out. Given that the development straddles Knowle Road this is unavoidable. The CEMP already approved under reference P/23/0383/RM sets out the traffic management measures that will be needed along Knowle Road. The CEMP sets out that the contractors and applicant intend to have regular consultation with local residents on the progress of the development.
- 8.24 The Highway Authority has been consulted on the amended plans and have raised no objection to the proposals.
- 8.25 As set out above, it is the applicant's intention that Knowle Road will eventually be downgraded its full length from a 50mph road to a 30mph road by a Traffic Regulation Order (TRO). It has been explained earlier in this report how the design of the road will achieve a reduction in speed through various measures such as providing crossing points, on street parking and a general increase in activity along the road as a result of the proposed

residential development.

- 8.26 The outline planning permission considered the modelling of traffic along this route and the flows were found to be acceptable.
- 8.27 The proposal would accord with policies WEL23, WEL25 and WEL28, of The Welborne Plan and the Welborne Streets Manual.

e) Drainage

- 8.28 The proposed drainage for this part of the Knowle Road was previously approved under the application for the Knowle Road Roundabout to the east of the application site (reference P/23/0383/RM).
- 8.29 Hampshire County Council, the Lead Local Flood Authority (LLFA), have requested further information on the drainage calculations. The applicant has provided a response to this and a final response from the LLFA is currently awaited.

f) Landscape and Ecology

- 8.30 The comments from the Knowle Residents Association and the Knowle and Wickham Parish Council raise concerns regarding the loss of trees and vegetation along the Knowle Road.
- 8.31 A number of trees on the northern side of Knowle Road will be removed as a part of the works. The Arboricultural Method Statement relating to this section of Knowle Road was approved under reference P/23/0383/RM. Whilst there will be some tree loss this will be mitigated through the extensive street tree planting and open space planting to be delivered throughout Welborne. No further tree removal or changes over and above that previously considered are proposed as a part of this application.
- 8.32 The Fareham Society have raised concerns relating to the verge width stating that these are not wide enough to accommodate tree lined streets. The verges are proposed to be approximately 2.5m wide which is consistent with the approved Welborne Streets Manual with a verge volume of 54.3 cubic metres. The proposed trees are to be Ulmus 'New Horizon' (elm) which require a volume of 40 cubic metres. The verges are therefore considered to be a suitable width to allow for the long-term retention of the proposed trees.
- 8.33 The landscaping plans submitted as a part of this application represent some small changes to the plans previously approved under reference P/23/0383/RM which now allow for vehicle access into the Dashwood

neighbourhood (CG Fry) and on street parking. The changes do not alter the conclusions of the Biodiversity Enhancement Strategy Compliance Strategy or the Ecological Impact Assessment submitted and approved under reference P/23/0383/RM and so no updated reports are necessary and none have been submitted as a part of this application.

8.34 The Biodiversity Enhancement Strategy (BES) for Welborne was submitted to the Council in September 2020 in support of the outline planning application for Welborne. The BES approaches Biodiversity Enhancement from the whole site perspective and for delivery over an extended timeframe of 25 or more years.

8.35 The BES places emphasis on the build-up of biodiversity enhancement over time, requiring each RMA to demonstrate its part in the jigsaw of the site-wide opportunities for biodiversity enhancement. For each reserved matters application submitted, the BES expects that it:

- is consistent with, and respects the concepts of the approved parameter plans
- seeks to ensure green links and new retained habitats are properly incorporated so as to not detract from strategic green linkages
- demonstrates how the design dovetails with neighbouring parcels
- includes a Statement of Biodiversity Compliance to provide the Council with the information needed to judge whether the RMA has placed an appropriate emphasis on biodiversity in the design process. The statement will include a plan setting out how the proposed biodiversity enhancements sit within the context of wider biodiversity enhancements already secured and/or delivered through previous RMA's, and the delivered strategic green spaces. This plan will also provide an opportunity to demonstrate how the RMA's contribute to site wide ecological connectivity.

8.36 The BES notes that in cases where an RMA application is submitted in isolation, with no neighbouring development to link directly to, reliance will be placed on the parameter plans and Design Code to deliver the site wide vision. This is relevant to this RMA application which will provide essential infrastructure required to allow the delivery of housing within the outline application boundary.

8.37 The application accords with policies WEL31, WEL33 and WEL34 of The Welborne Plan.

9.0 Summary

- 9.1 This application is in accordance with the Outline Planning Permission and is compliant with the policies of The Welborne Plan, the Welborne Streets Manual, the Strategic Design Code for Welborne and the Dashwood Neighbourhood Design Code. The development proposed represents the delivery of early highway infrastructure which is an essential aspect of delivering Welborne. Its delivery will work to facilitate the infrastructure requirements that will support the delivery of new homes at Welborne.
- 9.2 Notwithstanding the third-party representations received, Officers recommend, subject to the imposition of appropriate planning conditions, that approval be granted.

10.0 Recommendation

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

THEN

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

