

# FAREHAM

BOROUGH COUNCIL

Fareham Local Plan - Shaping Fareham's Future

## **Local Plan Part 3: The Welborne Plan**

**Publication Draft Plan**

February 2014

- Issues and Options
- Draft Plan
- Publication
- Submission
- Adopted

## Important Notice

To help you respond to this document a form is available from the Council's website ([http://www.fareham.gov.uk/planning/local\\_plan/](http://www.fareham.gov.uk/planning/local_plan/)), or paper copies are available at the Civic Offices and at Fareham Library. If you would like to be sent a paper or electronic copy of the form please contact the Welborne Planning Team at [planningpolicy@fareham.gov.uk](mailto:planningpolicy@fareham.gov.uk) or on 01329 236100.

## Further Information on this plan and Contacts

Information on the Welborne Plan process and updates on the wider progress on Fareham's Local Development Documents and current consultations is available on the Council's website ([http://www.fareham.gov.uk/planning/new\\_community/](http://www.fareham.gov.uk/planning/new_community/)).

If you have any questions regarding Fareham's Local Plan, including this document, please contact a member of the Welborne Planning Team at Fareham Borough Council.

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For more detailed information and guidance on the planning system, visit the Department for Communities and Local Government website at:

<https://www.gov.uk/government/organisations/department-for-communities-and-local-government>.

**This document and all other Local Plan documents are available in large print and other languages. Please call 01329 236100 for further information.**

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## Abbreviations

AMR	Annual (or Authorities) Monitoring Report
AQMA	Air Quality Management Area
BAP	Biodiversity Action Plan
BOA	Biodiversity Opportunity Area
BRE	Building Research Establishment
BREEAM	Building Research Establishment Environmental Assessment Method
BRT	Bus Rapid Transit
CDE	Construction, Demolition and Excavation
CHP	Combined Heat and Power
CS	Core Strategy
DCLG	Department for Community and Local Government
EA	The Environment Agency
ESCo	Energy Services Company
ETS	Emerging Transport Strategy
FBC	Fareham Borough Council
GI	Green Infrastructure
GP	General Practitioner
HCC	Hampshire County Council
HRA	Habitats Regulation Assessment
HWRC	Household Waste Recycling Centre
JVHC	Joint Venture Housing Company
LLFA	Lead Local Flood Authority
LTP3	Local Transport Plan 3
LTSIP	Long Term Strategic Implementation Programme
MUGA	Multi Use Games Area
MUSCo	Multi-Utility Services Company
MSA	Mineral Safeguarding Area
NCNF	New Community North of Fareham
NHS	National Health Service
NPPF	National Planning Policy Framework
ONS	Office for National Statistics
PCT	Primary Care Trust
PDL	Previously Developed Land
PTP	Personalised Travel Plan
PUSH	Partnership for Urban South Hampshire
R&D	Research and Development
RSPB	The Royal Society for the Protection of Birds
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SAM	Scheduled Ancient Monument
SANGS	Suitable Alternative Natural Green Space

SD	Sustainable Development
SDA	Strategic Development Area
SDC	Strategic Design Code
SDMP	Solent Disturbance and Mitigation Project
SEA	Strategic Environmental Assessment
SEERA	South East England Regional Assembly
SEP	South East Plan
SHMA	Strategic Housing Market Assessment
SINC	Sites of Importance for Nature Conservation
SPA	Special Protection Area
SPD	Supplementary Planning Document
SPZ	Source Protection Zone
SRTM	Sub-Regional Transport Model
STPC	Sustainable Travel Plan Co-ordinator
STW	Sewage Treatment Works
SuDS	Sustainable Drainage Systems
SWMP	Site Waste Management Plan
TAP	Town Access Plan
TfSH	Transport for South Hampshire
WCC	Winchester City Council
WDA	Waste Disposal Authority
WDLPP1	Winchester District Local Plan Part 1
WRAP	Waste Resources Action Programme
WWTW	Waste Water Treatment Works

### Note regarding terminology within this plan

The following standard approach has been used within **the policies** set out within this plan:

- “**shall**” indicates a policy requirement;
- “**should**” indicates a recommendation or something that is being particularly encouraged;
- “**may**” indicates something that would be considered permissible;
- “**can**” indicates a possibility or a capability.

# Chapter 1

## Introduction and Planning Context

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### The Publication Draft Welborne Plan

- 1.1 In May and June 2013 the Council consulted on a first draft of the Welborne Plan<sup>1</sup> and a Sustainability Appraisal Options Assessment. In response to that consultation, over 220 groups, organisations and individuals submitted comments. Summaries of these responses can be found on the Council's website.<sup>2</sup> This was followed in October and November 2013 with consultation on a Sustainability Appraisal Report which assessed all of the policies within the Draft Welborne Plan against the established sustainability appraisal framework.<sup>3</sup>
- 1.2 This document is the second, or 'Publication' draft of the Welborne Plan. This is the version of the Welborne Plan that the Council intends to submit to the Secretary of State for independent examination by a Planning Inspector, later in 2014.
- 1.3 This draft of the plan has been published now to provide an opportunity for you to comment before the Welborne Plan is submitted for examination. Any comments you make on the Publication Plan are important and will be submitted to the Planning Inspector for consideration alongside the Welborne Plan and its supporting documents. Please note that the ability to speak at the independent examination will be limited to those who have made comments seeking a change to the plan at this consultation stage, and have indicated a wish to appear before the Inspector.
- 1.4 The purpose of the independent examination will be to consider whether the Welborne Plan is **legally compliant** (i.e. if it has been prepared in accordance with the law set out in planning legislation) and whether it is a '**sound**' plan. To be considered 'sound' a plan must meet the criteria set out in paragraph 182 of the National Planning Policy Framework (see extract below). Therefore, any comments received regarding this Publication Plan must address issues of legal compliance and soundness.

#### Extract from the National Planning Policy Framework:

##### ***Examining Local Plans***

182. *The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the Duty*

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<sup>1</sup> Under Regulation 18 of the [Town & Country Planning \(Local Planning\) \(England\) Regulations 2012](#) (known as the 2012 Regulations).

<sup>2</sup> [http://www.fareham.gov.uk/PDF/planning/new\\_community/WelborneReg18Summary.pdf](http://www.fareham.gov.uk/PDF/planning/new_community/WelborneReg18Summary.pdf)

<sup>3</sup> The SA Framework was established through the [SA Scoping Report](#) and used to appraise policies and options in the [SA of the Draft Plan](#).

*to Cooperate, legal and procedural requirements, and whether it is sound. A local planning authority should submit a plan for examination which it considers is “sound” – namely that it is:*

- **Positively prepared** – *the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;*
- **Justified** – *the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;*
- **Effective** – *the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and*
- **Consistent with national policy** – *the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.*

### **How to Respond to the Consultation on this Plan**

- 1.5 The Publication Welborne Plan as well as the Sustainability Appraisal and the evidence base that has informed the objectives and policies within this plan can all be viewed online at: [http://www.fareham.gov.uk/have\\_your\\_say/](http://www.fareham.gov.uk/have_your_say/). All of the above documents are available to view at the Civic Offices in Fareham and the Publication Plan and Sustainability Appraisal are available at Fareham Library.
- 1.6 In making comments, it is helpful if you identify the part of the plan you are commenting on and explain the reasons for your comments. If you wish to send any comments to the Council, then please complete the response form available online. Alternatively, a paper copy of the response form is available at the Civic Offices and at Fareham Library and this should be returned to the Welborne Planning Team at:

Department of Planning and Environment  
Fareham Borough Council  
Civic Offices  
Civic Way  
Fareham  
Hampshire  
PO16 7AZ

- 1.7 The six week period of consultation commences on **Friday 28<sup>th</sup> February 2014** and will conclude on **Friday 11<sup>th</sup> April 2014**. All comments must be received by the Council no later than **5pm on Friday 11<sup>th</sup> April**. As this is a statutory stage of consultation, no late comments can be accepted.

## Previous Consultation Stages and Next Steps

- 1.8 The Council is committed to consulting with and involving the local community, statutory bodies and all those who have an interest in the development of Welborne. Public consultation on establishing the principle of the new community pre-dates the preparation of the Welborne Plan and formed part of the Core Strategy preparation process. Since the start of 2012, the focus of engagement has been on the development of this plan. Details of the engagement opportunities that have been provided since this time are available in the Consultation Statement<sup>4</sup> which accompanies this plan. In summary, these include:
- A public survey on options relating to housing, open space, community facilities and sustainable energy generation in February 2012;
  - Visits to various local primary schools and engagement with the Fareham Youth Council during spring 2012;
  - A series of five public exhibitions and a public survey on the masterplanning and other development options in July 2012;
  - Regular meetings and consultation workshops for the Standing Conference, comprising local community and landowner representatives as well as other interested parties;
  - A 6-week period of consultation on the Draft Welborne Plan in May and June 2013, including a further series of five public exhibitions.
- 1.9 These and other opportunities provided interested parties, developers, residents and landowners with the chance to express their views on the issues and options that emerged during the early strategic masterplanning work as well as on the initial stages of preparation of the Welborne Plan. Following each of the consultation opportunities referred to above, the comments made were carefully reviewed and have been used to inform the next stage of the plan's development. Throughout this process, the Council has ensured that it has complied with its adopted Statement of Community Involvement.<sup>5</sup>
- 1.10 Following the consultation period referred to in paragraph 1.7 above, this Publication Draft Welborne Plan, together with the supporting evidence, the final Sustainability Appraisal and all of the comments received, will be submitted to the Secretary of State for independent examination. At the conclusion of the examination and following publication of the Government Inspector's report, the Welborne Plan will be adopted as Part 3 of Fareham's Local Plan. All of the past and future stages in the preparation of the Welborne Plan can be seen in Figure 1.1 below.

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<sup>4</sup> Welborne Consultation Statement (FBC, February 2014) has been prepared to comply with Regulation 22(1) of the 2012 Regulations.

<sup>5</sup> [http://www.fareham.gov.uk/planning/local\\_plan/statementcomminv.aspx](http://www.fareham.gov.uk/planning/local_plan/statementcomminv.aspx)

**Figure 1.1: Stages in the Preparation of the Welborne Plan**

- 1.11 The dates for all the future stages in this and all other Local Development Documents can be found in the Local Development Scheme.<sup>6</sup> A copy of this document can be found on the Borough Council's website and paper copies are available for inspection at the Civic Offices and local libraries.

### **Fareham's Development Plan**

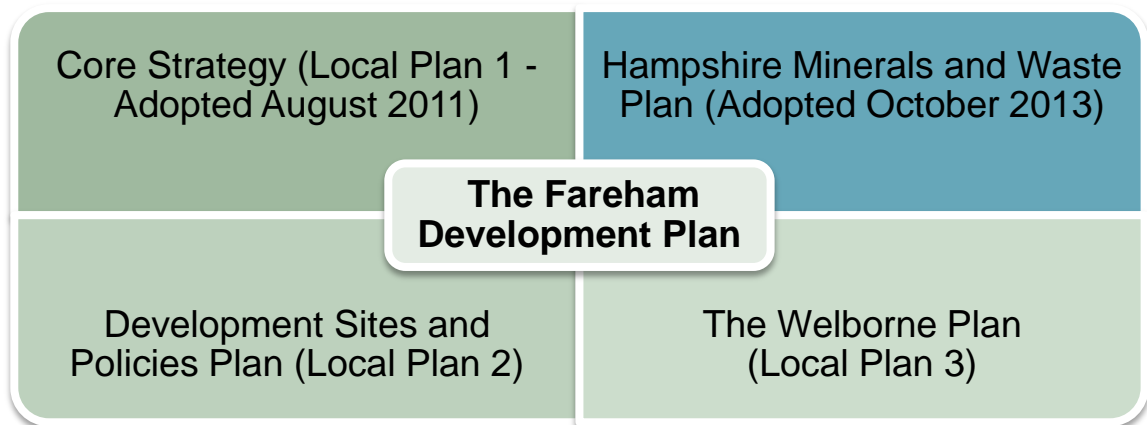
- 1.12 Fareham's Development Plan is the statutory Development Plan for the Borough of Fareham and is an important document for the future planning of the area, providing the basis for determining all planning applications. Fareham's Development Plan consists of the 'Local Plan' which is produced by Fareham Borough Council and the adopted Hampshire Minerals and Waste Plan which is produced by Hampshire County Council.<sup>7</sup>
- 1.13 Fareham's 'Local Plan' has three parts, of which this Welborne Plan is the third part (see Figure 1.2 below). The other parts of the Local Plan are:

<sup>6</sup> The LDS has been revised and will be approved at the same Executive Committee meeting that approves this version of the Welborne Plan. A hyperlink to the new LDS will be provided following approval.

<sup>7</sup> <http://www3.hants.gov.uk/mineralsandwaste/planning-policy-home.htm>

- **Local Plan Part 1 (Core Strategy)<sup>8</sup>** - This is already in place, having been adopted by the Council in August 2011 and sets out the vision, objectives and overall development strategy for the Borough up to 2026 and;
- **Local Plan Part 2 (Development Sites and Policies)<sup>9</sup>** - This part of the Local Plan sets out the Council's approach to managing and delivering development in the rest of Borough, outside of Welborne, for the period to 2026. This document is also currently being consulted on at the Publication stage, prior to submission to the Secretary of State alongside the Welborne Plan later in 2014. The consultation period for Local Plan Part 2 also ends on Friday 11<sup>th</sup> April 2014.

**Figure 1.2: The Fareham Development Plan**



### **The Purpose of the Welborne Plan and its Relationship with other Parts of Fareham's Local Plan**

- 1.14 The Welborne Plan is a site-specific plan which sets out how the new community of Welborne, to the north of the M27 Motorway at Fareham, should take shape over the period to 2036. Once adopted, the Welborne Plan will form a part of the Council's statutory Development Plan. This plan should be read and interpreted as a whole and alongside the other parts of Fareham's Development Plan.
- 1.15 The Core Strategy established the new community as a Strategic Development Area (SDA) within a broad location called the 'area of search', but did not allocate the site for development or establish firm policy boundaries. These aspects form an integral part of this plan. In addition, the Welborne Plan establishes a policy and delivery framework which provides clear and consistent guidance to ensure that the Council's vision and objectives for Welborne can be achieved, and that the plan is consistent with the established approach in the adopted Core Strategy (Policy CS13). It does this by providing policy guidance and targets on the wide range of issues that relate to the initial development of Welborne as a new place.
- 1.16 The Core Strategy and the Welborne Plan will be the relevant parts of the Local Plan to determine planning applications for the initial development of Welborne.

<sup>8</sup> [http://www.fareham.gov.uk/planning/local\\_plan/adoptedcorestrat.aspx](http://www.fareham.gov.uk/planning/local_plan/adoptedcorestrat.aspx)

<sup>9</sup> A hyperlink to the Publication Draft Development Sites and Policies Plan will be provided here following approval of that Plan by Fareham Borough Council.

In due course, general development management policies will be required to determine planning applications at Welborne after the initial development is completed at each phase of the development. These policies will be developed as part of an early review of the Fareham Local Plan. This local plan review will be timed to follow the agreement by PUSH of a new South Hampshire Strategy. As yet, the timetable for that has not been published.

### **Local Policy Context**

#### **1.17 Local Plan Part 1- Core Strategy**

The policies within the Welborne Plan have been prepared within the framework of the adopted Core Strategy Policy CS13 (North of Fareham Strategic Development Area), which sets out the overarching policy approach and a set of high level development principles for the new community.

1.18 Within Policy CS13 a development range of between 6,500 - 7,500 dwellings was set as the target for the new community and this was the starting point for preparing the Welborne Plan. This overall level of development was considered to be deliverable based on evidence presented within a range of studies that supported the Core Strategy. However, it was recognised at the time that the final number of dwellings would depend on:

- The extent to which constraints present on the site could be mitigated;
- The extent to which any significant impacts on designated European and nationally designated conservation sites could be fully mitigated;
- The extent to which all the land identified within the area of search is made available and;
- The average density of the residential development.

1.19 Policy CS13 sets out the need for the new community to provide environmental, social and physical infrastructure as well as retail and employment floorspace to support the development and to contribute towards meeting the development objectives of the South Hampshire Sub-Region. The aim was established that the new community should be as self-contained as possible, whilst complementing and supporting the established town centre of Fareham and other settlements in close proximity.

1.20 A clear position was set out in Policy CS13 that other locations in the Borough would not be developed in lieu of the development of the new community, regardless of the eventual capacity or the phasing of the development.

1.21 The policies within the Core Strategy have informed the preparation of the Welborne Plan and the Council has ensured that the plan, as presented here, is consistent with the Core Strategy. However, in preparing this plan, it has been necessary to undertake a formal review of the vision for Welborne and the high level development principles within Policy CS13. The outcome of this review is presented in Chapter 2 below.<sup>10</sup>

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<sup>10</sup> A detailed reasoned justification for the changes proposed to Policy CS13 was set out in [Appendix A of the Draft Welborne Plan](#) which was consulted on in April to June 2013.



1.22 Local Plan Part 2 – Development Sites and Policies

The emerging Local Plan Part 2 (Development Sites and Policies) is not intended to apply to the Welborne policy area. The development management policies that will be required at Welborne, once the initial development is completed, will be produced as part of an early review of Fareham's Local Plan.

1.23 Hampshire Minerals and Waste Plan

As an adopted part of Fareham's Development Plan, the Hampshire Minerals and Waste Plan is now an important document for planning development at Welborne. Therefore, all of the policies within the Welborne Plan have been prepared to ensure they are consistent with relevant policies within the Minerals and Waste Plan.

1.24 Sustainable Community Strategy

"Your Fareham Your Future" is Fareham's Sustainable Community Strategy for 2010-2020<sup>11</sup>. It was prepared by Fareham's Community Partnership, called 'Network Fareham', and was adopted in spring 2010 following public consultation in the summer of 2009.

1.25 This strategy sets out a vision for 2020 which includes the development of a new community to the north of Fareham. The priorities established in the strategy also included an increase in the provision of affordable housing and housing for vulnerable people as well as the need to improve support for local businesses by ensuring sufficient land is made available for business growth. This vision and the priorities identified in Sustainable Community Strategy have informed the proposals for Welborne and have been taken into account in the production of the Welborne Plan.

### **Wider Planning Context**

1.26 South East Plan (2009) and the Localism Act 2011

The South East Plan (the Regional Strategy) was formally cancelled on 25 March 2013, following the enactment of the Localism Act 2011 and the conclusion by the Government of a Sustainability Appraisal process. The South East Plan no longer forms a part of the Fareham Development Plan, nor is it a material consideration for the determination of planning applications.

1.27 South Hampshire Strategy (2012)<sup>12</sup>

Fareham is a member of the Partnership for Urban South Hampshire (PUSH). The original driving force behind the North of Fareham Strategic Development Area (SDA) was the evidence submitted in 2005 by PUSH to the South East England Regional Assembly (SEERA), which was at the time responsible for producing the South East Plan. The proposal for the North of Fareham SDA was taken forward by SEERA as part of the South Hampshire Sub-Regional Strategy within the South East Plan. Although that plan has been cancelled by the Government, the new community of Welborne remains an important component

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<sup>11</sup> [Your Fareham Your Future: A Sustainable Community Strategy for Fareham 2010 - 2020](#)

<sup>12</sup> [http://www.push.gov.uk/work/housing-and-planning/south\\_hampshire\\_strategy.htm](http://www.push.gov.uk/work/housing-and-planning/south_hampshire_strategy.htm)

of the South Hampshire Strategy which was refreshed and endorsed by the PUSH authorities in October 2012. This refresh did not give rise to any change to the housing or employment floorspace targets for Welborne during the South Hampshire Strategy plan period to 2026.

- 1.28 The refreshed South Hampshire Strategy is not part of the Fareham Development Plan. However, it guides PUSH authorities in the preparation of their development plans and provides a framework within which cross-boundary issues of strategic significance can be explored and agreed. Consequently, the Welborne Plan has been informed by the South Hampshire Strategy (2012).
- 1.29 Following the completion of the South Hampshire Strategic Housing Market Assessment<sup>13</sup> and the refreshed economic development evidence,<sup>14</sup> PUSH intends to commence preparation of a new South Hampshire Strategy to reflect the latest evidence base, but as yet the timetable for the production of the new South Hampshire Strategy is not known. Therefore, any changes required to the Welborne Plan arising from a new agreed South Hampshire Strategy will be taken forward as part of the early review of Fareham's Local Plan.
- 1.30 National Planning Policy Framework (NPPF)  
The National Planning Policy Framework sets out national priorities and policies for planning and supersedes the suite of national Planning Policy Statements. The policies within the NPPF cover a number of key themes which include a presumption in favour of sustainable development and planning for strong, vibrant and healthy communities. There is an onus on sustainable local growth, particularly economic growth. The NPPF requires the Welborne Plan to be consistent with national policy. Consequently, the plan has been prepared in accordance with the National Planning Policy Framework (March 2012).
- 1.31 The Duty to Cooperate  
The Localism Act 2011 sets out a duty for local authorities and other bodies prescribed by the Secretary of State to cooperate with each other in the preparation of local planning documents where there are cross-boundary issues of strategic importance to be resolved. This duty relates to sustainable development and land use matters that have a significant impact on one or more neighbouring authorities or on Hampshire County Council. The duty is reinforced by policies within the NPPF and requires local authorities to actively engage with each other on an on-going basis and to seek to reach agreement where possible. Although the duty requires on-going constructive engagement to be undertaken, it does not require an agreement to be reached or compel an authority to compromise on any particular issue where there is a good reason for the approach taken.
- 1.32 The Welborne Plan has been prepared through a process that is consistent with the Duty to Cooperate and the national policy on planning strategically across

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<sup>13</sup> South Hampshire Strategic Housing Market Assessment (GL Hearn for PUSH, January 2014)

<sup>14</sup> The current 'PUSH Economic Development Strategy' will be replaced by the 'Solent LEP Strategic Economic Plan' which is due to be completed in March 2014 with supporting evidence by Oxford Economics.

local boundaries. Throughout the Welborne Plan production process, engagement has been undertaken with relevant neighbouring authorities, the County Council and other bodies subject to the duty, such as the Environment Agency and Natural England. The process through which the Council has met the duty is set out in a background paper that supports this Welborne Plan.<sup>15</sup>

### **Sustainability Appraisal and Habitats Regulations Assessment**

- 1.33 A statutory requirement of plan-making is to undertake a Sustainability Appraisal (SA), incorporating the Strategic Environmental Assessment, of the policies and proposals in an emerging plan. These combined assessments, which are referred to as the 'SA process', are designed to ensure that the social, environmental and economic effects of plans and policies accord with the aims of 'sustainable development'.
- 1.34 The SA process for the Welborne Plan has undergone a number of stages to date, including publication of an updated Sustainability Appraisal Scoping Report in July 2012<sup>16</sup>, an Options Assessment Report in April 2013<sup>17</sup> and a Sustainability Appraisal of the Draft Welborne Plan in October 2013<sup>18</sup>. The Final Sustainability Report<sup>19</sup> that accompanies this Publication Draft Welborne Plan presents the results of a detailed sustainability appraisal of the final strategic masterplan and of each of the policies within this plan. The Final SA report is being made available for public comment alongside this plan.
- 1.35 Habitats Regulations Assessments (HRA) need to be undertaken for all Local Plans where there are likely significant effects on the nature conservation objectives of 'European sites.' These sites which have been designated under the European Union's Habitats Directive and the Birds Directive include Special Areas of Conservation and Special Protection Areas and Ramsar sites.
- 1.36 An updated HRA Baseline Evidence Review was published in July 2012, and the Draft Welborne Plan was 'screened' for its impact on these sites in April 2013<sup>20</sup>. The screening report concluded that the Welborne Plan was likely to result in significant effects on European sites due to disturbance, atmospheric pollution, waste water discharge and impacts on supporting habitats. As such, an 'Appropriate Assessment' has been undertaken to identify any adverse effects on the European sites' integrity and it has put forward suitable avoidance and mitigation measures for inclusion in this plan. The Appropriate Assessment Report is part of the HRA<sup>21</sup>, and is being made available for public comment alongside this Publication Plan.

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<sup>15</sup> This background paper will be made available at the time the Welborne Plan is submitted to the Secretary of State.

<sup>16</sup> The [North of Fareham Sustainability Appraisal Scoping Report \(Urban Edge, May 2012\)](#) updated a previous version of the [SA Scoping Report for the new community](#) that was published in July 2009.

<sup>17</sup> [Sustainability Appraisal for NCF: Options Assessment \(Urban Edge, April 2013\)](#)

<sup>18</sup> [Sustainability Appraisal on the Draft Welborne Plan \(Urban Edge, October 2013\)](#)

<sup>19</sup> Sustainability Appraisal on the Publication Draft Welborne Plan (Urban Edge, January 2014)

<sup>20</sup> [Habitat Regulations Assessment for NCF: Screening Statement \(Urban Edge, April 2013\)](#)

<sup>21</sup> Habitat Regulations Assessment for the Welborne Plan: Final Report (Urban Edge, January 2014)

## Evidence Base

- 1.37 National policy requires that a plan is justified and supported by evidence to show that the most appropriate strategy is chosen when considered against other reasonable alternatives. The Welborne Plan is supported by an extensive and up-to-date evidence base that has been developed over a number of years. This has been used to test the opportunities and constraints presented by the site and the options for taking forward the development in a way that reflects the vision and aspirations of the local community.
- 1.38 The result of this evidence work includes a detailed understanding of the area's capacity for development as well as the likely characteristics of the new community, the infrastructure requirements and the level of development required to meet the aims set by the Core Strategy. Collectively, this evidence base has helped to define and test the options that formed the basis of the approach in the Welborne Plan and has directly informed the development of the policies set out below. A full list of the evidence and background documents which support the Welborne Plan is provided within Appendix A.

## Development Deliverability

- 1.39 Development viability is a key consideration for Welborne. The infrastructure requirements are substantial and delivering a successful, sustainable community will be a challenge. The National Planning Policy Framework requires plans to be deliverable and this means that the proposals set out in Welborne Plan should allow for competitive returns to willing landowners and site developers.<sup>22</sup> Ultimately, the development will only proceed if it is viable.
- 1.40 Extensive high-level viability evidence has been undertaken during the preparation of the Welborne Plan and this has involved engagement with the site promoters and other key interested parties at various stages.<sup>23</sup> Nevertheless, the balance between the costs of development (including infrastructure provision) and the value that can be created, at a large complex development with a long build-out period, is not possible to accurately determine in advance. As the viability evidence demonstrates, schemes such as Welborne have very significant 'up-front' costs relating to key strategic infrastructure provision (such as fully upgrading Junction 10 of the M27 Motorway). Such front-loaded costs can weigh heavily on scheme viability in the early phases. However, as the development progresses and becomes more profitable, it is generally the case that the initial costs can be recouped and the viability of the scheme as a whole maintained.
- 1.41 Given the recent years of weaker market and economic conditions, the difficult relationship between costs and revenues during the early phases of schemes such as Welborne is exacerbated. Although there is now a consensus of opinion that market conditions will continue to improve, the rate of this recovery and how far it will go cannot be known at this stage. Therefore, the Council has needed to

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<sup>22</sup> National Planning Policy Framework, paragraph 173 (DCLG, March 2012)

<sup>23</sup> Welborne Viability Test (Stage 2) Executive Report (GVA, January 2014)

take a cautious view in developing assumptions for its viability evidence and its evidence supporting the build-out rates for housing and employment development, which are dependent on a long-term view of sales rates in each case.

1.42 On the basis of the outcomes of the high-level development viability evidence undertaken for Welborne, the Council remains confident that a viable and deliverable plan can be achieved over the plan period. Nevertheless, the high up-front costs of infrastructure required and the challenge posed by the lack of certainty about medium and long-term housing market recovery are acknowledged. Therefore, it has been vital that the Welborne Plan has been prepared in the context of a robust strategy to ensure that overall viability can be achieved as set out below.

1.43 Flexible approach

Given the lack of certainty about the future relationship between scheme costs and revenues, the Welborne Plan incorporates a flexible approach which will apply overall to how Welborne will be delivered and in particular to the masterplanning of the site and the infrastructure required. This process has largely been undertaken since publishing the Draft Welborne Plan in early 2013 and has involved extensive engagement with a wide range of interested parties. It includes:

- Providing greater masterplanning flexibility to site promoters through adopting the 'Strategic Framework' approach, rather than requiring adherence to the Council's Concept Masterplan;
- Re-considering the timing of infrastructure provision and the scope to utilise existing infrastructure capacity, where available;
- Examining more cost-effective ways to deliver infrastructure;
- A flexible approach to development phasing that would allow for revenue-generating development to be commenced earlier;
- Reducing policy requirements, targets and standards, where they were not essential; and
- Incorporating a 'deferral of contributions' approach to infrastructure and affordable housing delivery to manage viability issues phase-by-phase.<sup>24</sup>

1.44 In taking forward this flexible approach, the starting point for the Welborne Plan is that the infrastructure delivery and contributions required, as demonstrated by the evidence base, will be delivered in full. Where, due to viability problems, any reduction or delay in infrastructure delivery is requested, this will need to be on the basis of a site-wide viability assessment that will need to accompany planning applications. This viability assessment will be subject to rigorous independent testing in order to determine the extent of reduction or delay required. In making such decisions, the Council will give considerable weight to the potential impacts that any reduction or delay in infrastructure might have on the overall sustainability of Welborne and the amenity of existing residents in Fareham and

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<sup>24</sup> Chapter 10 below sets out the main policy for the 'deferral of contributions approach' and the Welborne Planning Obligations SPD will provide a full explanation of how the approach will operate. This SPD will be adopted at the same time as the Welborne Plan in early 2015.

other nearby settlements.

1.45 *Infrastructure Funding Strategy*

Alongside preparing the Welborne Plan, the Council has been working with the site landowners and others on an Infrastructure Funding Strategy (IFS) for Welborne. The aim of the IFS is to provide a long-term blueprint for delivery of Welborne, which will assist all parties in coordinating their actions beyond the formal planning process. The IFS work builds upon the Infrastructure Delivery Plan by considering what options there are for funding the identified infrastructure, beyond developer contributions, and putting forward proposals to improve the finances and the quality of the development.

1.46 For a new community like Welborne, where the infrastructure requirements are considerable, the Council has to consider the full range of funding options to determine what scope there is to improve the viability and deliverability of a successful new community. The IFS work has already identified a number of short-term actions as well as possible approaches to be followed in the medium to long term. Key in the short term will be actions to improve the viability and delivery of the first phases of development, maximising the use of available funding and focusing on what is realistically needed to get the development underway.

1.47 The IFS work undertaken so far is a starting point, but there will be an on-going process of considering infrastructure requirements, priorities for delivery, viability of the development and the availability of funding, which will evolve with the preparation by the site promoters of comprehensive masterplanning and planning applications for the new development.

### **The Strategic Framework**

1.48 As one of the most important parts of the evidence base, the Council has undertaken work to build an understanding of the character, capacity and constraints of the site to inform the distribution of land uses and the extent of the site area necessary to provide the required scale of the development. This work has involved 'concept masterplanning' and has strongly influenced the production of the Welborne Plan at each stage. The evidence work<sup>25</sup> has also been tested with the site landowners, community representatives and with other relevant bodies throughout the preparation of the Welborne Plan. It was also tested with the local community at public exhibitions and through an online public survey in July 2012 and subsequently through the consultation on the Draft Welborne Plan in May and June 2013.

1.49 The culmination of this evidence work has been the production of a 'Strategic Framework' for Welborne. In essence, this framework consists of the policies within the Welborne Plan and the Strategic Framework Diagram, which is included within this plan at Appendix B.2. The role of the Strategic Framework is

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<sup>25</sup> The work was described as the 'Welborne Concept Masterplan' and was produced for the Council in three stages between January 2012 and January 2014 by LDA Design. See Appendix A for more detail of these stages.

to guide the development of the new community and to provide a clear and robust basis for the more detailed 'comprehensive masterplanning' that will be developed by the site promoters to accompany the initial planning applications for development at Welborne.

- 1.50 It is important to stress that the Strategic Framework Diagram is indicative and do not seek to fix the exact location of the various spatial elements of the development, for example, the precise location of the District and Local Centres. This is important to provide flexibility in approach over the long build-out period required for Welborne. Nevertheless, this provides a robust basis for and demonstrates consistency with the policy approach within this plan.
- 1.51 As a further outcome of the evidence work that has underpinned the Strategic Framework, the Council has produced a final version of the Welborne Concept Masterplan,<sup>26</sup> building on the earlier versions tested at each stage of plan preparation. This masterplan is a background evidence document and does not form part of the Welborne Plan. The role of the Concept Masterplan is to provide a more detailed expression of how Welborne might be developed in a manner consistent with the Strategic Framework and with Policy CS13 of the Core Strategy.
- 1.52 There is no intention for the site promoters to be constrained by the Concept Masterplan. Indeed, the Strategic Framework provides flexibility for a range of masterplanning solutions to be developed in a manner consistent with the policy approach. However, it was also important for the Council to demonstrate, in greater detail than the Strategic Framework Diagram, how a deliverable new community could potentially be designed to be consistent with the Strategic Framework.
- 1.53 The approach taken by the Strategic Framework is to set out the aspiration for the development of the whole of the new community to its 'finished state'. This reflects the requirement of Policy CS13 of the Core Strategy that the area should be planned in a comprehensive way that is linked to the delivery of key infrastructure. This approach is important as the development of Welborne will continue past the end date of the adopted Core Strategy (2026). The clear intention is that the area should be planned as a whole, rather than a series of incremental development parcels.

### **Policies Map**

- 1.54 The Welborne Plan includes a Policies Map (Appendix B.3) which, once the Plan is adopted, will reflect a revision of the Local Plan Policies Map for the whole Borough, updating that map to reflect the policies within the Welborne Plan. Unlike the Strategic Framework Diagram, the Policies Map does 'fix' key elements of the Welborne development, where there is a justifiable case for doing so. These elements include;
- The extent of the plan boundary and therefore where the policies in this plan apply;

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<sup>26</sup> Welborne Concept Masterplanning Final Report (LDA Design, January 2014)

- The defined location of the settlement buffers and the Sites of Importance for Nature Conservation; and
- The (schematic) approximate location of the District Centre, Local Centre, secondary school, Community Hub and the central park.

1.55 In addition to the Policies Map for Fareham's Local Plan, the adopted Hampshire Minerals and Waste Plan also has a Policies Map which is relevant to the determination of planning applications for development at Welborne.

### **Structuring Plan and Comprehensive Masterplanning**

1.56 As outlined above, the Strategic Framework provides the basis for the more detailed 'comprehensive masterplanning' which will be needed to establish the finer grain of detail about the form and layout of Welborne. This level of detail is not appropriate to provide within the Strategic Framework, but it will be required to allow planning applications for Welborne to be determined. This distinction is an important one, consistent with the Council's flexible approach to planning Welborne given the very long build-out period anticipated.

1.57 The comprehensive masterplanning will be produced by the site promoters rather than the Council and it will be expected to be fully consistent with the Strategic Framework set out within the Welborne Plan. However, to ensure that the comprehensive masterplanning process is properly coordinated across site ownership boundaries, it is essential that a Structuring Plan for the whole of the Welborne site is prepared and agreed by the promoting landowners to ensure that the key items of infrastructure are delivered in a consistent and cohesive way, regardless of landownership or phasing. The Structuring Plan should develop the principles set out in the Strategic Framework Diagram (Appendix B.2) and show:

- The disposition of the main land-uses together with an agreed land budget;
- The access points and primary road network, including the BRT route;
- The location of the District and Local Centres and the Community Hub;
- The location of the schools;
- The main pedestrian and cycle routes throughout Welborne;
- The strategic green infrastructure, including the green corridors linking them;
- The areas proposed for SANGS; and
- The location of strategic utilities infrastructure, including for the supply of electricity and disposal of foul water.

1.58 The Structuring Plan and comprehensive masterplanning will need to accompany the initial planning applications and be agreed before any detailed or 'reserved matters' applications are determined by the Council.

1.59 As the term suggests, the comprehensive masterplanning will need to cover the whole of the Welborne site, irrespective of land ownerships. In particular it will need to address the issues arising from planning the development of a single cohesive new community on land in multiple ownerships. The Council's preference would be for the creation of a single comprehensive masterplan for the



entire site, which could best deal with these issues of varying land ownerships. However, it is possible that the comprehensive coverage required could be achieved through more than one masterplan documents, as long as these demonstrated clear coordination and were produced in full recognition of the site-wide planning issues, such as the requirement for strategic infrastructure.

### **Process for Determining Planning Applications**

- 1.60 Planning applications within the Welborne Plan boundary will need to comply with the policies set out within this plan and be consistent with the Strategic Framework Diagram (Appendix B.2), which together comprise the Strategic Framework for planning Welborne. All supporting text contained within this plan which justifies the vision, objectives and policies should be considered 'reasoned justification'<sup>27</sup> for the purposes of interpreting the policy approach when planning applications are submitted. Where any conflict may arise between the 'bold' policy text and the supporting text, the policy text should prevail.
- 1.61 In addition, planning applications will also need to comply with other adopted parts of the Fareham Development Plan. Finally, planning applications should be consistent with any relevant guidance provided by adopted Supplementary Planning Documents (SPDs) that support the Fareham Local Plan, including the Welborne Design Guidance SPD and the Planning Obligations SPD.<sup>28</sup> These will be material considerations in the determination of planning applications.
- 1.62 It will be expected that planning applications for development at Welborne will be consistent with the comprehensive masterplanning for the site, once this has been agreed with the Council. This masterplanning will need to be kept under review by site promoters, in accordance with the approach set out in Chapter 3.

### **Monitoring and Implementation**

- 1.63 The Council will monitor the implementation of the policies and proposals within this plan and assess the plan's effectiveness in delivering a new community that meets the vision and the requirements of the Core Strategy and the objectives set out in Chapter 2 of this plan. Chapter 11 sets out the monitoring framework.
- 1.64 The outcome of monitoring will be published as and when necessary on the Council's website within an 'Authorities Monitoring Report'. This report will set out how effectively the policies within this plan are working and will identify any changes that are required to the planning policy approach for Welborne.

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<sup>27</sup> Within the meaning set out in Regulation 8(2) of the Town and Country Planning (Local Planning) (England) Regulations 2012.

<sup>28</sup> See Chapter 4 (Character Areas, Design Principles and Heritage Assets) for details about the Welborne Design Guidance SPD and see Chapter 10: Delivering the New Community for details about the Welborne Planning Obligations SPD.

# Chapter 2

## Vision, Objectives and Development Principles

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### The Vision for Welborne

- 2.1 The current vision for Welborne is set out in paragraphs 5.73 to 5.78 of the Core Strategy. The vision represented the views and aspirations of Fareham Borough Council at the time the Core Strategy was adopted and was informed by extensive community engagement.<sup>29</sup> This vision has influenced and guided the preparation of this Welborne Plan.
- 2.2 However, as set out in the Draft Welborne Plan, it was necessary to review and update the vision for Welborne to reflect changes since the Core Strategy was prepared.<sup>30</sup> This review was undertaken as part of the concept masterplanning work<sup>31</sup> and took account of the recent evidence base for the new community. It also reflected on a wide range of local and national factors that have influenced the planning context and the Council's aspirations for Welborne. These included the aspiration to promote Welborne as a new 'garden community'. The review sought to apply a 21st century interpretation of the long-established 'garden city principles' and redefine them in a contemporary way which provided a response to the specific locality of the site.
- 2.3 Following this review, the revised vision was consulted on within the Draft Welborne Plan in mid-2013. Consequently, the vision set out within paragraphs 5.73 to 5.78 of the Core Strategy is superseded by the following:-
- 2.4 *"A distinct new community set apart but connected to Fareham, whose spirit, character and form are inspired by its landscape setting.*
- 2.5 *Welborne will create a diverse and well integrated new community. It will encourage self-containment with a significant proportion of its inhabitants' life needs being accessible within a main centre and smaller neighbourhood centres. It will contain a mix of dwelling types which meet the needs of the increasing numbers of single person households, families, and the needs of an ageing population. There will be a range of accessible new jobs created which contribute towards meeting the employment needs of this diverse new community.*
- 2.6 *It will have an integrated movement system connecting it with its surrounding settlements and destinations. It will incorporate footpaths, cycle ways, and vehicular traffic in a way that encourages walking and cycling, provides excellent*

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<sup>29</sup> See Paragraph 5.79 of the Core Strategy

<sup>30</sup> See paragraphs 2.2 – 2.18 of the [Draft Welborne Plan \(FBC, April 2013\)](#)

<sup>31</sup> [NCNF Concept Masterplan Preferred Option Report \(LDA Design, April 2013\)](#)

*public transport, and feels comfortable and safe to use.*

- 2.7 *The development will have a distinctive character. Its layout and design will complement local topography, landscape features and historic structures to produce a place that is distinctive whilst responding to its wider context. It will encourage contemporary design in a manner that is flexible and is capable of accommodating change.*
- 2.8 *It will have an integrated and linked green network of multi-functional open spaces, civic spaces, public open spaces, private outside space, and green routes. The green network will incorporate the site's natural features, hedgerows, tree lines, and woodlands to provide habitat, recreational facilities, to frame new development and to link to the wider countryside.*
- 2.9 *It will take advantage of natural features, such as hedges/green corridors/woods; it will maximise orientation; incorporate Sustainable Drainage (SuDS); and provide opportunities for local food production. It will aim to meet its own renewable energy needs in a viable fashion, and deal effectively and sustainably with waste. Buildings will be thermally and water efficient. Access to services and a high quality public transport system all within easy walking distance of homes will reduce the need to travel by car.*
- 2.10 *Socially and economically Welborne will complement rather than compete with the surrounding settlements and it will allow existing residents to benefit from the new facilities."*

### **Objectives**

- 2.11 The objectives are specific to Welborne and emerged from the concept masterplanning and vision review process. They are the fundamental things that need to be achieved for the Welborne vision to be delivered. The four objectives are stated below, along with an explanation of what they mean for Welborne and its neighbours. The right hand column refers to specific policies that will enable the objectives to be achieved:-

**1. Welborne will comprise deliverable and viable development that will support a diverse, balanced, integrated and interacting community.**

The Welborne Plan will make this possible by facilitating:-	See Policies:-
<i>A mix of deliverable development types, sizes, tenures and governance that meet the needs of a growing and thriving community at each phase of development.</i>	WEL2, WEL3, WEL9 - 12, WEL17 - 21 and WEL41
<i>A diverse mix of uses, layouts and connections that create and sustain a successful, vibrant, inclusive and cohesive community.</i>	WEL3, WEL4, WEL9 - 12, WEL17 – 22, WEL29 and WEL32
<i>A range of employment development which provides opportunities for residents and (along with the community services and facilities) encourages self-containment.</i>	WEL2, WEL3 and WEL9 - 16

<i>Flexibility of land and building use that allows adaptation to changing needs and opportunities over time to ensure that the development remains viable and continues to reflect market demand.</i>	WEL4, WEL17 – 21, WEL41 and WEL42
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**2. Welborne will respond positively to its distinctive and diverse landscape setting and surrounding countryside.**

The Welborne Plan will make this possible by fostering:-	See Policies:-
<i>A strong sense of place and community identity that reflects the qualities of the landscape in which it sits.</i>	WEL2, WEL5, WEL6, WEL8, WEL33 and WEL34
<i>A place that draws heavily on its setting for design inspiration and urban form.</i>	WEL4, WEL6 – 8 and WEL32 - 34
<i>A community that uses its setting and identity to support its commercial success and long term economic viability.</i>	WEL2, WEL6 and WEL9 - 11
<i>Access to a wide range of natural assets, achieved through a network of interconnected multi-functional green links and spaces that serve the whole community and provide links to wider green networks.</i>	WEL2, WEL28 – 32 and WEL41

**3. Welborne will be distinct from other settlements, but connected to them physically and functionally.**

The Welborne Plan will make this possible by:-	See Policies:-
<i>Being designed as a separate, standalone settlement with a distinctive identity and physical buffers that distinguish it from Fareham, Wickham, Funtley and Knowle.</i>	WEL2 and WEL5
<i>Facilitating direct, safe and attractive connections between Welborne and surrounding settlements by sustainable transport modes.</i>	WEL2, WEL23-26, WEL28, WEL30 and WEL32
<i>Fostering improvements to the A32 as the principal connection between Welborne and Fareham and the route for the BRT, buses and other vehicles, supplemented by a choice of pedestrian and cycle connections.</i>	WEL2, WEL23 – 28, WEL32 and WEL41
<i>Providing for deliverable retail and leisure facilities of a scale and type compatible with and complementary to existing retail centres in Fareham and Wickham.</i>	WEL2, WEL10-13 and WEL41

**4. The principles of sustainability will be embedded in every aspect of Welborne.**

The Welborne Plan will make this possible by:-	See Policies:-
<i>Fostering the principles of sustainability and resource efficiency in all development types, including reductions in</i>	WEL2, WEL36, WEL37, WEL38 and

<i>water consumption and carbon emissions arising from operational energy use in buildings and infrastructure.</i>	WEL40
<i>Providing for a robust sustainable drainage system to be fully integrated into the network of open spaces.</i>	WEL2 and WEL39
<i>Planning for a distribution of uses and a network of places and connections to ensure that important day to day destinations and sustainable transport links are within easy walking distance from home and work, to discourage unnecessary use of the car.</i>	WEL2, WEL10 – 13, WEL15, WEL16, WEL26 – 28 and WEL32

## Sustainable Development

- 2.12 At the heart of the National Planning Policy Framework is the presumption in favour of sustainable development and the policies contained within this plan are consistent with this approach. Proposals within the Welborne Plan policy boundary that are sustainable and which accord with the NPPF and the policies within the Fareham Local Plan (including this plan once adopted) will be approved.
- 2.13 Policy WEL1 below sets out how the Council will comply with the presumption in favour of sustainable development in relation to Welborne. This policy will be relevant in the determination of all planning applications within the Welborne Plan boundary area.

### WEL1 - Sustainable Development

**When considering development proposals, the Council will take a positive approach that reflects the "*presumption in favour of sustainable development*" contained in the National Planning Policy Framework. It will always work proactively with applicants to find solutions that enable proposals to be granted permission wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.**

**Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.**

**Where there are no policies relevant to the application or where relevant policies are out-of-date at the time of making the decision, the Council will grant permission, unless material considerations indicate otherwise. This will include taking into account whether or not:**

- i. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; and/or**
- ii. Specific policies in the National Planning Policy Framework indicate that development should be restricted.**

## High Level Development Principles

- 2.14 Policy CS13 of the Core Strategy contains high level development principles that were intended to provide some clarity over certain important aspects of Welborne's development. These development principles have guided the preparation of the Welborne Plan. However, in light of the technical evidence work, the review of the vision referred to above and public consultation responses during plan preparation, these principles have been reviewed. The detailed outcomes of this review were set out in the Draft Welborne Plan.<sup>32</sup> In addition to technical evidence, this review took into account the preceding engagement with the local community, neighbouring authorities, the promoting landowners and others.
- 2.15 In addition to the review referred to above, consultation on the Draft Welborne Plan highlighted a need for three further changes to the high level development principles:
- i. The specific cap on the level of employment floorspace expected at Welborne has been removed and the second principle revised in light of consultation responses and the most up-to-date employment evidence;<sup>33</sup>
  - ii. The terminology in the third and fourth principles relating to green infrastructure and biodiversity has been changed to bring it into line with current legislation and guidance and;
  - iii. The overall target for affordable housing has been set at 30% following the most up-to-date viability and other evidence, which did not support a higher percentage target.<sup>34</sup>
- 2.16 The resulting revised high level development principles are set out in Policy WEL2 below. This replaces the current set of high level development principles within Policy CS13 of the adopted Core Strategy.

### WEL2 - High Level Development Principles

**The high level development principles contained within Policy CS13 of the Core Strategy are superseded as follows:**

- **The new development will create an inclusive and sustainable community that incorporates high standards of sustainable design, and resource efficiency and is resilient to climate change. Development will minimise energy usage, water consumption and carbon emissions;**
- **The development will provide a range of highly accessible employment opportunities, including dedicated employment floorspace, to reduce the need for commuting and contribute towards self-containment;**

<sup>32</sup> See Appendix A of the [Draft Welborne Plan \(FBC, April 2013\)](#).

<sup>33</sup> Welborne Employment Strategy (Wessex Economics, November 2013)

<sup>34</sup> See in particular the Welborne Viability Evidence (Stage 2) Executive Report (GVA, January 2014) and the [South Hampshire Strategic Housing Market Assessment \(GL Hearn, January 2014\)](#).

- **The layout will create a connected network of Strategic Green Infrastructure, open spaces and recreational facilities that respects and enhances the landscape qualities of the area and meets the needs of the new community; and avoids or mitigates the potential ecological impacts of the development, and provides a net gain in biodiversity in the area (particularly with regards to priority habitats and species). The Green Infrastructure Strategy is based on the need to conserve and enhance the existing landscape, historic and ecological features on the site and adjacent areas, whilst linking new and established green spaces within the built environment and connecting the urban area to its wider rural hinterland;**
- **The provision of Green Infrastructure to meet the recreational needs of additional residents, to contribute to the access networks to the natural environment, to achieve a net gain for biodiversity (particularly with regards to priority habitats and species), to make a positive contribution towards implementing the Partnership for Urban South Hampshire Sub-Regional Green Infrastructure Strategy, and to ensure that any potential adverse effects on nationally and internationally protected sites identified through the HRA work are avoided. Where adequate mitigation or avoidance measures cannot be achieved on site through the provision of Green Infrastructure, a financial contribution will be sought to provide off-site mitigation measures such as managing access to nationally or internationally important sites or the provision of off-site Green Infrastructure;**
- **Green buffers will be incorporated into the layout to prevent coalescence with Knowle, Wickham, Funtley and Fareham.**
- **Based on the revised Transport Strategy, the following key principles apply in relation to transport:**
  - **To support the sustainability of the new community, the aim will be to create high levels of self-containment;**
  - **The development will address a significant proportion of trips through the development of robust reduce and manage policies;**
  - **Bus Rapid Transit (BRT) will form a key component of the access strategy;**
  - **Access will be via the A32 and junction 10 of the M27;**
  - **The rate of development will be linked to the funding and provision of the necessary transport infrastructure;**
  - **Carefully designed transport interventions will minimise the traffic impacts on the local and strategic road network and mitigate any environmental impacts;**
- **The development will incorporate a balanced package of measures to encourage smarter transport choices to meet the needs of the new development, and maximise the opportunities for sustainable travel; including the provision of a network of footpaths, cycleways and**

**bridleways to enhance permeability within the site and to access the adjoining area; connection to the Bus Rapid Transit system; and effective measures to mitigate the transport impacts of the proposed development on the strategic and local road network;**

- **The development will provide supporting social and physical infrastructure; including a range of convenience and comparison shopping, local employment, health, community and leisure facilities centred around a new district centre, together with provision for pre-school, primary and secondary education. Up to three local centres will be provided to act as neighbourhood hubs for the provision of social infrastructure and local employment opportunities;**
- **Each phase of the development will provide for a range of housing types, sizes and tenures, including affordable housing, to meet the needs of the community. The overall aim is to deliver 30% affordable housing, subject to development viability and funding being available;**
- **Each main phase of the development will fully integrate Sustainable Drainage Systems into the network of open spaces, to mitigate potential flood risk, allowing the new community to adapt to climate change whilst providing biodiversity benefits and enhanced recreational opportunities. The development must also provide for both on-site and off-site sewerage infrastructure;**
- **Each phase of the development will be well designed and incorporate development at a range of densities and building heights to create a series of attractive places with different and distinctive characters and that contribute overall to the creation of a varied but cohesive new community with a strong sense of place.**



# Chapter 3

## The Welborne Site

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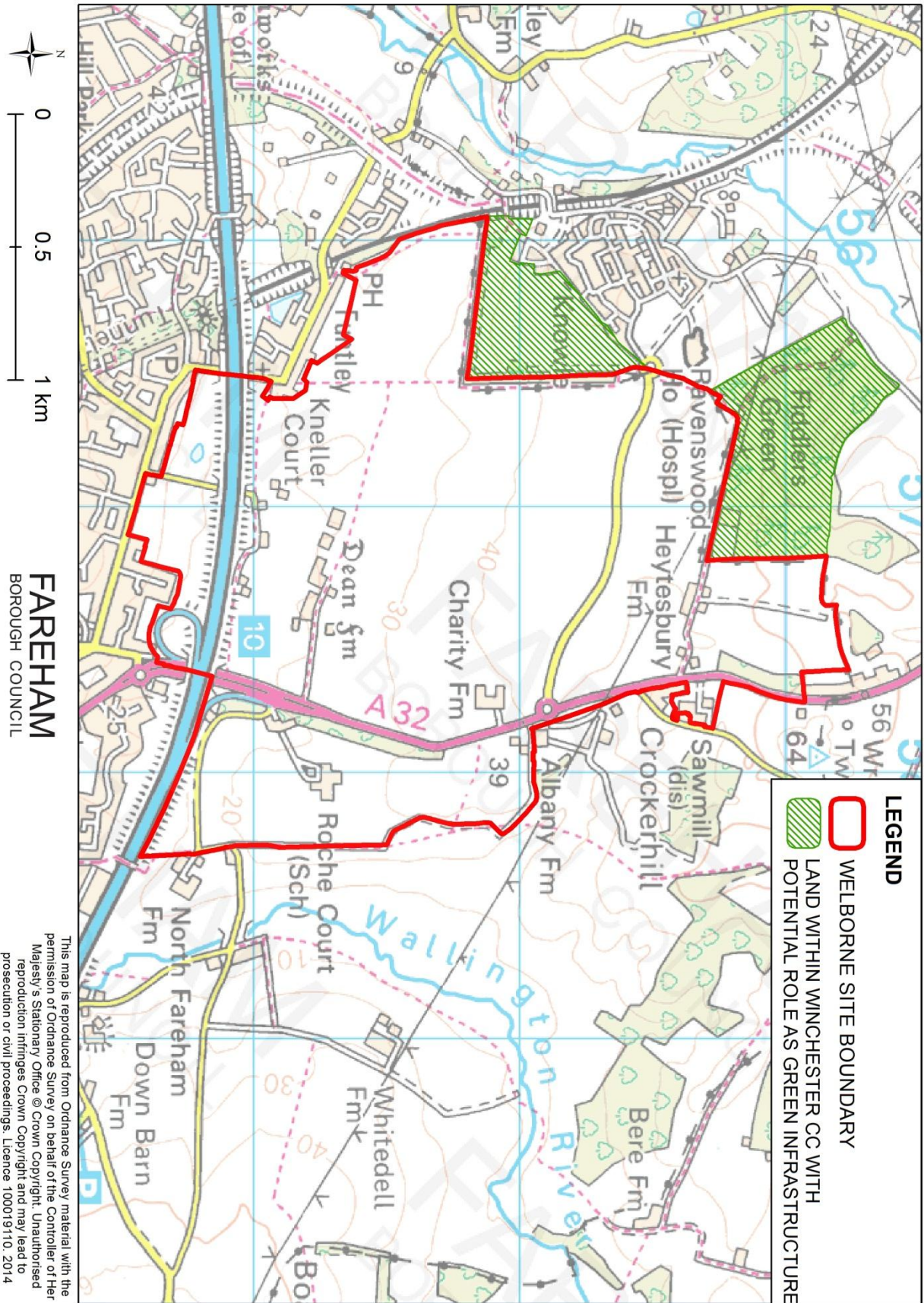
### Site and Setting

- 3.1 The Core Strategy established a broad 'area of search' within which Welborne would be located. This area has subsequently been refined in light of technical evidence and consultation responses at earlier stages of the plan preparation. The resulting site area is shown in Figure 3.1 below and covers approximately 371 hectares of mainly open countryside located to the north of the existing urban area of Fareham.
- 3.2 The village of Funtley lies to the south west of the site, with the village of Knowle to the west and Wickham a mile to the north. There are also approximately 38 hectares of land, known as Dash Wood, adjoining the north of the site within Winchester City Council's area which is likely to have a role in providing green infrastructure for Welborne. Finally there are further 15 hectares<sup>35</sup> within Winchester City Council's area between Welborne and Knowle that will have a role in providing green infrastructure and potentially sports pitches. These areas are shown on Figure 3.1 below.
- 3.3 The Welborne site is currently predominantly used for arable farming with some light industrial and commercial buildings at Dean Farm, Charity Farm and Crockerhill. There are also farmsteads, a few isolated residential properties and an independent preparatory school, called Boundary Oak School, at Roche Court.
- 3.4 The site's broad landscape context is defined by the valley of the River Meon to the west and by the heavily wooded 'Forest of Bere' landscape to the north. The east is defined by the rolling, chalk downland landscape of Portsdown Hill and the valley of the Wallington River, whilst the M27 motorway and the urban area of Fareham define the south. In general, the site slopes down towards the south, with the lowest lying land adjacent to the motorway. The highest point on the site is marked by a ridge to the north of Heytesbury Farm, with land further north falling away towards Wickham.

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<sup>35</sup> Known as 'Knowle Triangle'.

Figure 3.1: The Welborne Site



- 3.5 The vast majority of the site is north of the motorway, with the exception being the open land known as 'Fareham Common' which is located between the M27 motorway and Kiln Road in Fareham. There are two motorway junctions close to the site – Junctions 10 and 11. Junction 11, half a mile to the east of the site, is the main strategic access to Fareham and Gosport. Junction 10 lies within the site's southern edge, but only has east facing slip roads and therefore does not allow traffic to join the westbound carriageway or exit from the west. The A32 runs north-south through the site connecting Gosport and Fareham through Junction 10 to Wickham and rural areas to the north. Knowle Road is a relatively new link that connects the expanded Knowle village to the A32 and it is the only means of vehicular access to the village. There are a number of rural lanes and farm accesses within the site. The Portsmouth to Eastleigh railway line passes the western edge of the site and the nearest station is at Fareham to the south.
- 3.6 In a wider context, the site is situated between two major cities, being approximately 15 miles from Southampton to the west, and 8 miles from Portsmouth to the east. It is one mile south of the closest part of the South Downs National Park and about 15 miles east of the New Forest National Park. The nearest part of the coast at Cams Bay, part of Portsmouth Harbour, is within one mile and other locations along the Solent coastline are within a few miles.

### **Constraints, Capacity and Opportunities**

- 3.7 The Welborne site has a number of features on and adjoining the site which ultimately affect the developable area (or built footprint) and development capacity. The constraints are illustrated on the 'Constraints Map' in Appendix B.1 and these have been taken into account in determining the overall developable area.
- 3.8 Utilities infrastructure  
Two significant gas pipelines (high and intermediate pressure) run diagonally across the site. These necessitate development-free areas along the entire length of the pipelines within the site boundary. Due to Health and Safety standards, no development can take place within a zone of between 6 and 26 metres above each of the gas pipelines, depending on the pipeline size and construction. Furthermore, high occupancy facilities which are difficult to evacuate in an emergency, such as schools and hospitals, cannot be developed within a 195 metre exclusion zone of the gas pipelines<sup>36</sup>.
- 3.9 High-voltage overhead power lines traverse the site to the north of and broadly parallel with the Knowle Road. Although there is no statutory health and safety exclusion zone associated with these, if they remain, they will represent a building height and density constraint to ensure that the lines can be safely accessed for repair.
- 3.10 High pressure water mains also run through the site, principally just west of the A32. These will either need to be avoided through the careful layout and design or diverted. Based on engagement with the Portsmouth Water, the Strategic

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<sup>36</sup> PADHI, HSE's Land Use Planning Methodology (Health and Safety Executive, 2011)

Framework has assumed that these will be diverted and will not impact on site capacity.

### 3.11 Traffic noise

The M27 motorway runs along much of the southern boundary of the site which means that traffic-derived noise poses a development constraint to the adjoining land. Equally, there is a proportionately smaller traffic-derived noise constraint to development along the A32. The Council has undertaken an assessment of environmental noise levels<sup>37</sup> to measure the extent of the current constraint on the undeveloped site. The Strategic Framework has taken this constraint into account and this has resulted in a number of changes in the parts of the site closest to the motorway to avoid proposing homes or other noise-sensitive land uses within the areas most constrained by noise.<sup>38</sup> Whilst the noise constraint will restrict residential development within the area subject to highest noise levels, this would not restrict other land uses, including employment and some types of green infrastructure.

### 3.12 Flooding and groundwater

The River Wallington flows to the east of the site. Although a limited amount of land immediately adjoining the river has been identified by the Environment Agency as flood zones 2 and 3, this lies outside of the site boundary. The Welborne site itself is at very low risk of fluvial flooding and there are no development constraints due to fluvial flooding within the site.

3.13 There is also a groundwater source protection zone (SPZ) in the eastern half of the site. Public drinking water is supplied from an aquifer covered by the SPZ, which is divided into three zones. No part of the site lies within zone 1, which is the inner protection zone where surface water run-off cannot usually be discharged, because this is where it travels most quickly to the source. Zones 2 and 3 of the SPZ extend over the eastern part of the site as shown on the Constraints Plan (Appendix B.1). However, surface water run-off can be discharged, through the use of sustainable drainage systems (SuDS), in zones 2 and 3 of the SPZ.

### 3.14 Minerals Safeguarding Area

The Hampshire Minerals and Waste Plan identifies a portion of the Welborne site as a Mineral Safeguarding Area (MSA) due to potential deposits of predominately clay, but also some sharp sand and gravel. The extent of the MSA is shown on the Constraints Plan (Appendix B.1)<sup>39</sup> and all development proposals within this area will need to demonstrate how they can comply with Policy 15 (Safeguarding – Mineral Resources) of the Minerals and Waste Plan.

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<sup>37</sup> Welborne Environmental Noise Assessment (Hoare Lea, January 2014)

<sup>38</sup> Based on World Health Organisation recommendations, the noise evidence concluded that homes should not be developed in areas where daytime environmental noise levels exceed 63 dBA.

<sup>39</sup> This reflects the extent of the MSA shown on the [Policies Map](#) for the Hampshire Minerals and Waste Plan.

### 3.15 Woodland and hedgerows

There are several areas of woodland, including ancient woodland at Blakes Copse in the north of the site and remnants of ancient woodland immediately east of the A32 near Boundary Oak School and in the west of the site on the boundary with Winchester City Council's area. These areas of woodland are not developable and will require buffers to the edge of new built development. There are also substantial woods to the north-west of the site, outside of the plan boundary, some of which are ancient woodland. Other constraints include some significant hedgerows and individual trees which will need to be retained and incorporated into the development.

### 3.16 Nature Conservation

There are two Sites of Importance for Nature Conservation (SINC) within the Welborne site, as indicated on the Constraints Map (Appendix B.1). The first is located at Fareham Common and a second at Blakes Copse, in the north of the site. SINC's are a local designation and both of those present at Welborne are within the settlement buffers and will therefore not be available for development.

### 3.17 Heritage

There are three listed buildings within the site, including two Grade II Listed Buildings at Roche Court, to the east of the A32, and a Grade II\* Listed farmhouse at Dean Farm. The Strategic Framework has taken these assets into account and the policies within this plan have set out how development can proceed in a way that protects and enhances the character and setting of these buildings.

3.18 A buffer around Roche Court will be needed to protect its landscape setting and allow the Listed house, gatehouse and lodge to retain an association with the parkland character of land within the Wallington Valley. The redevelopment of land surrounding Dean Farmhouse for residential use will provide opportunities to enhance the setting of the Listed farmhouse and secure its future use. This building is presently set within an area of commercial and light industrial premises.

3.19 There are also a number of Listed Buildings which fall outside of the site, but in close proximity to it, mainly to the east of the A32, including the Grade II Listed Crockerhill Mill House which immediately adjoins the Welborne boundary in the northeast of the site. In addition, the Grade II Listed church of St. Francis immediately adjoins the western edge of the site at Funtley. This edge forms part of the historic landscape setting of this church and will need to be conserved in some form. The potential impacts of Welborne on the character and setting of these heritage assets will need to be considered at the planning application stage.

3.20 There are two Scheduled Ancient Monuments which are located approximately a mile to the east of the site. The first of these is the Victorian Fort Nelson site and the second is a World War II Heavy Anti-Aircraft Gun placement site at Monument Farm, between Fort Nelson and the Welborne site. The presence of these sites of national significance reinforces the need for a detailed sensitive design response within the site areas closest to these monuments.

- 3.21 The known archaeological assets within the site have been assessed through preliminary desk-top and archive research by the Hampshire County Council Archaeology Service<sup>40</sup> and separately by the site landowners. This research has suggested that there is unlikely to be any significant archaeology within the site which would constrain development. However, more detailed site investigations will be required at the planning application stage to understand the nature of the assets present, which include the site of a Neolithic long-barrow in the centre of the Welborne site<sup>41</sup>. These detailed studies will indicate the mitigation measures which will need to be implemented before development commences in areas close to the known archaeological assets.
- 3.22 Areas of high landscape sensitivity  
The areas of highest landscape sensitivity are located at the extreme north of the site (north of Heytesbury Farm)<sup>42</sup> and part of the land area to the east of the A32. These areas could still accommodate development but their inherent sensitivity to change means that the nature and form of development is constrained and will require specific design responses.
- 3.23 Settlement buffers  
A number of settlement buffers have been identified within or adjoining the site to protect the individual identity of surrounding settlements and prevent coalescence. Green infrastructure provided at Fareham Common will provide a green buffer to Fareham and within this area there is a site of importance for nature conservation (SINC). There will be a green buffer between Welborne and the northern and eastern edges of Funtley. Green infrastructure on the land west of the site (within Winchester City Council's area) will provide for separation between Welborne and the village of Knowle. This buffer will be extended within the Welborne boundary northwards to Dash Wood. A landscaped buffer will be enhanced between Welborne and the existing residential properties extending south of Wickham along the A32. Blakes Copse, which is a locally designated SINC located alongside the A32, will contribute to this buffer. In addition, the ridge to the northern most point of the site is significant as it provides visual separation between urban areas of Wickham and Fareham so development will be set back from this ridge.
- 3.24 The defined settlement buffers between Welborne and surrounding settlements are allocations made by this plan and are shown on Appendix B.3 and on the Fareham Policies Map. These constitute a constraint to development in these areas as set out in Policy WEL5 below.

### **The Plan Boundary**

- 3.25 The area covered by the Welborne Plan is shown in Figure 3.1 above, bounded by a solid red line and covers a total of 371 hectares. This is the same boundary as shown on the Fareham Policies Map, an extract of which is included below as Appendix B.3 of this plan. All of the areas included within the boundary were

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<sup>40</sup> Archaeological Review, Fareham SDA: Update (HCC, May 2013)

<sup>41</sup> This is indicated on the Constraints Map in Appendix B.1.

<sup>42</sup> [NCNF Landscape Study \(LDA Design, July 2012\)](#)

previously included within the original 'area of search' identified within the Core Strategy. The following areas are included within the plan boundary:

3.26 West of the A32 (Wickham Road)

This represents the main body of the site, stretching from the existing properties at Hoads Hill in the north, to the M27 Motorway in the south. The northernmost boundary from Martin's Copse to the Fareham- Eastleigh railway line also forms the boundary with Winchester City Council's area.

3.27 Fareham Common

This area south of the M27 Motorway and north of Kiln Road forms an important linkage between Welborne and Fareham whilst also providing separation between the two settlements and part of the open space for new and existing residents.

3.28 East of the A32 (Wickham Road)

The area from Albany Farm in the north to the M27 Motorway in the south is included as originally shown in the area of search, but including land only as far east as North Fareham Farm.

3.29 Crockerhill Industrial Park

The small area of land in existing industrial use to the east of the A32 is also included within the boundary and is located between the A32 and Forest Lane. The site is also known as 'Pink's Sawmill'.

### **Determining Overall Development Capacity**

3.30 Defining the plan boundary

The plan boundary referred to above has emerged from a process of working with landowners over a number of years to identify and test the potential availability of land. This process was largely concluded by the time the Core Strategy was adopted in 2011. Subsequently in 2012, the first stage of the Welborne concept masterplanning developed four options for Welborne, based on different site areas and boundaries. These options were tested for their potential to achieve the vision and development principles set out within the Core Strategy and were subjected to public consultation in July 2012. The preferred option to emerge from this process was consulted on in the Draft Welborne Plan in April 2013 and the same plan boundary is being carried forward in this Publication Draft Welborne Plan.

3.31 Defining the developable area

A robust process has been undertaken to define the extent of the developable area within the plan boundary. This has been achieved through the various stages of concept masterplan work, which has built upon earlier capacity work at the Core Strategy stage.<sup>43</sup> Over the course of a number of years, this work has identified, tested and refined the key constraints, outlined above, which collectively have a direct effect on the development capacity of the site.

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<sup>43</sup> [Refining the Fareham SDA Capacity Analysis Study](#) (David Lock Associates, July 2009)

3.32 The effects of these constraints on potential land use were identified through a review of the Core Strategy evidence documents and tested by additional evidence work<sup>44</sup> and by regular engagement with landowners, statutory agencies, utility service providers and others. Based on this process, absolute constraints on development, such as utilities easements and buffers to existing settlements were removed from the developable area. Remaining constraints, such as the groundwater source protection zone and areas of high landscape sensitivity, served to influence decisions on proposed land uses and potential residential densities.

3.33 *Establishing the land use mix*

Consistent with the Core Strategy and the vision for Welborne, the concept masterplan, which informed the Strategic Framework, was developed with the intention of establishing a sustainable new 'garden community'. In particular, it aimed to ensure that the new homes are supported by employment opportunities, open space provision and community facilities, proportionate to the number of homes and sufficient to achieve sustainable development and to maximise the opportunities for self-containment.

3.34 The assumptions used in the concept masterplanning process to determine the quantity of land required for each land use or infrastructure type were based on the emerging evidence base. This evidence included the Infrastructure Delivery Plan, the Employment Strategy and the Green Infrastructure Strategy as well as regular input from interested parties.<sup>45</sup> The quantity of land required for each of the non-residential land uses was determined through this evidence and was subtracted from the developable area. The proposed disposition of the various land uses takes advantage of the constraints and opportunities offered by the characteristics of each of the different character areas across the site. The aim of this sieving process was to provide a robust spatial structure for Welborne which maximises the area of land available for residential development.

3.35 This process took into account the potential to deliver a portion of the non-residential land uses on parts of the site where development constraints, such as motorway traffic noise, would make building homes inappropriate. A consequence of this was the opportunity to change the land use of existing employment areas on the site, such as Dean Farm and Crockerhill. This served both to ensure that the employment provision at Welborne could be optimally located to ensure viability and also to maintain the broad balance between residential and employment provision.

3.36 *Residential densities*

Once the residential development area was established, a range of residential densities, in the form of dwellings per hectare (dph), were considered by the

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<sup>44</sup> This additional work has been referred to in the section on constraints above and includes the Welborne Environmental Noise Assessment (Hoare Lea, January 2014), the [NCNF Landscape Study \(LDA Design, July 2012\)](#) and the Archaeological Review, Fareham SDA: Update (HCC, May 2013).

<sup>45</sup> These assumptions are set out in detail in the [NCNF Concept Masterplan Options Report \(LDA Design, August 2012\)](#) and in Chapters 5: Economy and Self-Containment and Chapter 8: Green Infrastructure, Biodiversity and Landscape.



concept masterplanning to test the potential residential development capacity of the site.<sup>46</sup> Following selection of the preferred masterplanning option, a more detailed application of residential densities was considered, in the form of a residential Density Framework Plan.<sup>47</sup>

3.37 The Density Framework Plan has been refined as the concept masterplanning has developed. It has taken a range of factors into account, including those emerging from the latest evidence as well as input from interested parties and the wider community. These factors include: creating quality places; densities used at other developments in South Hampshire; the target level of affordable homes and; current housing market trends and forecasts. Refinements to the Density Framework Plan have also been focussed clearly on the ability to achieve the reviewed vision for Welborne, which embraces 21<sup>st</sup> Century garden city principles. The resulting range of residential densities, which have underpinned the Strategic Framework, seek to balance place-making, development viability and public transport considerations, as well as ensuring efficient use of land.

3.38 Overall development capacity

Through the related work processes described above, the overall capacity of the Welborne site has been identified, tested and refined. The conclusion is that an overall capacity of about 6,000 homes and about 20 hectares of employment development can be demonstrated to be achievable on the site. It is important to recognise that these numbers represent the *potential* capacity, identified using available and proportionate evidence. The numbers are not a prescription or cap on the number of homes and amount of employment floorspace that will ultimately be delivered at Welborne. The final achievable numbers will inevitably depend on a range of factors that will need to be taken into account over the course of the plan period, including detailed surveys on the site constraints as well as development viability and broader changes in the economy and in housing and employment floorspace markets that will impact on density and home-size preferences.

### Alternative Development Options

3.39 As part of the process of determining the capacity of the site and how the vision for Welborne could be achieved as a deliverable development, a number of alternative options for development were considered. These alternatives related to the public consultation that was undertaken in July 2012, known as the 'options consultation'<sup>48</sup> and were subject to a high level sustainability appraisal, as set out in the Sustainability Appraisal Options Report<sup>49</sup>. A summary of the assessment undertaken on these various options can be found in the Draft Welborne Plan.<sup>50</sup>

3.40 Taking account of the public consultation, as well as the on-going engagement with interested parties and the technical evidence work, the Council considers that

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<sup>46</sup> The culmination of this work was tested through the [Options Consultation](#) held in July 2012.

<sup>47</sup> See [NCNF Concept Masterplan Preferred Option Report \(LDA Design, April 2013\)](#)

<sup>48</sup> [http://www.fareham.gov.uk/planning/new\\_community/optionsconsultationjul12.aspx](http://www.fareham.gov.uk/planning/new_community/optionsconsultationjul12.aspx)

<sup>49</sup> [Sustainability Appraisal for NCNF: Options Assessment \(Urban Edge, April, 2013\)](#)

<sup>50</sup> See in particular, Appendix B of the [Draft Welborne Plan \(FBC, April 2013\)](#)

there is sufficient evidence to conclude that the development locations proposed within this Publication Draft Welborne Plan are appropriate and justified.

### **Allocation of Land**

- 3.41 The Fareham Core Strategy indicated that permission will be granted for the development of a Strategic Development Area, comprising a new community to the north of Fareham. The site described in the section on the plan boundary above and identified on the Fareham Policies Map is considered to be the most appropriate location for this new community development.
- 3.42 The quantum of development expected at Welborne and set out in Policy WEL3 below derives from the concept masterplanning and other work described above that has underpinned the development of the Strategic Framework. In the same light, decisions about the elements of policy which need to be 'fixed' on the Fareham Policies Map were directly informed by this work and by the consultation and engagement on the early plan preparation.
- 3.43 Details about the phasing of development which support the target to complete the residential development by 2036 and the employment development by 2041 are set out within Chapter 10, including trajectories for both types of development.

### **WEL3 - Allocation of Land**

**Land to the north of Fareham, east and west of the A32, as set out on the Fareham Policies Map and in Appendix B.3 of this plan, is allocated to accommodate the new community of Welborne, focussed around the new District Centre in the south of the site, the Local Centre in the north and the Community Hub and secondary school in the west of the site.**

**Development proposals at Welborne shall deliver approximately 6,000 dwellings, phased to enable completion by 2036, and approximately 20 hectares of land for employment development, phased for completion by 2041.**

**In addition to the plan boundary for Welborne, the following elements are added to the Fareham Policies Map and are shown on Appendix B.3 of the Welborne Plan:**

- i. Land between Welborne and the existing settlements of Fareham, Funtley, Knowle and Wickham is allocated as settlement buffers for use as open green infrastructure in accordance with Policies WEL5 and WEL29;**
- ii. The approximate location of the secondary school; the central park; the District Centre, the Local Centre and the Community Hub.**

## The Comprehensive Approach

- 3.44 The Strategic Framework Diagram<sup>51</sup> is a high level plan that is not designed to cover all of the detail required to guide planning applications. Therefore, as set out in Chapter 1, the detailed form and layout of Welborne will be determined through the Structuring Plan and comprehensive masterplanning for the whole of the site. This detailed masterplanning will be prepared by the site promoters and may result in more than one masterplan, as long as these collectively provide for effective comprehensive masterplanning of the whole site. The Structuring Plan however, will need to be jointly prepared by the promoting landowners to ensure a consistent and cohesive approach for a range of important aspects of the development.
- 3.45 This process of comprehensive masterplanning will be guided by and consistent with the vision for Welborne<sup>52</sup> and the Strategic Framework. The Strategic Framework also provides guidance to the promoting landowners in preparing their joint Structuring Plan, which in turn will establish a common framework to enable them to develop their own comprehensive masterplan(s), and phasing plans. The Structuring Plan and comprehensive masterplanning will provide more detail on the principal routes throughout the site, including the route for the BRT. They will also provide a greater level on detail of the broad layout and disposition of the main land uses, to set the parameters for each successive phase of the development. Chapter 10, including Policy WEL41, sets out the Council's expectations for detailed phasing plans to be submitted as part of initial planning applications.
- 3.46 In addition, site promoters will be expected to produce one or more strategic design codes which will address the design of the different development areas and phases as set out on the comprehensive masterplan(s). The requirement for strategic design codes is set out in Chapter 4 below.
- 3.47 The comprehensive masterplan(s) will need to accompany the initial planning applications and be agreed before any detailed or 'reserved matters' applications are determined by the Council. The masterplan(s) that accompany the initial planning applications for the Welborne development will need to provide sufficient detail to allow any initial planning applications to be determined by the Council. Subsequent applications for 'reserved matters' or 'detailed' applications will be expected to be consistent with the agreed comprehensive masterplan(s) and, where relevant, strategic design codes for the site.
- 3.48 Site promoters will need to keep the comprehensive masterplan(s) and strategic design codes under review during the build-out of Welborne and any changes required will need to be approved by the Council alongside the planning applications that rely on those changes.

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<sup>51</sup> See Appendix B.2.

<sup>52</sup> The vision is set out in Chapter 2.

#### **WEL4 - Comprehensive Approach**

The development of Welborne shall be taken forward on a comprehensive basis to reflect the phasing and delivery guidelines set out within the Welborne Plan and in accordance with the principles of the Strategic Framework Diagram.

The promoting landowners will jointly prepare a Structuring Plan which sets out the disposition of the main land-uses and location of key items of infrastructure across the Welborne site as a whole, which should include:

- i. The disposition of the main land-uses together with an agreed land budget;
- ii. The access points and primary road network, including the Bus Rapid Transit (BRT) route;
- iii. The location of the District and Local centres and the Community Hub;
- iv. The location of Welborne's schools;
- v. The main pedestrian and cycle routes throughout Welborne;
- vi. The strategic green infrastructure, including the green corridors linking them;
- vii. The areas proposed for suitable alternative natural greenspace (SANGS); and
- viii. The location of strategic utilities infrastructure, including for the supply of electricity and disposal of foul water.

Initial Planning applications (whether 'outline' or 'detailed') for development at Welborne shall be accompanied by the Structuring Plan for the whole Welborne site, in addition to comprehensive masterplanning for at least the parts of Welborne relevant to the submitted planning application(s).

The Structuring Plan and comprehensive masterplan(s) submitted to the Council shall be consistent with the vision, policies and Strategic Framework Diagram set out within the Welborne Plan and will be approved by the Council as part of any planning consent. All subsequent planning applications for parts of the Welborne site shall be consistent with the approved Structuring Plan and comprehensive masterplan(s).

The Structuring Plan and comprehensive masterplan(s) shall be kept under review by site promoters and any changes approved by the Council alongside the planning applications that rely on those changes.

#### **Third Party Landholdings within the Plan Boundary**

- 3.49 There are a number of properties which fall within the Welborne plan boundary but which are known not to be under the 'control' of the promoting landowners. These include several private residential properties and other small landholdings. The Strategic Framework has allowed for all of these landholdings to come forward to contribute to the wider Welborne development. None of these

landholdings are specifically required to achieve the overall vision for Welborne. However, depending on the final design of improvements to Junction 10 of the M27, some landholdings may be required to deliver the improvements, or the impacts upon those landholdings including access, services and the amenity of occupiers will need to be carefully considered and addressed in the final junction design and developer phasing plans. It might also be the case, that parts of this land would be required to complete the strategic green infrastructure routes.

3.50 Beyond the specific circumstances referred to above, should these landholdings become available for development, the appropriate use is established by the Strategic Framework. However, individual proposals will be judged on their own merits through the planning application process. Such proposals will be expected to accord with the policy approach within the Strategic Framework and other relevant parts of the Fareham Development Plan and should be consistent with the agreed comprehensive masterplan(s) for Welborne.

3.51 Where any of these third party sites do not come forward as part of Welborne, then the relevant site promoter will be expected to prepare a scheme to mitigate any adverse environmental impacts on residential amenity caused by the development of Welborne and to maintain access and services at all times during the relevant phases of the development.

3.52 Boundary Oak School

Engagement with Boundary Oak private preparatory school, to the east of the A32, has established that the school wishes to remain in operation as it is now. Therefore, the Strategic Framework proposes no change to that part of the site and will facilitate the continued operation of the school. If, at some future stage, any redevelopment of the site is proposed, the Council's preference would be to deal with this as part of a review of the Welborne Plan, given the later phasing of development east of the A32. However, if planning applications for development at the school site are submitted to the Council ahead of such a review, they will be expected to accord with the policy approach within the Strategic Framework and other relevant parts of the Fareham Development Plan and should be consistent with the agreed comprehensive masterplan(s) for Welborne.

### **Areas of Search Outside of the Plan Boundary Area**

3.53 'Areas of search' for the new community to the north of Fareham have been identified over the course of a number of years. The purpose of this was to provide a context and to help in defining the area to accommodate the new community. It is important to note that no area of search has ever been formally defined on the Fareham Policies Map and the Core Strategy Key Diagram only included an area of search for the Strategic Development Area with 'fuzzy' boundaries.

3.54 For clarity, all of the land that was within any of the previously identified 'areas of search', but which is outside of the allocation for Welborne (see Policy WEL3 and Appendix B.3) will remain as part of Fareham's countryside. This land is defined as being 'land outside of the defined settlement boundaries' on the Fareham

Policies Map and will continue to be subject to protection and to the controls on development provided by:

- Policy CS14 of the Core Strategy (Development Outside Settlements) and;
- Policies DSP7, DSP8 and DSP9 of the Publication Draft Local Plan Part 2: Development Sites and Policies.

### **Maintaining Settlement Separation**

- 3.55 The Welborne site is in close proximity to three settlements, in addition to Fareham. Funtley is situated just north of the Motorway to the south west of the Welborne site. In Winchester City Council's area, Wickham and Knowle are situated to the north and west of the site respectively. The separate identity of each of these settlements and indeed of Fareham is highly valued by the local community and there is understandable concern that the development of Welborne will undermine the identities of the smaller settlements.
- 3.56 To protect the separate identity of these settlements, the South East Plan (now revoked) set out a requirement for areas of open land to be identified and maintained between Welborne and adjoining settlements.
- 3.57 In considering how the separate identity of Knowle and Wickham can be effectively maintained, the Council has taken account of the relevant policies within Winchester City Council's adopted Local Plan Part 1<sup>53</sup>. Winchester City Council has defined a 'settlement gap' between both Wickham and Knowle and the boundary between Fareham and Winchester, which also serves as the Welborne Plan boundary for much of its length.
- 3.58 Fareham  
It is important for many in the Fareham community that Fareham maintains a separate identity from Welborne. This is also a fundamental element in the vision for Welborne as a separate albeit linked new community. Therefore, although Welborne will be planned with clear links to Fareham, particularly to facilities in Fareham town centre, it will be functionally and physically a separate entity due to its location and the distinct character of the development.
- 3.59 Physical separation will be achieved both by the M27 Motorway and by Fareham Common. It is likely that improvements to the strategic road network, and in particular to Junction 10 of the M27, will require some land at Fareham Common, but the remainder will be kept free of any new built development that could threaten the open and undeveloped character of the area. While the exact nature of the highways works is not yet known, the undeveloped part of Fareham Common, together with the M27, will form a significant buffer.
- 3.60 In addition to acting as a settlement buffer, Fareham Common constitutes an essential part of the green infrastructure, both for Welborne and for the existing community of north Fareham. The role that Fareham Common will play in providing green infrastructure is set out in Chapter 8 of this Plan.

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<sup>53</sup> Policy SH4 (North Fareham SDA) and Policy CP18 (Settlement Gaps) of the [Winchester Local Plan Part 1](#)

### 3.61 Funtley

In order to maintain the separate identity of Funtley, a settlement buffer will be required between the properties on the north side of Funtley Road and the Welborne development. Some of the land to the north of Funtley already serves as open space for the village and this area is not included within the Welborne Plan boundary.

3.62 The extent of the buffer that will be maintained within the plan boundary is necessarily a compromise between the Funtley community's aspiration for a substantial buffer and the need to provide the required level of development and supporting facilities at Welborne. The concept masterplanning work recommended that a minimum buffer width of 50 metres should be maintained around Funtley. This would result in a buffer that is considerably wider than 50 metres for much of Funtley due to the existing open space outside of the Welborne site.

3.63 The minimum buffer identified on Appendix B.3 and on the Fareham Policies Map is consistent with the approach established through the concept masterplanning. The precise width and nature of the buffer and its relationship to development at Welborne will be established by the comprehensive masterplanning and subsequent planning applications. This work will take account of the sloping topography and the clay soils to the north of Funtley which have led to localised flooding on a number of occasions, impacting on residents in Funtley Road and Stag Way. Therefore, proposals for development north of Funtley will incorporate any appropriate flood mitigation identified within the site Flood Risk Assessment and the Sustainable Drainage System (SuDS) Strategy.

3.64 The Funtley buffer will be an important part of the green infrastructure for both Welborne and the residents of Funtley and it will provide suitable opportunities for recreation. The green infrastructure role of the Funtley buffer should be established through the comprehensive masterplanning and be consistent with Chapter 8 of this plan.

### 3.65 Knowle

The former mental hospital at Knowle was redeveloped some years ago and now forms a new village of some 700 dwellings. Ravenswood House Hospital, a specialist secure NHS mental health facility, is still operational to the north west of Knowle. The separate identity and semi-rural character of Knowle is very important to its community and this has been reflected within Winchester City Council's Local Plan Part 1, which has defined the open area between Knowle and the Welborne Plan boundary as a 'settlement gap'. The Winchester Local Plan sets out that within this settlement gap the open and undeveloped rural character of this land will be retained and development which would threaten this will be resisted.

3.66 Both Winchester City Council and Fareham Borough Council agree that the triangular-shaped open land within Winchester City Council's area, situated

between Knowle and the Fareham boundary<sup>54</sup>, will form part of the green infrastructure required to support Welborne and benefit the residents of Knowle. The 7 hectares of the 'Knowle Triangle' that is furthest from Knowle could potentially perform the role of open playing fields for the new secondary school, as set out in Chapter 5. The role performed by the remainder of this land will be that of Suitable Alternative Natural Greenspace (SANGS), as set out in Chapter 8. Both councils will continue to work together to ensure that the land can fulfil its dual role of green infrastructure and settlement buffer in a complementary way.

3.67 The southern and eastern edges of the Knowle Triangle have substantial existing hedgerow vegetation and are partially wooded, with elements of ancient woodland. This vegetation is vulnerable to development and therefore, development at Welborne adjacent to the Knowle Triangle, including the secondary school, will need to ensure that the integrity of the existing hedgerow and wooded vegetation is maintained and enhanced where possible.

3.68 Ensuring that the separate identity of Knowle can be maintained will also require development in the far north west of the development site to be sensitive to its impact on both the entrance to Knowle and Ravenswood House Hospital. To ensure this can be achieved, development will be expected to maintain an undeveloped buffer width of at least 50 metres from the edge of the development to the plan boundary. This will extend from south of the Knowle Road roundabout, northwards to the edge of Ravens Wood. This is shown on Appendix B.3 and on the Fareham Policies Map.

3.69 Wickham

The small historic market town of Wickham is located half a mile to the north of the Welborne site. However, some ribbon development extends south from Wickham along the A32 (Hoads Hill) until the northernmost part of the plan boundary. This ribbon development gives rise to the risk of a perceived coalescence of Welborne and Wickham. In order to reduce this and to support the perception of separation, the existing wooded buffer, known as Blakes Copse, extending south of the existing development along the A32 will be maintained as a visual buffer, as shown on Appendix B.3. Site promoters should take opportunities to enhance or extend the woodland at Blakes Copse to improve its performance as a visual buffer, providing that these proposals are consistent with this woodland's status as a Site of Importance for Nature Conservation (SINC).

3.70 The New Community North of Fareham Landscape Study<sup>55</sup> identified the northernmost part of the site as being of high landscape and visual sensitivity. The land at the north of the site climbs towards a ridge, north of the 50 metre contour line. This feature is significant as it provides visual separation between the main built up areas of Wickham and Fareham. The concept masterplanning recommended that development at the north of the site is set back from the ridge to maintain this visual separation. The concept masterplan recommended that an open landscaped buffer, corresponding with the part of the ridge that is important for visual separation, would be appropriate and this is shown on Appendix B.3.

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<sup>54</sup> This is shown in green on Figure 3.1 above.

<sup>55</sup> [NCNF Landscape Study \(LDA Design, 2012\)](#)



- 3.71 To the south of the landscaped settlement buffer, it will be important that development is sensitive to the need to maintain visual separation between Wickham and Welborne. Consistent with the landscape character zones set out within the New Community North of Fareham Landscape Study, development in this part of the site should be lower density, no more than two stories high and be set within a wooded landscape, consistent with the 'woodland' character area, as described in Chapter 4 and indicated on Figure 4.1.

#### **WEL5 - Maintaining Settlement Separation**

**Development proposals shall respect and maintain the physical and visual separation of Welborne and its adjoining settlements (Fareham, Funtley, Knowle and Wickham) to protect the individual character and identity of each of these settlements.**

**For each of settlement buffers allocated, as set out below, these are shown on Appendix B.3 and on the Fareham Policies Map. Development on land included within the settlement buffer allocations will generally be resisted and will only be permitted where:**

- i. It does not harm the integrity of the buffer or diminish the physical or visual separation between Welborne and the adjoining settlement, and is either;**
- ii. Consistent with and contributes to the green infrastructure role of that area as set out in Chapter 8 of the Welborne Plan or;**
- iii. Necessary to deliver improvements to the strategic road network.**

#### **Fareham Common**

**Land comprising Fareham Common, between the M27 Motorway and the rear of existing properties on Kiln Road and Potters Avenue, is allocated as a settlement buffer between Welborne and Fareham.**

#### **Funtley**

**Land adjacent to Funtley extending 50 metres in width is allocated as a minimum settlement buffer. Development within the Welborne Plan boundary adjacent to this settlement buffer will only be permitted where:**

- i. It maintains the integrity of the allocated settlement buffer and;**
- ii. Any impact of development on local drainage patterns has been assessed as part of the site Flood Risk Assessment and appropriate mitigation is incorporated, as identified within the agreed Sustainable Drainage System (SuDS) Strategy.**

#### **Knowle**

**Land within the Welborne Plan boundary, adjacent to Knowle and Ravenswood House Hospital and 50 metres in width, is allocated as a minimum settlement buffer. Development within the Welborne Plan boundary adjacent to this settlement buffer will only be permitted where it maintains the integrity of the allocated settlement buffer and the ancient**

**woodland remnants at the boundary of Knowle Triangle.**

Fareham Borough Council and Winchester City Council will work together to ensure that the 'Knowle Triangle' between Welborne and Knowle is able to perform its dual role of green infrastructure and settlement buffer in a way that is complementary and consistent with the Winchester Local Plan.

**Wickham**

Land within the Welborne Plan boundary comprising Blakes Copse, the rear of properties on Hoads Hill and the northernmost edge of the Welborne site (to a width of 50 metres) is allocated as a minimum settlement buffer.

Development proposals to the north of Heytesbury Farm buildings, but outside of the allocated settlement buffer, will be permitted where:

- i. The development density, building heights and landscaping proposed are consistent with the 'Woodland' character area, as set out in Chapter 4; and
- ii. The integrity of the allocated settlement buffer is maintained.

# Chapter 4

## Character Areas, Design Principles and Heritage Assets

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### Character Areas

- 4.1 Welborne will derive its unique character and identity from the landscape characteristics of the site itself and the countryside adjoining it. The most prominent features that surround the site include the extensive woodland to the north, the open and prominent chalk downland to the east at Portsdown Hill, and the underlying chalk geology that characterises the central part of the site. To the south, lower lying land connects into the two river valleys that lie to the west, along the Meon, and to the east of the site along the Wallington.
- 4.2 The mosaic and pattern of river valleys, farmland, woodland and open countryside make a huge contribution to the attractiveness of this part of Hampshire. The disparate character areas have been defined to ensure that the importance of these areas to the wider landscape will be reflected in the layout and design of Welborne. Welborne could therefore be described as having four distinctive character areas:
- i. The Woodland Character Area, which includes the tree cover and enclosure to the north of Knowle Road;
  - ii. The Downland Character Area which includes the open land underlain by the chalk in the central part of the site with its extensive views;
  - iii. The Meadow Character Area which includes the lower lying, wetter land close to the M27; and
  - iv. The Parklands Character Area to the east of the A32.
- 4.3 The Green Infrastructure (GI) Strategy<sup>56</sup> prepared in parallel with the Council's concept masterplanning (see Chapter 8) provides the broad context and framework for the future pattern of development, and establishes the relationship between Welborne and the wider natural environment.
- 4.4 While each area has its own distinctive character, they cannot be taken as discrete areas with clearly delineated boundaries and it is recognised that in certain places, especially around the edges of each area, there will be certain overlapping characteristics. In developing their comprehensive masterplanning the site promoters are encouraged to develop these character areas further, in order to provide their own response to the opportunities offered by this rich and unique landscape.
- 4.5 The broad location of each character area is shown on Figure 4.1 below. The main qualities of each character area, together with an evaluation of the heritage

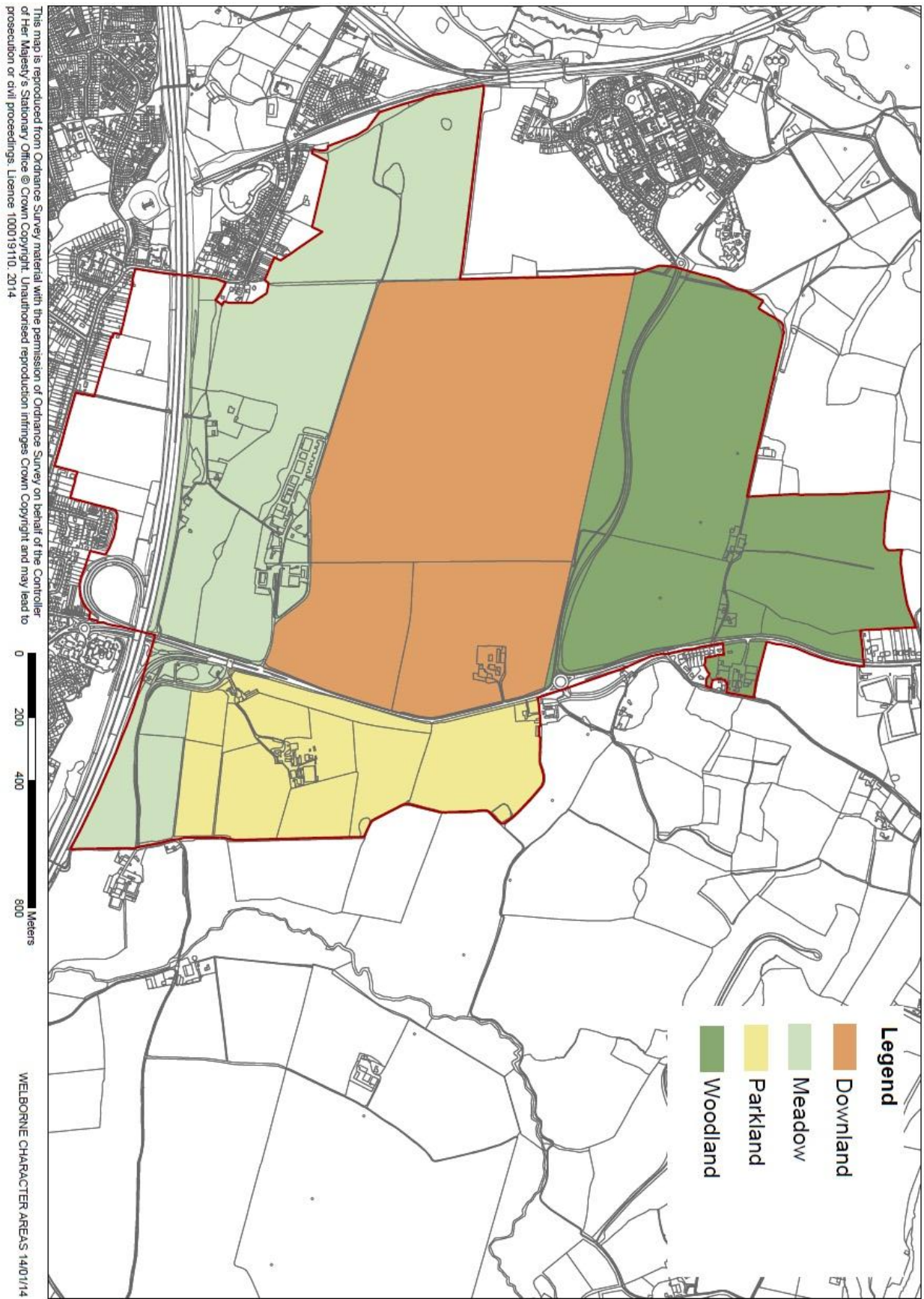
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<sup>56</sup> Welborne Green Infrastructure Strategy (LDA Design, January 2014)

assets within that location, have been fundamental in developing the Strategic Framework Diagram. These individual qualities can be summarised as follows:

- 4.6 **The Woodland Character Area** - with its woodland cover and enclosure, extends north from Knowle Road to the northern perimeter of Welborne. The strong woodland band which stretches along the northern edge forms a visually dominant and enclosing landscape feature of this part of the site. The opportunity here is to create a whole series of neighbourhoods and places which are predominantly wooded in character. This sets up the possibility of creating assorted neighbourhoods in woodland clearings, or places marked by orchards or coppices, retaining visual relationships with the surrounding areas of woodland. This in turn highlights the possibilities for a distinctive architectural language which reflects the woodland setting.
- 4.7 The high percentage of woodland cover likely to be provided in this part of the site might limit capacity and suggests some lower density typologies, but it might conversely also create opportunities for some high density typologies closer to Knowle Road and located within a newly planted woodland setting. There will be great opportunities to link up and extend woodland walks and cycleways from the wider network and provide opportunities for woodland recreation and play, and informal local food growing.
- 4.8 **The Downland Character Area** - with its extensive views and underlying landscape typology of open chalk grassland which is typified by Portsdown Hill. In order to maintain a sense of openness within this part of the site a large open area will be required as a new central park for Welborne. This park will need to be large enough in scale to create a sense of openness within an otherwise developed part of the new community. The opportunity exists for the park to benefit from extensive long views beyond the site, which would help to make it feel airy and expansive. For this to succeed the development surrounding the park should be at higher density, relative to elsewhere within the character area, incorporating tight knit streets and spaces to define the edge and suddenly open out into a downland park which emphasises the sense of openness.
- 4.9 The central park should also form an edge to the District Centre, potentially punctuating or marking one end of the new 'high street'. The opportunity here is also to recreate a very rich chalk downland as a bio-diverse enclosed centrepiece to Welborne. It should be possible to ensure that the park is not crossed by any proposed roads.
- 4.10 **The Meadows Character Area** - with its lower lying, wetter land close to the M27 motorway this forms the southernmost band across the site. It is characterised by a mosaic of wetlands, meadows, water bodies and tree cover that reflect its low lying topography, enclosed character and the need to accommodate flood attenuation in this part of the site. This area provides the natural drainage connection to both the Meon Valley and the Wallington Valley and the opportunity for linking watercourses, both man-made and natural, and water-bodies to the much bigger water catchment network and the coast. There is a great design opportunity to incorporate water, meadow, wetlands, water storage and water recycling as part of the design language for this part of the site.

Figure 4.1: Welborne Character Areas



4.11 **The Parkland Character Area** - the landform in this part of the site falls gently eastwards towards the Wallington River valley, which along with the strong tree belt along the western edge, create a strong sense of separation from the rest of Welborne. The design response will therefore need to exploit its semi-rural location, respect Roche Court and its exposed parkland setting and create a strong and defensible edge to Welborne, whilst at the same time include measures to ensure that this part of the site is properly integrated with the rest of Welborne. The open character of this site provides an opportunity for a design response which maximises the potential to create long views out of the site. Likewise a parkland approach to the layout and design of this Character Area would soften the impact of the development when viewed across the valley and Portsdown Hill

### **Character Sub-areas**

4.12 Within each of the above character areas there are likely to be a series of sub-areas, the principal ones being:

- Welborne's three centres, containing a mixture of uses which act as hubs for economic and social activity;
- The employment area to the east of the A32, which offers the opportunity to create a development which incorporates sustainable drainage and water features;
- The central park, which offers the opportunity to create a multi-functional green heart for the community, providing for formal or informal recreation and a place for the whole community to come together;
- Fareham Common, which provides an opportunity to create a green space which is attractive to both Welborne and the adjoining community in North Fareham, complementing its existing ecological interest;
- An educational and community hub centred around the new secondary school in the west of the site and;
- The edges and landscape buffers, which define and limit the outward growth of Welborne and provide an attractive and firm edge to the development.

4.13 The landscape-led approach to identifying these areas creates the potential to ensure that the eventual layout and design of Welborne develops and incorporates the underlying principles of the original Garden Cities movement to provide a bespoke 21<sup>st</sup> century Fareham model of a new garden community.

## General Design Principles

- 4.14 The National Planning Policy Framework seeks to encourage high standards of design, and sets out the fundamental principle that good design is a key aspect of sustainable development, and is indivisible from good planning.<sup>57</sup>
- 4.15 In bringing forward development proposals there will be a need to demonstrate how the various constraints and opportunities identified on the site have been addressed, including the issue of noise from the adjoining motorway. This will occur on several levels; as set out in Chapter 3, there will be a requirement for the site promoters to undertake a comprehensive masterplanning process in order to produce a plan or series of plans which defines in more detail the spatial distribution of the various land uses in Welborne. More design detail will be provided in Strategic Design Codes to be prepared by the site promoters which will give more guidance on how the common elements of key infrastructure will be provide in a consistent and coordinated manner. At each phase of the development the Design and Access Statement accompanying the planning applications should set out how the proposals accord with the principles set out in the relevant comprehensive masterplan and strategic design code for that area.
- 4.16 To achieve the objective of creating a distinctive community with its own identity, the basic principles of good urban design, (as set out in the Core Strategy Policy CS17), will need to be applied consistently at every stage of the development.<sup>58</sup> This will help to deliver a quality place where residents chose to live, which is attractive to employers and employees, together with the visitors who chose to come to Welborne to enjoy the range of retail and leisure activities. To assist the site promoters to develop their comprehensive masterplanning and strategic design codes the Council will prepare and adopt the Welborne Design Guidance SPD. This will further develop the distinguishing characteristics of the four Character Areas, and provide guidance on the options for dealing with key design issues such as the treatment of the public realm, landscaping and the provision of parking.
- 4.17 It is essential that the layout and design incorporates the principles of both legibility and permeability to ensure that everyone can move freely and confidently through the area. While ensuring that Welborne is laid out in a permeable manner to encourage walking and cycling to all the main facilities, the network of routes should be laid out in a way that creates a safe environment, and reduces the opportunities to commit crime. In this respect early discussions with the local crime prevention officers are strongly encouraged.
- 4.18 Welborne will not only be built out over a long period of time, but the completed development will be expected to endure over the long term. This means that the buildings and spaces should be designed to be sufficiently flexible to respond to changing circumstances.

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<sup>57</sup> Paragraph 56 of the [National Planning Policy Framework \(DCLG, March 2012\)](#)

<sup>58</sup> The principles of urban design within Policy CS17 were informed by "[By Design](#)" (DETR 2009), and the "[Urban Design Compendium](#)" (English Partnerships, 2007).

## **WEL6 - General Design Principles**

**The following are the design principles which will guide the future development of Welborne. All proposals for the development of Welborne shall clearly demonstrate how;**

- i. They have responded to the landscape setting and character area within which they sit, and set out the urban design principles which have directly influenced the design and layout of the proposals and demonstrate how they contribute towards creating a unique Fareham garden community;**
- ii. The various constraints and opportunities on the site have influenced and been addressed in the design proposals;**
- iii. The layout and design will help to create safe well-connected neighbourhoods;**
- iv. The scheme has been designed to ensure that the new buildings and spaces are flexible and adaptable to accommodate changes in technology, and personal or family circumstances;**

**In order to assist the process of comprehensive masterplanning and preparing the strategic design codes the Council will prepare the Welborne Design Guidance SPD, setting out those principles which should be further explored and incorporated into the above documents**

### **Strategic Design Codes**

- 4.19 The main vehicle for developing in more detail the general design principles, to ensure design consistency and quality throughout the phases of Welborne, will be the strategic design codes. These will be prepared by the site promoters, and submitted for approval by the Council at the appropriate stage of the development. The codes will need to be flexible and frequently reviewed and updated in the light of changing technologies and emerging opportunities.
- 4.20 The rationale for this approach is that the timescale for completing the development, together with the fact that over time there will be a range of developers and house builders building out the development, gives rise to the need to ensure a level of design consistency throughout the lifetime of the development. It is also essential that the Council explicitly agrees the expected standards of design and performance in a comprehensive but flexible document.
- 4.21 The strategic design codes will illustrate how the future development relates to each of the main components of the Structuring Plan and the relevant comprehensive masterplan. For example, how the main streets and spaces, green infrastructure, water/SuDS features are all integrated into a single design strategy. The strategic design code will provide further details of the nature of the main structuring elements of the plan and set out typical layout and design options for the various blocks and plots for development.
- 4.22 The codes will need to clearly demonstrate how the streets will be designed to achieve the anticipated level of traffic flow and accommodate an effective public



transport network including the integration of an appropriate level of parking. They will also address how any conflicts between disparate design requirements or standards will be resolved sufficiently to ensure that the technical requirements placed on each of these main structuring elements can be achieved without compromising the overall design quality.

4.23 The strategic design codes will be expected to include:

- The general design principles and standards that will apply across the development area;
- The design specifications for each character area setting out the key requirements which will ensure each area (including the sub-areas) defined by the relevant comprehensive masterplan are distinctive and how they will be differentiated from the other character areas. This will provide guidance and set the required standards for materials, landscape, the public realm, lighting, and street furniture for each area;
- The design and performance specifications for the main circulation routes through the site, including the design of the principal streets, setting out how the plot boundaries, footpaths and cycleways, parking strategy, landscaping and SuDS should be incorporated into a cohesive and holistic design;
- Illustrations of how the functional requirements such as bin storage, metering and underground services could be incorporated into the overall design;
- Illustrative material to show how the built form could relate to the main open spaces and other green infrastructure resources, including property boundaries, access-ways, and landscaping;
- Indicative elevations to show how edges of blocks should relate to the main structuring elements of the plan in terms of height, scale, rhythm, enclosure and materials and;
- Plans which identify the existing landscape features in each area, such as hedgerows and trees and illustrations of how they could be retained and incorporated into the overall design and protected during the construction process.

#### **WEL7 - Strategic Design Codes**

**Strategic design codes shall be prepared by the site promoters, to cover at least the areas within their own control. The strategic design codes shall be submitted for approval by the Council either, accompanying initial planning applications or alongside any applications for detailed consent or reserved matters for the relevant phase or development.**

**The strategic design codes will need to clearly demonstrate how they have responded to the unique characteristics of that area, and how they will**

**ensure consistency in the approach to designing key items of infrastructure especially where it crosses land ownerships or development parcels.**

**Planning permission will be granted for proposals which are in accordance with the design principles set out within the Welborne Strategic Framework, the relevant comprehensive masterplan and the strategic design code. The Design and Access Statement which accompanies planning applications for each phase of the development shall clearly set out how the relevant sections of the strategic design code have been complied with.**

**The strategic design codes shall be subject to review and revision throughout the course of the development period to ensure that they remain up to date and relevant, and to ensure that they support and do not harm the deliverability of each development phase. The first review shall be undertaken upon the completion of Main Phase 1 of the development.**

### **Historic Environment**

- 4.24 The National Planning Policy Framework advises local authorities that historic assets are an irreplaceable resource, which should be conserved in a manner appropriate to their significance<sup>59</sup>. The historic assets present on or immediately adjoining the site of Welborne are set out in Chapter 3.<sup>60</sup>
- 4.25 The development of a new community at Welborne provides an opportunity to draw upon the contribution made by the historic environment to create a unique sense of place and local character for the new settlement. The heritage assets should therefore not be seen as a constraint to the development, but more as a catalyst for bringing tangible cultural and educational benefits to Welborne. In this sense, they can form the 'bedrock' upon which Welborne is built.
- 4.26 The full extent of the archaeological character of the site will not be known until the first phase of the site wide archaeological assessment has been completed by the site promoters (see below). Currently available records indicate that there are no known archaeological sites of sufficient quality to warrant being included on the statutory list of Scheduled Ancient Monuments<sup>61</sup>, Nonetheless, there is still the potential for previously unidentified archaeological sites of national, local and regional importance to be identified and potentially impact upon by the development. For example, investigations have discovered a Neolithic Long Barrow within the southern area of the site. Although this find is unlikely to be Scheduled, this monument should be considered to be of more than local significance and is therefore indicated on the Constraints Map (Appendix B.1) as an asset worthy of protection.
- 4.27 The potential for the development to impact upon previously unidentified archaeological features will need to be assessed through a programme of archaeological evaluation, which could include geophysical surveys and field

<sup>59</sup> Paragraph 126 of the [National Planning Policy Framework \(DCLG, March 2012\)](#)

<sup>60</sup> See 'Constraints, Capacity and Opportunities' in Chapter 3.

<sup>61</sup> Archaeological Review for the Fareham SDA: Update (Hampshire County Council, May 2013)

walking. Where a potential impact on archaeological sites of local and regional interest is identified, a strategy for preservation and/or mitigation will be required. This should include, where appropriate, mitigation through recording to enable the further understanding and presentation of the historic environment to the public.

- 4.28 The site promoters will be expected to assess the site for its archaeological and historic environment potential, and prepare a heritage strategy and historic environment management plan. The heritage strategy and historic environment management plan will need to identify the significance of the heritage assets as well as how they and their setting will be preserved, enhanced and integrated into development. The future management of these identified assets will also need to be covered. For archaeological remains, the strategy and plan will guide the mitigation of the impact caused by development. This mitigation may include archaeological excavation, conservation of significant remains and incorporation into the green infrastructure, where appropriate.
- 4.29 Where appropriate, and with the prior agreement of the Council, archaeological finds which cannot be retained in situ should be recorded and stored in a publically accessible secure location, preferably a local authority museum store.

#### **WEL8 - Protection and Enhancement of the Historic Environment**

**Development proposals at Welborne shall conserve the site's heritage assets in a manner appropriate to their significance, and take into account the:**

- i. Desirability of sustaining and enhancing the significance of the heritage assets;**
- ii. Positive contribution new development can make to local character and distinctiveness; and**
- iii. Importance of new uses being consistent with the conservation of heritage assets.**

**Initial or outline planning applications shall be accompanied by a heritage strategy and an historic environment management plan, prepared by site promoters, which sets out the broad principles and options for how the following might be addressed, the details of which could be submitted at the reserved matters planning application stage:**

- i. How the heritage assets will be assessed and identified**
- ii. The significance of the known heritage assets and their setting;**
- iii. How the heritage assets will be preserved and enhanced;**
- iv. The positive contribution that the conservation of heritage assets will make to a sustainable new community;**
- v. How the heritage assets have influenced the layout and design of the development should be clearly set out in the supporting documentation**
- vi. The methodology for recording and storing any archaeological finds of lesser importance;**
- vii. How the results of any archaeological investigations and the retained heritage assets will be presented to the public.**

**Before commencing any development, the area shall be assessed for its archaeological and historic environment potential in accordance with the heritage strategy and historic environment management plan agreed by the Council. This shall include an assessment of the built heritage assets as well as the 'below ground' archaeological assets. Archaeological field evaluation will be needed to establish the presence, nature and extent of any archaeological sites that may be present. The location, nature and method of the required field investigations shall be agreed with the Council in consultation with their archaeological advisors.**

**Where feasible and viable any important aspects of the historic environment, and any significant archaeological finds which give clues to the past occupation of the site, should be positively incorporated into Welborne's green infrastructure.**

# Chapter 5

## Economy and Self-Containment

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### Self-containment

- 5.1 The daily needs of Welborne's residents will be catered for through the provision of a mix of services and employment opportunities which are easily accessible from where they live. The close co-location of homes with jobs, retail, services, education and recreation in Welborne will provide the opportunity to satisfy employment and family needs within the local community, helping to encourage self-containment. This chapter sets out the policies which will ensure the provision of these facilities and contribute to self-containment.

### The Economy and Employment

5.2 Principles

The Welborne Employment Strategy is underpinned by two key principles:

**1. Encouraging self-containment**

Welborne should provide a range of jobs so that residents have the opportunity work locally. This will support the principle of self-containment by minimising residents' need to travel between home and work.

**2. Supporting the economic growth of South Hampshire**

Welborne lies within the area covered by the Solent Local Economic Partnership which aims to promote the economic growth of the sub-region so Welborne must support the South Hampshire economy through:

- Targeting growth in a range of the sub-region's priority sectors which include advanced manufacturing, marine, aerospace, environmental technologies, transport and logistics, financial and business services, health and care, creative industries, retail, and leisure and visitor economy;
- Respecting the sub-regional 'Cities First' economic policy which emphasises Portsmouth and Southampton as the major employment centres in South Hampshire, especially for offices; and
- Ensuring that business space at Welborne complements the economic activities at Solent Enterprise Zone.

5.3 Location and Quantum of employment floorspace

The Strategic Framework Diagram identifies approximately 20 hectares of land for employment development, focused on sites immediately to the north of the M27 motorway, with the majority to the west of the A32 Wickham Road, but also with some spanning east of the A32. Evidence alongside the results of public consultation indicate that this is the most appropriate part of the site in which to focus employment development because it offers direct access to the strategic road network as it is very close to junction 10 of the M27. Additionally, its prominence from the motorway will help to ensure that Welborne becomes an

attractive location for businesses.

- 5.4 A critical mass of employment floorspace is needed in order that Welborne can provide opportunities for people to live and work on site; however it is also important that employment at Welborne does not limit the sub-region's overall ability to achieve sustainable economic growth. The Welborne Employment Strategy advises that 20 hectares represents an appropriate quantum of land for employment development for a variety of reasons set out below.
- 5.5 A higher quantum of employment land at Welborne would not be appropriate because:
- Evidence of demand for employment land coupled with analysis of planned supply in South Hampshire indicates that there is not a pressing need for a higher level of employment land at Welborne; and
  - It would eat into the land available for residential development at a time when the need for housing is greater than the need for employment.
- 5.6 Equally a much lower level of employment land may not be appropriate because:
- It may fail to attract a range of different size businesses, including some large occupiers, which are needed to support the principle of self-containment.
  - The land that has been identified for employment uses is severely affected by motorway noise so would not be suitable for residential development in any case.
- 5.7 Employment Use Classes  
The Planning Use Classes<sup>62</sup> categorise employment development into three broad types:
- B1 use class is buildings that are used for general business space and is further broken down into three categories:
    - B1a – offices
    - B1b – research and development space
    - B1c – light industrial activity that will not cause detriment to the amenity of the area
  - B2 use class is general industrial activities
  - B8 use class is storage and distribution activities (warehousing).
- 5.8 These B uses are well suited to the main employment area because they will normally have specific access and parking requirements. The B1 uses are also suited to district and local centre locations and the use of their shops and services by employees would contribute towards their vitality and viability. In addition to the main employment area, many jobs at Welborne will be accommodated in other forms of development including, for example, shops, restaurants, care homes, a hotel, schools, and leisure facilities. These are referred to as 'non-B uses' and are generally located outside employment areas, in residential areas and town, district and local centres.

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<sup>62</sup> Details about the latest version of the Use Classes Order can be found on the [Planning Portal website](#).

### 5.9 Type and mix of employment floorspace

Based on twenty hectares of land being made available on site for employment development, the Welborne Employment Strategy indicates that the capacity for new employment floorspace is approximately 97,250 square metres (net internal area). This has been calculated based on the following indicative split of employment floorspace which was recommended in the Employment Strategy:

- 3 ha for offices (B1a)
- 7 ha for light industrial and manufacturing (B1c and B2)
- 10 ha for storage and distribution activities (B8)

5.10 This assumes that: 40% site coverage<sup>63</sup> with the remaining land used for parking, access and landscaping; that offices are built over 2-3 storeys; one quarter of light industrial premises have a mezzanine floor; warehouses are developed entirely as single storey (although they may be supported by offices); and an allowance to convert gross external floor area to net internal floor area for offices and industrial floorspace.<sup>64</sup>

**Table 5.1: Indicative employment land allocation and floorspace**

Use class	Type	Hectares	Storeys	Plot ratio	Gross External Floor Area (sq m)	Net Internal Floor Area (sq m)
B1a	Office	3	2.5	40%	30,000	24,000
B1c/B2	Light industrial	7	1.25	40%	35,000	33,250
B8	Warehouse	10	1	40%	40,000	40,000
Total		20			105,000	97,250

5.11 At present, the Welborne site is home to approximately 13,860 square metres of employment floorspace that is in use, namely at Dean Farm, Charity Farm and Crockerhill Industrial Park. Dean Farm is the largest employment area on site, located west of the A32 and towards the south of Welborne. Charity Farm is located to the south of the A32 / Knowle Road junction and Crockerhill Industrial Park is in the north of the site and east of the A32. All of these employment areas are predominantly being used for manufacturing, while Dean Farm also includes some offices and Crockerhill and Charity Farm have storage uses on site. These sites will remain in employment uses during the initial phases of development, contributing to the vitality of the new community and helping to support some early delivery of retail. In the long term each of these employment areas will be redeveloped for housing as part of the comprehensive development of Welborne. This means that approximately 13,860 sq. m of existing employment floorspace will be lost, resulting in an overall net increase of up to 83,390 sq. m.

5.12 The new employment area at Welborne will provide a range of jobs to cater for its residents. Different types of employment floorspace can accommodate varying numbers of workers. The number of jobs that are likely to be created in the employment area through B use class development depends on the proportion of

<sup>63</sup> This means the floor area of buildings on a 1ha. plot (10,000 sq. m) covers 4,000 sq. m.

<sup>64</sup> Gross to net ratio for offices = 80%; For industrial = 95%.

floorspace that is developed in each B use. As a general rule, there are more employees working in the equivalent area in offices than in industrial floorspace or warehouses. Table 5.2 illustrates how many jobs could be created in the employment area at Welborne if the mix of employment floorspace is in line with the indicative breakdown as set out in table 5.1. It should be noted however that if other non-B employment generating uses come forward on site, this could affect the overall balance of employment floorspace type and number of jobs.

**Table 5.2: Estimated number of B Use Class Jobs**

Use class	Type	Net Internal Floor Area	Square metres per job <sup>65</sup>	Jobs
B1a	Office	24,000	12	2,000
B1c/B2	Light industrial	33,250	41.5	801
B8	Warehouse	40,000	75	533
Total		97,250		3,335

5.13 In addition, employment opportunities will be provided in a range of other locations on site playing a complementary role to the housing that is planned to come forward. These include shops and services in the District and Local Centres, health facilities, schools, leisure and community facilities. Also, current trends show that a large number of residents are likely to work from or at home. This includes the employed and self-employed who mainly work at home, as well as those who are based at home for some of the time but will travel to jobs in different locations. Welborne is likely to attract a high proportion of knowledge workers whose work can potentially be undertaken from home. Policies within this plan support homeworking by encouraging larger family homes and requiring a proportion of Lifetime homes<sup>66</sup> (or similar); the provision of flexible communal office and meeting-room space; a vibrant district centre for informal working; and installation of high speed fibre optic broadband infrastructure throughout Welborne. It is estimated that total non B class employment could account for up to 2,400 jobs at Welborne as set out in Table 5.3 below.

**Table 5.3: Non 'B Use Class' jobs estimate**

	Number of Jobs <sup>67</sup>
Working at/from home <sup>68</sup>	1,150
Retail	500
Residential care	150
Civic (incl. health and education)	600
<b>TOTAL NON B CLASS</b>	<b>2,400</b>

<sup>65</sup> Welborne Employment Strategy (Wessex Economics, 2013) adapted from [HCA Employment Densities Guide \(HCA, 2010\)](#)

<sup>66</sup> Lifetime Homes requirements tend to result in larger homes.

<sup>67</sup> Numbers are rounded to the nearest 50.

<sup>68</sup> 15% of Welborne residents are assumed to work from home (Wessex Economics, November 2013)



**Table 5.4: Total Job Estimates**

B use jobs	3,335
Non-B use jobs	2,400
Total	5,735

- 5.14 Table 5.4 above illustrates that approximately 5,700 jobs could be created at Welborne based on the mix of B and non-B use class employment provision. It is important to emphasise that these estimates are based on all of the planned floorspace being built and occupied and it may take longer than the plan period to deliver the full quantum of employment floorspace. The actual number of jobs also depends on the final mix of development, the efficiency with which businesses occupy the floorspace and the nature of development of non-B class uses. Consequently certainty about the precise number and type of jobs that will be created at Welborne is not possible at this stage.
- 5.15 In order to ensure flexibility within the employment areas, this plan will not prescribe exact quantities of each use class to be developed, but give clear guidance about how employment development at Welborne could best achieve the key objectives in paragraph 5.2. While the employment area will be the main location for B use class development, the Welborne Employment Strategy notes that employment sites are increasingly accommodating a number of other non-B uses. These include, for example, dentists' doctors' and vets' practices; nurseries and schools; gyms and hotels; and sandwich or fast food outlets. These activities are important sources of employment and could complement conventional B use accommodation at Welborne.
- 5.16 Analysis of the employment floorspace market indicates that there is likely to be limited demand for office space for some time to come, but contrastingly there is a growing demand for industrial and warehouse space in South Hampshire. Therefore, in order to support the economic growth of the sub-region, the main focus of employment development is likely to be industrial and warehouse development in the short to medium term. Welborne has a relative advantage over other employment sites, because it is able to offer an attractive environment with direct access to the motorway.
- 5.17 Office development at Welborne is likely to be phased later in the development because there is currently an oversupply of vacant office space and sites with planning permission across South Hampshire. This will also help to support the sub-regional policy that priority is given to Southampton and Portsmouth. Nonetheless, Table 5.2 above illustrates that the level of offices at Welborne will have a significant effect on the number of jobs, so retaining an element of office provision is critical to offering the opportunity for self-containment. The Welborne Employment Strategy recommends that 3 hectares of land close to the District Centre is retained for office development. There should be no pressure on the land for many years given the extent of land identified for other employment uses.
- 5.18 The design and layout of the employment areas should reflect the character areas in which they are located (see Chapter 4, including Figure 4.1).

#### 5.19 A different employment offer

The employment floorspace in Welborne needs to provide a differentiated offer to what is available elsewhere in the sub-region. It will build on locally specific opportunities and encourage specialist employment which supports the growth of the Solent LEP priority sectors. A range of economic sectors have been identified which should be encouraged at Welborne in order to meet these objectives.

5.20 Target sectors for the sub-region include high value added sectors such as advanced manufacturing, marine, aerospace and environmental technologies. Welborne provides a suitable location to deliver key activities which cut across and feed into these sectors such as R&D, innovation, consultancy and prototyping. Employment provision at Welborne should complement existing and planned economic development at the Solent Enterprise Zone by focusing on the lighter industrial elements of these sectors, as the Enterprise Zone is more suited in locational terms to the heavier industrial activities.

5.21 Welborne will also target sectors with potential for major employment growth such as financial and business services which could complement larger scale development in Southampton and Portsmouth. Business services include a wide range of activities including real estate, computers, legal, accounting, consultancy, architectural and engineering services. Welborne aims to target knowledge based business services that support or link with the sectors above.

5.22 Entrepreneurship and small businesses will be key elements of the employment offer at Welborne. A range of flexible accommodation that can be adapted to meet the needs of small businesses will be provided to encourage small and new start businesses to locate in Welborne and to be supported as they grow. A Business Incubation Centre should be developed to provide flexible serviced office space, with technology and business support available for start-up and small businesses. A suitable site will need to be identified through the comprehensive masterplanning, either within one of Welborne's new centres or within the employment areas. An important first step for start-up businesses is often working at or from home, and this will be facilitated through the provision of high-speed fibre-optic broadband infrastructure throughout Welborne.

5.23 Developers will be expected to explore building links between education and business on site. In particular, there is potential for Welborne to act as a test-bed for construction research and skills development because of the significant levels of construction being proposed and the sustainability aspirations for the settlement. Employment arising from the business development at Welborne should aim to take advantage of the local skills pool. Training opportunities should also be provided to enhance skills and help to meet businesses' needs.

#### 5.24 Accessibility

It is critical that the employment areas are accessible by a range of transport modes in order to attract business investment. Locating employment development adjacent to Junction 10 of the M27 motorway and the A32 means that it will be well served by the strategic and local road networks in all directions. Accessibility to the west will be improved throughout the development period as Junction 10 is upgraded to facilitate all moves. Access will need to be capable of

allowing freight movements, with the impacts assessed and mitigation measures identified in the transport assessment for the development.

5.25 High quality public transport and sustainable travel links will be a key feature of Welborne and will serve the employment areas. A network of sustainable green routes will be developed in accordance with the green infrastructure strategy. This will ensure that existing employment at Dean Farm will become connected to the District Centre by direct and attractive walking and cycling routes early in the development, so that workers can access the new shops and facilities. As the employment areas are developed, these links from the District Centre will be extended along existing and new routes. The employment areas will have good access to the Bus Rapid Transit (BRT) system which will connect to Fareham and in the longer term to Portsmouth.

5.26 *Phasing*

In the early phases of development at Welborne, the main employment opportunities will be at the District Centre and existing employment sites at Dean Farm, Charity Farm and Crockerhill, until they are redeveloped. Working from home will grow as the homes are delivered and will be supported by the Business Incubation Centre and shared facilities.

5.27 Development of the new employment area is not likely to start on any significant scale until the upgrade of Junction 10, to allow all moves, has been completed. Early delivery of the junction upgrade would help to propel the development of employment floorspace and bring it forward alongside housing. This, in turn, would provide local job opportunities to support the growing residential population and help to encourage self-containment.

5.28 Following the upgrade of Junction 10 substantial amounts of employment floorspace could begin to be delivered, most likely starting west of the A32, with development east of the A32 not anticipated until the later phases. More details on phasing can be found in Chapter 10, which includes an indicative employment trajectory in Table 10.2.

### **WEL9 – Employment**

**Employment development should be principally focused immediately to the north of the M27 motorway, to the east and west of the Junction 10 and the A32, as shown on the Strategic Framework Diagram (Appendix B.2) and offices should be developed in close proximity to the District Centre and fronting onto the A32. Planning permission will be granted for new employment floorspace on approximately twenty hectares of land.**

**The employment areas could accommodate a range of employment uses including ‘B’ use classes and appropriate employment generating non-B use classes, in order to provide a range of jobs to meet the employment needs of the new community. At least 3 hectares of land shall be safeguarded for office development in accordance with Policy WEL42.**

**A site for the development of a Business Incubation Centre, either within**

**one of Welborne's new centres or within the employment areas, shall be identified by the site promoters within the comprehensive masterplan(s) that will accompany initial planning applications.**

**New employment floorspace development at Welborne shall:**

- i. Provide for a range of jobs;**
- ii. Be well connected to the District Centre, the rest of Welborne and to Fareham by new and existing pedestrian and cycle links;**
- iii. Provide sufficient parking to cater for the needs of the employment development in accordance with the Non-Residential Car and Cycle Parking SPD;<sup>69</sup>**
- iv. Be designed and landscaped to ensure that development responds to and where possible enhances significant views from the surrounding area and from the M27 motorway;**
- v. Be designed to avoid adverse impacts on the amenity of nearby residential areas; and**
- vi. Be positioned to support the mitigation of environmental noise impact from the M27 and A32 on new residential development.**

**Development which encourages entrepreneurship, the growth of small businesses and working from home will be supported, including:**

- i. Development to supply Welborne with high-speed fibre-optic broadband, especially at Welborne's centres and employment areas;**
- ii. The provision of flexible communal office and meeting space; and**
- iii. Development of smaller premises aimed at start-up, move-on and other small businesses.**

### **Welborne's Centres**

- 5.29 In addition to providing employment, creating a successful new community will require a wide range of well-located and accessible social and community facilities. These include shops and other retail services, as well as community and health buildings, education and social care facilities. All of these facilities, which meet peoples everyday needs, have an important role to play in helping to contribute to self-containment and thereby reducing the need to travel.
- 5.30 The overall approach will be to locate the majority of social and community facilities within the District Centre, Local Centre and Community Hub as set out in the sections below. These centres will act as focal points for the community which will promote accessibility and maximise opportunities for social interaction.
- 5.31 Welborne's centres and the social and community facilities they provide will be essential for providing the shared spaces where residents and those working at Welborne can interact. This interaction will help to promote a healthy and inclusive community with a clear sense of identity. In this way, the provision of an appropriate range and level of social and community services actively promotes the sustainability of Welborne.

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<sup>69</sup> The emerging Non-residential Car and Cycle Parking Standards SPD will be adopted in line with the Welborne Plan, in early 2015, if not sooner.

- 5.32 Whilst these centres facilities will be primarily aimed at meeting the needs of Welborne's community, they will inevitably bring benefits to the wider community in north Fareham and other adjoining settlements and will help to ensure that Welborne complements existing communities.

### **The District Centre**

- 5.33 A new district centre will be developed as the largest centre at Welborne. It will be a defining feature for the new community, playing a crucial role in determining how it is viewed by visitors and residents. The District Centre will provide the 'high street' role for Welborne and it will support a good mix of retail, leisure, employment, residential and community uses to create a strong vibrant centre which encourages interaction throughout the daytime and during the evening. This interaction will be supported by a well-designed public realm, including a 'market square' which will be the focus of a range of activities to support the centre's vitality and viability.
- 5.34 The District Centre will perform an important role within the Borough's hierarchy of centres, as set out in Policy CS3 of the Core Strategy. This focuses on Fareham's town centre as the Borough's primary destination for retail and leisure uses that go beyond day-to-day needs. Welborne's district centre fits within Fareham's retail hierarchy alongside Portchester and Locks Heath and below the main town centre of Fareham. Wickham, in Winchester City Council's area, also serves a role comparable to a district centre. Welborne's district centre will therefore need to be scaled and designed to be consistent with this second tier of centres.
- 5.35 The District Centre will be located between the residential and employment development, enabling it to serve both residents and workers. Its eastern end will be adjacent to the A32 so that it attracts passers-by in order to support viability in the early phases, before Welborne has grown to its full size. It will stretch westwards with frontage onto the central park. To ensure the plan operates flexibly, the District Centre has not been shown as a formal allocation on the Fareham Policies Map. However, its location is shown in the Strategic Framework (Appendix B.2) and is indicated with a symbol on the Fareham Policies Map and on Appendix B.3 of this plan.
- 5.36 The location of the District Centre is designed to be highly accessible by all transport modes and it should capitalise on its location adjacent to the A32 by providing an attractive entrance. Good access by sustainable travel modes will be essential. This will be best achieved through the effective integration of the centre with new cycle and pedestrian routes, including with Welborne's green corridor network and the central park. This integration will aim to 'signpost' people towards the new district centre and will make walking or cycling there as attractive and convenient as possible. The District Centre will also be served by local bus services and by BRT, which will connect to Fareham, and in the longer term, to Portsmouth. The BRT will need to be prominent in the District Centre and the drop-off and pick-ups for all bus services should be attractive to use and located in the most accessible locations.

- 5.37 It will be important that the level of parking provided at the District Centre is sufficient to ensure that its viability and vitality is supported and not harmed. Each use within the centre will be expected to consider its parking needs and how this can be provided in an efficient and effective way that is consistent with the principles of good urban design and in particular with the relevant guidance within the Welborne Design Guidance SPD. The Council current parking standards are set out within two SPDs: the Residential Car and Cycling Parking Standards SPD and the emerging Non-residential Car and Cycle Parking Standards SPD.<sup>70</sup> The levels of parking provision at the District Centre will be expected to be consistent with this guidance.
- 5.38 The District Centre will be important for providing a wide range of social and community facilities for Welborne and for allowing the establishment of a 'sense of place' for the new community. This means that the main parts of the District Centre will need to be delivered early in the development period. In particular, the Council expects the delivery of a range of services, including the main food store, a mix of retail outlets and the community building within Main Phases 1 and 2 of the development.<sup>71</sup> This will help to establish the identity of Welborne from the start and promote self-containment by reducing the risk that unsustainable travel patterns will be established by the first new residents.
- 5.39 The precise layout of the District Centre will be determined through the comprehensive masterplanning that will accompany initial planning applications. As part of the comprehensive masterplanning for the District Centre, the timing of delivery for social, community or other facilities will be agreed with the Council. Where such facilities are delayed and cannot be completed within Main Phase 2 or as agreed, the relevant sites will be safeguarded as set out in Policy WEL42 to ensure that the function and role of the District Centre is not undermined.
- 5.40 Retail services  
The Retail Study<sup>72</sup> undertaken to support the Welborne Plan stresses the need for a strong retail offer in terms of fostering sustainability and social inclusion and the ability to support other important community services. However, the District Centre's position within Fareham's retail hierarchy and the need to avoid undermining the vitality and viability of the town centre also need to be taken into account. Therefore, the shops and services that are provided at the District Centre will be of a scale and nature which adequately supports Welborne in meeting its day-to-day needs.
- 5.41 The retail evidence sets out an appropriate quantum of retail development that Welborne could support, without adversely impacting Fareham town centre and other existing centres. For convenience retail, the evidence sets out the size of food store that could be supported as a range of between 1,900 and 2,500 square

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<sup>70</sup> Residential Car and Cycling Parking Standards SPD (Adopted in November 2009) and the emerging Non-residential Car and Cycle Parking Standards SPD which will be adopted in line with the Welborne Plan or earlier.

<sup>71</sup> See Chapter 10 (Delivering the New Community)

<sup>72</sup> Fareham Retail Study 2012 – NCNF Supplementary Retail Paper (GVA)

metres (net convenience floorspace)<sup>73</sup> and a total comparison retail floorspace of approximately 3,600 square metres (net).

- 5.42 It is considered important to deliver the food store early in the development, with a preference for completion by the end of Main Phase 2, to help to establish sustainable shopping patterns by Welborne residents and support self-containment from the early stages. Although the Welborne population would not be sufficient to support the new food store until a critical mass of residents has been achieved, the Retail Study indicates that the supermarket could be supported by the existing nearby population in north Fareham, without having a significant detrimental effect on other established food stores.
- 5.43 The new food store could accommodate an element of comparison retail to enhance its offer and complement the smaller retail units within the District Centre. However, it will not be acceptable for the extent of the food store's comparison floorspace to cause harm to the vitality or viability of other comparison retail within the District Centre or within other nearby centres.
- 5.44 Consistent with the role of the District Centre and to create a balanced and attractive retail offer to Welborne's residents, a range of other retail and service uses, beyond the food store, will need to be developed in suitably sized units. The Retail Study identifies the following types of retailers as appropriate to the role and function of the District Centre:
- Pharmacy
  - Hairdresser
  - Florist
  - Post Office
  - Convenience / Tobacconist / Newspaper Retailer
  - Bank
  - Take away
  - Travel agent
  - Estate agent
  - Restaurant / café
  - Pub
  - Opticians
  - Beauty salon
  - Hardware store
  - Card / gift shop
  - Dry cleaners
  - Laundrette
  - Independent food store
  - Dentist
- 5.45 It is important to recognise that the list above is indicative only and the Council will encourage the development of other retail and service uses where they are consistent with the role of the District Centre.
- 5.46 Due to the potential for adverse impacts on the existing retail hierarchy and established shopping patterns, planning applications for retail uses at the District Centre must be supported by a 'retail impact assessment'. This will need to demonstrate that the amount of retail provision proposed is consistent with relevant policies with the Local Plan. Retail provision at the District Centre should be commensurate with the projected resident and working population at Welborne. It should also help the District Centre to fulfil its overall role and avoid

<sup>73</sup> This broadly equates to a total (gross) store size of between 2,800 and 3,700 square metres.

adverse viability or vitality impacts on existing retail centres. The Council will resist development of retail uses which are not considered an appropriate type or scale for the District Centre, especially where this may have an impact on the hierarchy of centres in the local area.

5.47 *Leisure and business-related services*

In addition to retail and associated services, it is recognised that the District Centre may provide an appropriate location for leisure uses, such as a private gym or a hotel. As Welborne will also incorporate a significant level of new employment provision in close proximity to the District Centre, it is also the case that services directed primarily at meeting the needs of businesses may be appropriately located at the District Centre. Such uses could include a conference facility which may be linked to a hotel.

- 5.48 Leisure and business services incorporated into or adjacent to the District Centre could bring benefits to both the resident and working populations of Welborne. They are also likely to support the vitality and viability of the District Centre. However, it is important that the scale and nature of such uses is appropriate to the role of the District Centre and avoid harming Fareham's town centre as the primary leisure destination within the Borough.

#### **WEL10 - The District Centre**

**The District Centre for Welborne shall be developed between the A32 and the central park, in the location indicated on the Fareham Policies Map and on Appendix B.3 of this plan.**

**Planning permission will be granted at the District Centre for the development of a mix of uses which support Welborne and are consistent with the role of the District Centre within Fareham's retail hierarchy. These uses shall include:**

- i. A range of convenience shops and services, including a main food store which should be between 1,900 and 2,500 square metres of (net convenience) floorspace;**
- ii. A range of comparison shops and services, amounting to approximately 3,600 square metres of (net) floorspace;**
- iii. The main community building (see policy WEL13);**
- iv. Health care facilities (see policy WEL14);**
- v. Offices, including provision suitable for small and start-up businesses which may include a Business Incubation Centre and;**
- vi. Residential dwellings.**

**Planning permission will also be granted for leisure and business-related services within or adjacent to the District Centre, where they can be demonstrated to support the role, vitality and viability of the centre and avoid harming Fareham's town centre.**

**The District Centre shall be designed in accordance with the relevant**



**approved Strategic Design Code and will be developed around a well-designed market square, fronted by retail and by the main community building. The size of the market square shall be sufficient to accommodate the functions associated with holding a retail market.**

**The District Centre shall be well connected to the employment areas, to the central park and to Welborne's residential areas through attractive and direct walking and cycle routes which make use of the green corridor network where possible. Bus stops shall be provided at the District Centre for local services and for the BRT. These bus stops shall be located in a highly visible and accessible position within the District Centre. Adequate parking for each use will need to be provided, in accordance with the Borough's Residential Car and Cycling Parking Standards SPD and the Non-residential Car and Cycle Parking Standards SPD.**

**The scale and type of retail development at the District Centre shall be appropriate to the centre's function and position within Fareham's retail hierarchy. All retail development proposals will require an impact assessment to demonstrate that they comply with policies within the Local Plan and that they will not adversely impact on Fareham town centre or Wickham centre.**

**The District Centre shall be commenced early in the development period and site promoters will be expected to aim for the completion of the majority of development at the District Centre, including the main food store and community building, within Main Phase 2.**

### **The Local Centre**

- 5.49 In addition to the District Centre, a second and smaller centre will be developed in the north of the site to complement the role of District Centre and to support self-containment at Welborne. This local centre, which is being called the 'Village Centre', will be located within the 'Woodland' character area to north of the Knowle Road and near the A32. This location is shown on the Strategic Framework Diagram (Appendix B.2) and indicated, through the use of a symbol, on the Fareham Policies Map and Appendix B.3 of this plan.
- 5.50 The Local Centre will form the focus for the northern parts of Welborne and will deliver the retail and other services which will meet the everyday needs of nearby residents, including enhancing the range of services within easy access to the existing residents of Knowle. To achieve this, the centre will incorporate a limited range of retail, community and employment uses, consistent with the function of a 'local centre' within the Borough's hierarchy of centres, as set out within Policy CS3 of the Core Strategy.
- 5.51 The businesses located at the Local Centre will reflect characteristics of this area and its connection to woodlands, gardens and the countryside beyond the site boundaries. For example, in addition to convenience retail and the range of mainly small-scale services, a garden centre, cycle hire shop or outdoor pursuits centre would be appropriate businesses. Where being proposed, these sorts of

services will be required to demonstrate, through robust impact assessments, that they will not give rise significant adverse impacts on Fareham Town Centre or Wickham's centre. Impact assessments will also need to demonstrate that the Local Centre overall will serve to complement the function of the District Centre and will not adversely compete with it or with Wickham's centre.

- 5.52 The Local Centre will be designed to be highly accessible by sustainable transport means, which will be given priority. It will be well connected to pedestrian and cycle links including at-grade crossings over the Knowle Road, where appropriate. The Local Centre will include conveniently-located and well-designed bus stops for both regular services and for the BRT.
- 5.53 Each use within the Local Centre will be expected to consider its parking needs and how this can be provided in an efficient and effective way that is consistent with the relevant guidance within the Welborne Design Guidance SPD. The levels of parking provision at the Local Centre will be expected to be consistent with the guidance set out within the Borough's Residential Car and Cycle Parking Standards SPD and the Non-residential Car and Cycle Parking Standards SPD.<sup>74</sup>
- 5.54 The precise layout of the Local Centre will be determined through the comprehensive masterplanning that will accompany initial planning applications. Phasing of the Local Centre is less critical than for the District Centre. However, its development should support the development of residential areas and the primary school north of the Knowle Road and at the Charity Farm area of the site, in order to promote self-containment.

### **WEL11 - The Local Centre**

**A Local Centre focussed on meeting the day-to-day needs of those living and working in the north of Welborne shall be developed north of the Knowle Road and close to the A32 at the location set out on the Fareham Policies Map and Appendix B.3 of this Plan.**

**Proposals for the Local Centre shall:**

- i. Provide a range of retail and employment uses appropriate to the role of a 'local centre' within the Fareham hierarchy of centres (set out within Policy CS3 of the Core Strategy);**
- ii. Provide for community uses as set out in Policy WEL13;**
- iii. Prioritise access by sustainable transport means;**
- iv. Integrate well with the green corridor network and other on-site and off-site pedestrian and cycle routes, including with at-grade crossing(s) over Knowle Road;**
- v. Provide convenient and safe access to both regular bus services and to the BRT;**

<sup>74</sup> **Residential Car and Cycling Parking Standards SPD** (Adopted in November 2009) and the emerging Non-residential Car and Cycle Parking Standards SPD which will be adopted in line with the Welborne Plan or earlier.

- vi. Incorporate appropriate levels of well-designed parking;**
- vii. Provide appropriate and well-designed public realm areas;**
- viii. Be designed in accordance with the relevant approved Strategic Design Code.**

**Proposals for a limited number of larger-scale services will be permitted at the Local Centre where these:**

- i. Are well integrated with the centre and its pedestrian and cycle routes;**
- ii. Are consistent with the design approach of 'Woodland' character area and;**
- iii. Can demonstrate through an impact assessment that they do not adversely impact on the District Centre or Wickham.**

**Robust impact assessment(s) shall be undertaken to demonstrate that the range of services proposed at the Local Centre will serve to complement the function of Welborne's District Centre and will not adversely compete with it or with Wickham's centre.**

**The proposed layout of the Local Centre shall be established through the comprehensive masterplanning process. The phasing of the Local Centre's development should be linked to and support delivery of the residential areas and the primary school at the north of Welborne.**

### **The Community Hub**

- 5.55 A community hub will be located in the west of the site to provide a focus for community facilities and small-scale convenience retail in this part of Welborne. The location is shown on the Strategic Framework Diagram (Appendix B.2) and indicated, through the use of a symbol, on the Fareham Policies Map and Appendix B.3 of this plan.
- 5.56 The Community Hub is the smallest and is likely to be the last of Welborne's centres to be developed. However, it will be vital to provide everyday convenience retail and community services to those living and working in the western areas of the development. It will also have the important role of supporting Welborne's secondary school and third primary school, both of which will be located adjacent to the Community Hub.
- 5.57 The Community Hub will be designed to be highly accessible by sustainable transport means, which will be given the highest priority in light of the role of the hub in supporting Welborne's secondary school. It will be need to be well connected to pedestrian and cycle links including at-grade crossings over any main road separating the hub from the adjacent schools. The Community Hub will include conveniently-located and well-designed bus stops for both regular services and for the BRT which can be accessed safely by all including by schoolchildren.

- 5.58 The timing of the delivery of the Community Hub will be linked to the phasing of the residential areas to the west of the central park. However, given its role to support the secondary school, opportunities to bring forward the development of uses within the Community Hub should be explored if the secondary school itself is delivered earlier than envisaged by the phasing plan set out within Chapter 10 below.

### **WEL12 – Community Hub**

**A small-scale community hub shall be developed west of the central park at the location set out on the Fareham Policies Map and Appendix B.3 within this Plan. The Community Hub shall be focussed on:**

- i. Meeting at least some of the day-to-day needs of those living and working in the west of Welborne; and**
- ii. Supporting the Welborne secondary school and the third primary school.**

**Proposals for the Community Hub shall:**

- i. Provide for a limited range of small-scale convenience retail;**
- ii. Provide for community uses as set out in Policy WEL13;**
- iii. Prioritise access by sustainable transport means;**
- iv. Integrate well with the green corridor network and other on-site and off-site pedestrian and cycle routes, including with at-grade crossing(s) over any main road separating the hub from the secondary and primary schools within this part of the site;**
- v. Provide convenient and safe access to both regular bus services and to the BRT;**
- vi. Incorporate appropriate levels of well-designed parking;**

**The proposed layout of the Community Hub shall be established through the comprehensive masterplanning process. The phasing of the Community Hub's development shall be linked to and support delivery of the residential areas and/or the schools at the west of Welborne.**

### **Community and Health Facilities**

#### **5.59 Community building space**

Community buildings provide a focus for a wide range of community and leisure activities throughout Fareham and this aspect will be no less important at Welborne. Whereas once community centres tended to take the form of large halls with limited facilities, better practice now involves multi-use centres able to provide flexible space to allow a wide range of community groups and individuals to benefit from the space.

- 5.60 In the very early stages of Welborne's development, the capacity exists at Knowle Village Community Hall to provide for meeting and recreation space. From the end of Main Phase 2 however, dedicated community building space will be required. This need will be met in a number of ways, including through

arrangements to provide for shared community use at Welborne's schools and through the development of places of worship by faith groups over the course of the development. However, the main way in which the need for community building space will be met will be through the development of a main community centre building at the District Centre.

5.61 *The main community building*

The community building to be provided at the District Centre will be of a size and design that reflects its importance. It should be located in a highly accessible and visible part of the District Centre, with clear links to the central park and the green corridor network to promote access by foot and by cycle. The building will need to be a high quality and design that positively contributes to the character and identity of the District Centre and the wider new community.

5.62 The overall size of the building and the range of uses included will be agreed at the planning application stage. However, this will be largely determined by the infrastructure planning evidence<sup>75</sup> that has supported this plan and by the engagement process that has involved a wide range of local community groups as well as the County Council in relation to the potential for library provision within the building.

5.63 The Community building will provide for general community meeting space, usable by a wide range of groups and societies, including by faith groups as a place of worship until such time as dedicated places of worship are developed at Welborne. The building will also have a role to provide for flexible space for sports, pre-school, arts and cultural uses. In addition, there will be space for a police service 'Safer Neighbourhood Teams' 'hub'. This will function as the base for the regular police and for the Police Community Service Officers that will serve Welborne.

5.64 The need for indoor sports provision at Welborne will be met through the inclusion within the community building of a large multi-functional hall, capable of use for badminton, basketball and other sports. Although there is some current surplus capacity in sports halls elsewhere within the Borough, provision on the Welborne site is considered essential to encourage sustainable access and to contribute to the aim for self-containment. It is possible that additional community indoor sports capacity could be provided at the new secondary school. However, any provision at the secondary school is not likely to be available until the end of Main Phase 3. Therefore, it will not be able to meet the needs of the large number of Welborne residents prior to that date.

5.65 The County Council has confirmed that new library space will be required on-site to meet the needs for Welborne. The precise amount of space and the timing of the new provision are to be determined at the planning application stage, as Fareham Library currently has some limited available capacity which will be taken into account. The County Council has expressed a preference for Welborne's library space to be provided within the main community building. However,

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<sup>75</sup> This includes both the [NCNF Sports Facilities Implementation Plan \(KKP, 2012\)](#) and the Welborne Infrastructure Delivery Plan (Stage 2) Report (AECOM, January 2014).

depending on the timing of delivery required for the library space, the opportunity also exists to deliver this function as part of one of Welborne's schools or indeed as part of the development of specialist housing for older people within the District Centre.

5.66 Assuming that the library space will be included, the main community building will need to provide approximately 1,800 square metres of space as set out in the Welborne infrastructure planning evidence.<sup>76</sup> Development of the main community building should be linked to delivery of the District Centre with the aim to complete the building by the end of Main Phase 2.

5.67 Other community buildings

The main community building will not be able to provide for the full extent and range of needs for community building space at Welborne. One option considered to meet the full need would be to require further community buildings within the Local Centre and Community Hub. Such dedicated provision would be supported by the Council, if it proved to be economically viable. However, given the need to ensure development viability, the Council has sought to engage with the site promoters, Hampshire County Council and others to find alternative ways in which the need for community building space can be met. As a result of this, work will be undertaken during the detailed planning of Welborne's schools to identify and secure opportunities to provide shared space within one or more schools that would be suitable for use by community groups and organisations.

5.68 In addition, the need has been identified for places of worship, including at least one church, to be provided at Welborne. Such buildings are generally funded and developed by the churches (or other faith groups) and therefore will not necessarily place a burden on the development of Welborne. However, given that most churches and other places of worship play an important role in providing general community meeting space and, more widely, in contributing to community cohesion and place-making, it is right for this plan to support the delivery of such buildings. Therefore, the comprehensive masterplanning for Welborne will be expected to consider how places of worship can be incorporated into Welborne and sufficient spaces will need to be allowed for these facilities to come forward during the development of the new community. Spaces for places of worship should be incorporated into Welborne's three centres to maximise access by sustainable modes of travel. However, the Council will consider the case for one or more of these to be outside of the centres where there were good reasons for applying this flexibility.

### **WEL13 - Community Buildings**

**A high quality and well-designed community building will be provided within the District Centre. The location of the community building shall be included within the comprehensive masterplanning that supports the initial planning applications. This should allow for frontage onto the 'market square' and for clear links between the building and the central park and wider green corridor network.**

<sup>76</sup> Welborne Infrastructure Delivery Plan (Stage 2) Report (AECOM, January 2014)

**The size, specification and timing of the building's delivery shall be agreed with the Council at the planning application stage. The new community building shall incorporate:**

- i. Sufficient flexible space community meeting, arts and cultural activities;**
- ii. An indoor sports hall large enough and with sufficient height to accommodate three badminton courts and;**
- iii. Space sufficient for a police service hub.**

**Library space to a specification agreed with the Council shall also be provided within the community building. If, for timing or other reasons, this is not possible, the library space should be included within another community facility, school or specialist housing scheme for older people within or adjacent to one of Welborne's centres.**

**The detailed planning for the schools adjacent to the Local Centre and Community Hub shall include a robust assessment of the extent to which school facilities could be shared with the wider community to help meet the need for community meeting and event spaces. The Council expects that these opportunities will be provided and will require detailed justification of reasons where no facilities are proposed as shared use.**

**The comprehensive masterplan(s) that accompany initial planning applications shall incorporate sufficient and appropriately located space for the development of churches or other places of worship. Such reserved spaces shall be identified either within, or in close proximity to, each of Welborne's three centres. The Council will work with the site promoters and with local faith groups to support the delivery of churches and other places of worship at Welborne throughout the plan period.**

**5.69 Healthcare Services**

In line with the other social and community services, it will be important that sufficient primary healthcare services are provided on-site to encourage sustainable modes of travel and to contribute to self-containment. The need for healthcare services is set out within the infrastructure planning evidence that supports this plan and this evidence included engagement with NHS Hampshire.<sup>77</sup>

- 5.70** The evidence has highlighted that there is currently some available capacity at GP's surgeries in both north Fareham and in Wickham where a new surgery has recently been provided. This spare capacity will be taken into account in determining the timing of provision on Welborne and it will help to meet the needs of early residents while the on-site facilities are being established. However, the aim in the long term must be for all of the primary healthcare needs of Welborne to be met on-site.

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<sup>77</sup> Formerly Fareham and Gosport Primary Care Trust (PCT)

- 5.71 The infrastructure planning evidence suggests that, in total, eight GPs will be required at Welborne. These could be based within a single primary care centre located within the District Centre, or potentially split, with a second primary care centre located at the Local Centre. The size of primary care centre(s) will need to be appropriate to the number of GP required to be accommodated. However, detailed plans for primary care facilities will also need to take into account any identified need for additional space for ancillary primary care uses, such as phlebotomy procedures and district nurse consulting. The timing of completion of this facility will be agreed with the Council and a phased delivery may be appropriate to allow for expansion during later phases of the development.
- 5.72 Other basic healthcare services will also need to be provided within the District Centre to meet the needs of Welborne's residents. The preference would be for the primary care centre(s) to include sufficient space for dental services and for a pharmacy. If these services are not to be accommodated within the primary care centre, the site promoters will be expected to provide for these services elsewhere within the District and Local Centres.

#### **WEL14 - Healthcare Services**

**Welborne shall include one or two primary care centres of sufficient size to accommodate at least eight GP surgeries in total, in addition to any necessary ancillary primary care uses. At least one primary care centre will be located within the District Centre, with the potential for a second in the Local Centre. The timing of delivery for the primary care centre(s) will be agreed with the Council, and this may involve a phased approach as Welborne is built out.**

**Space within the District Centre shall also be provided for dental and pharmacy services. These types of services may additionally be located within the Local Centre. The preference is for these services to be accommodated within or alongside the primary care centre(s).**

#### **Education Facilities**

- 5.73 As a purpose-built new community, the development will be an attractive location for families to live. From the early phases onwards there will be a significant number of children living at Welborne. It is therefore essential that there is sufficient provision of education facilities which are delivered at the right time. In addition to helping to create a successful and vibrant community, education provision is an important element in the aim to promote self-containment at Welborne and thereby reduce the need to travel by car.

#### **Pre-School Provision**

- 5.74 Nursery or 'early-years' provision is generally undertaken by the private and voluntary sectors, although Hampshire County Council has a duty to ensure that parents have sufficient access to nursery places. Therefore, the provision of nursery facilities will be included with each of the on-site primary schools (see below) and additional space will need to be allowed for this in the design of the



primary schools, including dedicated outdoor and free-flow space for the nursery provision. In addition, further nursery provision will be expected throughout the development of Welborne. By preference, facilities will be provided within the District and Local Centres and within the Community Hub, which will be highly accessible by sustainable travel modes.

- 5.75 Overall, the infrastructure planning evidence<sup>78</sup> suggests that, based on a completed development of 6,000 homes, there will be a need for approximately 350 'sessional' nursery places. In addition to this there is likely to be demand for a broadly equivalent number of full-time 'day care' places.

### **Primary Schools**

- 5.76 The County Council's guidelines in the current School Places Plan<sup>79</sup> is that primary schools within new development should be large enough to support their own needs. The infrastructure planning evidence, which is based on the demographics analysis<sup>80</sup> undertaken for Welborne, shows that there will be a 'peak' requirement for a little over 1,500 primary age children by the time Welborne is completed. This level of need supports a requirement for seven forms of entry which will be split into three new primary schools, one with three forms of entry and two with two forms of entry.

- 5.77 The broad location of the three primary schools is shown on the Strategic Framework Diagram (Appendix B.2) and has emerged from the concept masterplanning work as well as from extensive engagement with the site promoters, Hampshire County Council and others. These locations reflect the important role primary schools play in contributing to place-making at a new community. The locations also reflect Hampshire County Council's preference in the School Places Plan for schools that are within a reasonable walking distance from pupils' homes. The need for safe routes to school by foot, bicycle or public transport is essential for all primary schools and where necessary to ensure safely, segregated routes and additional road crossings will need to be provided.

5.78 *First primary school*

There is currently no spare capacity at existing primary schools in north Fareham or in Wickham and Hampshire County Council's projections<sup>81</sup> indicate that existing schools will remain full until at least 2017. Therefore, the first primary school will be required early in the development phasing and no later than the end of Main Phase 1.

- 5.79 The first primary school will be developed adjacent to the Local Centre, north of the Knowle Road. This school will meet the needs of the first phase of residential development which will be focussed on the north of Welborne. The location of

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<sup>78</sup> Welborne Infrastructure Delivery Plan (Stage 2) Report (AECOM, January 2014)

<sup>79</sup> [School Places: Framework and Analysis 2012-2016 \(Hampshire County Council, November 2012\)](#)

<sup>80</sup> Analysis using the 'Chelmer Demographic Model' for Welborne, which was created by Cambridge Econometrics in 2011 and used in the preparation of the Welborne Infrastructure Delivery Plan Stage 2 Report (AECOM, January 2014)

<sup>81</sup> [School Places: Framework and Analysis 2012-2016 \(Hampshire County Council, November 2012\)](#)

this primary school, on the Knowle Road, ensures that it can be delivered at an early stage.

- 5.80 In line with the County Council's guidelines<sup>82</sup> for three-form-entry primary schools, the site provided for the first school will be between 2.8 and 3 hectares, in addition to the space required to deliver nursery provision on the site. A larger site may be required dependent on the access arrangements and the shape and topography of the site agreed.
- 5.81 The proposals for the first primary school will also need to consider the special role it will play in helping to form the identity of the growing new community. In particular, the school will be likely to need to facilitate a high initial level of demand for community use of school facilities. This will be most important in the period before other facilities, such as the main community building, have been provided.
- 5.82 Second and third primary schools  
The second and third primary schools are located adjacent to the District Centre and in the west of the site, adjacent to the Community Hub and the secondary school. There is flexibility about which of these schools is developed first and this will need to be agreed with the Council at the planning application stage. The focus of Phase 2 will be on residential development between the central park and the A32 which would make the school adjacent to the District Centre the most appropriate for Welborne's second primary. However, as indicated below, if there is an opportunity to deliver the secondary school early, the potential for an 'all-through' school for 4-16 years olds will be explored and this might make it more appropriate to develop the second primary school at the same time as and adjacent to the secondary school.
- 5.83 Both the second and third primary school are planned to provide two forms of entry. However, given the difficulty in accurately predicting the number of primary school-aged children beyond the first few years of the development, larger sites of between 2.8 and 3 hectares will be required to allow for possible expansion to three forms of entry at each school, in addition to the space required to deliver nursery provision on the site. This will allow for flexibility, for example, if a higher than projected need arises during middle phases or if the development of one of the primary schools is delayed.
- 5.84 In line with Policy WEL13 above, the detailed planning of the second and third primary schools will need to explore the opportunities and potential to provide shared-use community facilities to help meet the overall need for community meeting and event space and for playing pitches in particular.

### **WEL15 - Primary and Pre-School Provision**

**Three new primary schools shall be provided as part of the Welborne development, at the broad locations indicated on the Strategic Framework Diagram (Appendix B.2), to provide a minimum of seven forms of entry as**

<sup>82</sup> [Developers' Contributions Towards Children's Services Facilities](#) (HCC, December 2013)

**follows:**

- A 3 form entry school north of Knowle Road, adjacent to the Local Centre, which shall be operational by the time one form entry of primary-aged school children are resident at Welborne, which is expected to be towards the end of Main Phase 1;
- A minimum 2 form entry school adjacent to the District Centre to be operational at a time agreed with the Council and;
- A minimum 2 form entry school adjacent to the Community Hub, to be operational at a time agreed with the Council and which may be developed to integrate with the secondary school as an 'all-through' school.

The precise locations of each school shall be set out within the comprehensive masterplan(s) that will accompany initial planning applications and the site size indicated for each school shall be no less than 2.8 hectares, or as agreed with the Council, in addition to the space required to deliver nursery provision on each site.

**Each of the three primary schools shall:**

- i. Incorporate dedicated nursery space, including outdoor space, sufficient for a minimum of 50 pre-school age children;
- ii. Be well and safely connected to new and existing pedestrian and cycle routes, including to Welborne's green corridor network;
- iii. Be located on a bus route and benefit from a bus stop that is convenient and safely located;
- iv. Be transferred by the developers to Hampshire County Council or to the relevant education provider at the time agreed with the Council and in a form consistent with the relevant site transfer requirements.

Planning for each of the schools will explore the potential to provide for shared-use community facilities to meet the needs of Welborne's residents. Proposals for the first primary school, to the north of the Knowle Road, shall include capacity to meet the demand for an initial high level of general community usage in the period before other general-use facilities have been provided.

In addition to the nursery space provided on the primary school sites, further space for nursery development shall be provided within Welborne at appropriate locations within or near the District and Local Centres and the Community Hub.

**Secondary School**

- 5.85 Welborne will generate significant demand for secondary school places. In addition, the delivery of a secondary school as part of Welborne is one of the key community aspirations for the development and is important for the promotion of self-containment.

5.86 Secondary schools in Fareham provide for 11-16 year olds, with Further Education (sixth form) provision currently being made by Fareham College and by other colleges in surrounding authorities. The infrastructure planning and demographics evidence shows that approximately 925 school places will be required for 11-16 year olds, based on a completed development of 6,000 homes. This level of demand equates to a 'peak' requirement at Welborne for a seven form-entry secondary school.

5.87 Timing of delivery and temporary arrangements

The long-term objective is for all secondary school pupils living at Welborne to be able to attend school on site. However, it will take time to establish the school and to generate sufficient secondary aged pupils to make opening the Welborne school economic and feasible.<sup>83</sup> This trigger point is anticipated to be reached in 2025/2026 (towards the end of Main Phase 3) and the new school will be needed to meet the growing demand from that point onwards.

5.88 In the period before the trigger point is reached, secondary-aged pupils from Welborne are likely to need to attend one of the surrounding schools in Fareham or Swanmore. There is currently some spare capacity at the surrounding schools and particularly at Henry Cort Community College, although this is projected to diminish over the next few years. Therefore, until the Welborne school is opened, if there proves to be insufficient spare capacity at surrounding schools to meet the need, site promoters will be expected to work with Hampshire County Council to explore alternatives to address the deficit, including an earlier delivery of the Welborne school or facilitating temporary increases in capacity at one or more existing schools.

5.89 The majority of Welborne falls within the catchment area of Henry Cort Community College in north Fareham. Areas to the east of the A32 fall within the Cams Hill School catchment, while Knowle and Wickham fall within the catchment of Swanmore Technology College. In addition, a new 7 form-entry secondary school is planned at Whiteley to serve the existing community and the new planned development there. It is not yet known when the Whiteley school will begin accepting new pupils. However, the opening of the new school at Whiteley and a school at Welborne will each require an adjustment to these catchment areas.

5.90 In addition to these changes to catchment areas, Hampshire County Council has an aspiration to reorganise secondary education within the north of Fareham. Where this is taken forward, site promoters will be expected to work positively with Hampshire County Council to help achieve this aspiration. However, any such reorganisation will be dependent on funding from Hampshire County Council or other external sources. Therefore, there will be no expectation that a reorganisation will place a financial burden on the development of Welborne, beyond the need for the development to contribute to securing sufficient secondary school capacity to meet the anticipated needs of Welborne itself.

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<sup>83</sup> The Welborne Infrastructure Delivery Plan (Stage 2) Report establishes that the trigger point for opening the secondary school is the point at which over 50% of the total anticipated site demand (925 places) has been reached.

5.91 Location of the secondary school

The Strategic Framework Diagram (Appendix B.2) identifies the indicative location of the secondary school, at the western edge of the new community, with the majority of its playing fields within the Knowle Triangle which is within Winchester City Council's area. The approximate location of the school is also indicated with a symbol on the Fareham Policies Map and on Appendix B.3 of this plan. This location emerged from the concept masterplanning work and from extensive engagement with the relevant landowners, Hampshire County Council, Winchester City Council and others.

5.92 The location is designed to be highly accessible by sustainable travel modes from the main residential areas at Welborne, west of the A32. It is also focussed on supporting the Community Hub as the smallest of Welborne's three centres and the adjacent primary school. In addition, the location will provide clear opportunities for pupils from Knowle to access a much closer school which will support significant reductions in vehicular travel to school for 11-16 year-olds from Knowle.

5.93 The location of the school, relatively close to the Knowle Road, will enable it to be constructed in line with its anticipated first intake of pupils in 2025/2026. The location and minimum size of the site required (9 hectares) will also ensure that the school's playing fields, and the landscaping beyond these, are able to reduce the visual impact of Welborne into the rest of the Knowle Triangle, which will perform a SANGS role for Welborne.

5.94 In terms of the layout of the school, the clear expectation is that the parts of the school that are located outside of the Welborne Plan boundary, and therefore outside of Fareham Borough, will comprise grass pitch playing fields with no buildings or permanent structures, beyond fencing and goal posts. This is essential in order to ensure that the Knowle Triangle will be able to perform its role as a settlements gap between Knowle and Welborne, as set out within the Winchester Local Plan Part 1.

5.95 Potential for an 'all-through' school

As referred to above, the opportunity exists to deliver the primary and secondary schools within the 'education cluster' adjacent to the Community Hub in the west of Welborne as a single 'all-through school' and this will be explored further. Developing an 'all-through school' in stages, as the new community evolved, could potentially facilitate an earlier provision of secondary education on site.

5.96 Access to the secondary school

It is essential that the location of the secondary school (and the adjoining new primary school) allows access by sustainable modes of travel to be prioritised. The school will need to be well and safely connected to Welborne's green corridor network allowing access to new and existing pedestrian and cycle routes to other parts of Welborne as well as to Knowle, Funtley, Fareham and Wickham. Where such routes require main roads to be crossed, suitable at-grade crossings will be needed. The secondary school will also benefit from safe and conveniently located bus stops, including the Bus Rapid Transit (BRT).

**WEL16 - Secondary School Provision**

**One minimum 7 form entry secondary school shall be provided on a site of at least 9 hectares at the broad location in the west of Welborne as indicated on the Fareham Policies Map and on Appendix B.3 of this plan.**

**The school shall be phased to enable an initial intake of pupils by the end of Main Phase 3, or as agreed with the Council. In the period prior to the first intake at the Welborne School, site promoters shall work positively with Hampshire County Council to ensure that the capacity at surrounding schools is sufficient to meet the needs of Welborne, including contributing to the delivery of temporary additional capacity, where required by the Welborne development.**

**The secondary school site shall be:**

- i. Large enough to enable appropriate landscaping to minimise the visual impact of the school into the Knowle Triangle and Knowle itself;**
- ii. Well and safely connected to new and existing pedestrian and cycle routes, including to Welborne's green corridor network;**
- iii. Provided with or in very close proximity to bus stops for conventional bus services and for BRT;**
- iv. Be transferred by the developers to Hampshire County Council or to the relevant education provider at the time agreed with the Council and in a form consistent with the relevant site transfer requirements.**

**Detailed proposals for the school's layout shall ensure that all of the school buildings can be accommodated within the plan boundary. The intended uses within Knowle Triangle shall be consistent with the role of that land as a settlement gap between Welborne and Knowle, as set out within Winchester City Council's Local Plan Part 1.**

# Chapter 6

## Homes

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### Market Housing

#### 6.1 *Housing Mix*

As a new sustainable 'Garden Community' that will be developed over 20 years, it is essential that the mix of dwellings is broadly balanced and meets the demands of those wishing to live there. These demands will change over the plan period as the housing market evolves and as the development begins to mature and also as broader changes in South Hampshire's population begin to take effect. Therefore, the balance of homes provided at Welborne must seek to anticipate these changes by comprising a range of different types, sizes and tenures suitable for households with varying needs, including young and older families, the elderly and single people.

6.2 Evidence undertaken for the PUSH authorities<sup>84</sup> has emphasised a demand across South Hampshire for medium-sized houses (2 and 3 bedrooms) for newly forming families and also for older households wishing to down-size. This evidence recommended the following broad mix of market housing across the sub-region:

- 5% - 10% 1-bed properties;
- 30% - 35% 2-bed properties;
- 40% - 45% 3-bed properties;
- 15% - 20% 4+ bed properties.

6.3 The Council has also undertaken evidence which focuses specifically on Welborne's role in meeting the demand for market housing.<sup>85</sup> This highlights the need for a broad range of 'family houses', based on the important role that families are expected to play in creating a vibrant and active new community. This evidence also highlights a historic trend in Fareham for owner occupiers to buy a larger home than would be required by their household size. In addition, the evidence indicates a need to increase the supply, and therefore the choice, of detached homes in order to address the existing undersupply of this type of home within the Borough. Taken together, these factors support the provision at Welborne of a proportion of 3 and 4+ bed family homes broadly in line with the overall sub-regional range referred to above.

6.4 A further influence on the housing mix is the need to support the economic development objectives of Welborne by seeking to ensure that those who are most likely to take up new employment opportunities within the community have a sufficient choice of housing to meet their needs. Therefore, the Council expects the housing mix at Welborne to provide sufficient choice to broadly align with the

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<sup>84</sup> South Hampshire Strategic Housing Market Assessment (GL Hearn for PUSH, January 2014)

<sup>85</sup> NCNF Site Specific Housing Market Assessment (DTZ/Wessex Economics, March 2013)

range of employment opportunities that will be delivered. This choice will support the aim of self-containment by reducing the need to commute to the new jobs created at Welborne.

6.5 Given that Welborne will be built out over a period of at least 20 years, it is important to ensure that there is flexibility in the housing mix to avoid constraining the local housing market. For this reason, Policy WEL17 below does not seek to set out a prescribed proportion for each dwelling size. The mix of market homes to be provided within each main residential phase will need to reflect demand at the time the phase comes forward.

6.6 *Adaptable Housing*

Evidence<sup>86</sup> shows that, over the course of the development, the nature of Welborne's population will change significantly and will go on changing after the development has been completed. Whereas during the early phases most households are likely to be formed by working couples and young families, in later years, particularly as the development moves towards completion, older people will be likely to form a large number of households. As well as giving rise to the need for an appropriate mix of housing types, these changes require homes to be flexible and adaptable enough to meet the changing needs of their residents over a period of time. This is important in making it possible for people to stay in their homes over the long term and also in enabling older people or those with mobility impairments to live independently in ordinary homes.

6.7 This flexibility can be achieved by homes being designed to meet higher accessibility standards, the most widely used of which are currently the 'Lifetime Homes' standards.<sup>87</sup> These are a set of nationally recognised standards that go further than statutory minimum building regulations by ensuring that the available space and features of new homes can readily meet the needs of most people, including those with reduced mobility. Therefore, in line with the expectation set out within Policy CS17 of the Core Strategy and to ensure flexibility in the housing stock at Welborne, a proportion of new homes of different types and sizes will be expected to meet the Lifetime Homes standards, or any equivalent standard that the Government may introduce as a result of its review of housing standards.<sup>88</sup>

6.8 The precise proportion of homes within each residential phase that will be expected to meet these higher accessibility standards will depend in part on the impact this could have on development viability. However, based on the Council's evidence of potential demand for adaptable housing,<sup>89</sup> it is expected that approximately 15% of all homes will meet Lifetime Homes or equivalent standards.

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<sup>86</sup> Analysis using the 'Chelmer Demographic Model' presented in the Welborne Infrastructure Delivery Plan (Stage 2) Report (AECOM, January 2014).

<sup>87</sup> <http://www.lifetimehomes.org.uk>

<sup>88</sup> [Housing Standards Review Consultation \(DCLG, August 2013\)](#)

<sup>89</sup> This includes evidence of the proportion of people in the Fareham area with mobility impairments as well as projections of the proportion of older households that will be resident at Welborne following the completion of the development.



### 6.9 Private Rented Housing

The number of households seeking to rent homes from private landlords on the open market has increased significantly in recent years, both nationally and within the local housing market.<sup>90</sup> A number of factors, including the affordability of home ownership, the constraints on mortgage availability as well as significant recent welfare reforms could result in the demand for private rented homes being even greater in the future, particularly amongst some groups, such as younger people, lone-parent families and cohabiting couples.

- 6.10 A sufficient supply and choice of good quality homes to rent is also important for a buoyant labour market, where mobility of skilled workers is increasingly expected. Evidence shows<sup>91</sup> that where people move to a new area to take up employment, they often seek to rent for a period and may then opt to buy a home in the new location later. Therefore, a lack of choice in rental homes could result in reluctance to move to the area, or establish longer commuting patterns that work against sustainable development and self-containment objectives.<sup>92</sup>
- 6.11 Currently the proportion of private rental homes in Fareham is below average, amounting to about 10% of all dwellings.<sup>93</sup> Within South Hampshire and elsewhere in the South East the proportion is significantly higher. This means that there is a potential undersupply of private rental homes locally. If left unaddressed, this undersupply could fail to meet the needs of the local community and may harm the economic and sustainable development objectives of Welborne.
- 6.12 Left entirely to the open market, some rental homes would be likely to be provided at Welborne, mainly through individuals 'buying to let'. Based on historic trends, evidence suggests that the proportion of homes that would be purchased with the intention of letting them out would be about 8%.<sup>94</sup> Whilst making a welcome contribution, buy-to-let is unlikely to provide the number of rental homes required to meet local needs in the future. Neither are individual private landlords able to provide the stability in the rental market needed to ensure a sufficient choice of high quality rental homes for the longer term.
- 6.13 To help address these issues, the Government has sought ways to remove the barriers to large-scale institutional investment in private rented homes to promote a significant increase in supply and choice in this sector.<sup>95</sup> One of these barriers is the way in which private housing is valued, which favours sale to owner occupiers and makes large-scale investment in homes for long-term rent less competitive.

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<sup>90</sup> NCNF Site specific Housing Market Assessment (DTZ/Wessex Economics, March 2013) and South Hampshire Strategic Housing Market Assessment (GL Hearn for PUSH, January 2014)

<sup>91</sup> NCNF Site specific Housing Market Assessment (DTZ/Wessex Economics, March 2013)

<sup>92</sup> South Hampshire Strategic Housing Market Assessment (GL Hearn for PUSH, January 2014)

<sup>93</sup> As above

<sup>94</sup> NCNF Site specific Housing Market Assessment (DTZ/Wessex Economics, March 2013)

<sup>95</sup> Review of the barriers to institutional investment in private rented homes - "The Montague Review" (DCLG, August 2012)

- 6.14 In the long term, it is possible that large-scale market letting by institutional and corporate landowners will become mainstream. However, until this happens and based on the evidence of demand for market rented homes within the housing market area<sup>96</sup> the Council will work with site promoters at Welborne and with other partners to encourage the delivery of homes for long-term private rent. This will include considering opportunities for the Joint Venture Housing Company (JVHC)<sup>97</sup> to facilitate new rental homes. Correspondingly, the Council expects site promoters to work proactively with institutional landlords or other investors to seek the delivery of homes specifically for long-term market rent.
- 6.15 The Council acknowledges that delivering homes specifically for private rent could have negative impacts on development viability and in particular on the scope to secure a proportion of affordable homes from such housing. Therefore, in line with the recommendations of the Montague Review, and only where necessary to secure delivery of homes for long-term market rent, the Council will consider the need for flexibility in how the Borough's housing needs can be met. This will include considering the role that the new private rental homes at Welborne could play in meeting housing needs.

#### **WEL17 – Market Housing**

**Planning permission will be granted for development that delivers an appropriate mix of good quality market housing, suitable for a wide range of different households including younger and older families, single people, the retired and those with reduced mobility.**

**Within each residential phase the overall mix of dwellings that are intended for market sale shall reflect evidence of demand at the time the phase comes forward.**

**Approximately 15% of all market homes within each phase of the development shall be designed to meet higher accessibility standards equivalent to the Lifetime Homes standards. The precise proportions shall reflect evidence of demand at the time the phase comes forward and will be subject to the need to ensure that the phase remains economically viable.**

**The delivery of homes at Welborne for private market rent is encouraged. Through its involvement in the Joint Venture Housing Company, the Council will consider opportunities to facilitate homes for private rent at Welborne. In addition, site promoters should work proactively with institutional landlords or other investors with the aim of delivering homes specifically for long-term market rent. Where there is clear evidence that the delivery of homes for long-term market rent would threaten economic viability and additional or external investment cannot be secured to address the problem, the Council will work with the site promoters to ensure the phase remains deliverable.**

<sup>96</sup> [NCNF Site specific Housing Market Assessment \(DTZ/Wessex Economics, March 2013\)](#)

<sup>97</sup> The Council is in the process of forming a new joint venture housing company, in partnership with Eastleigh Borough Council, First Wessex and Radian Housing Association.

## Affordable Housing

### 6.16 Housing Needs

Meeting the needs of those in the Fareham area who cannot access the housing market is one of the key priorities of the Council and is an important objective for Welborne. Delivering new affordable housing is vital in achieving sustainable development and Welborne provides a rare opportunity for the Borough to deliver a significant number of affordable homes and to make a real contribution towards addressing the current backlog of housing need.

6.17 Policy CS13 of the Core Strategy sets out the aim to achieve between 30% and 40% of all homes at Welborne as affordable homes and this was the starting point for the Welborne Plan. Subsequently, up-to-date evidence on housing needs has been undertaken, initially by the Council<sup>98</sup> and subsequently by PUSH through the South Hampshire Strategic Market Assessment (SHMA).<sup>99</sup> The SHMA identified likely housing need within the Borough to 2036, taking into account the role that lettings in the private rental sector play in meeting needs. This evidence recommended an annual target for the whole Borough of 146 additional affordable homes, which amounts to 3,358 by 2036. Given that Welborne represents a majority of Fareham's planned housing delivery within this period, it is expected that a significant proportion of this target for affordable homes will be met at Welborne.

6.18 The SHMA also considered the proportions of new affordable homes that should be provided to meet varying levels of need and it recommended a tenure split of 70% affordable and social rented homes and 30% in 'intermediate' forms of tenure, such as shared ownership homes. Whilst this split will be appropriate in the early phases of development, it will need to be kept under review to ensure that tenures being provided meet the needs at the time each phase is built out.

### 6.19 Housing Mix, Adaptability and Integration

A wide range of affordable housing types and sizes will be required at Welborne to meet identified housing need. Within each residential phase, the mix will need to provide homes suitable for families and for smaller households as well as homes suitable for vulnerable households, including those with reduced mobility. Over the course of the Welborne development, a range of specialist needs housing should be provided as part of the affordable housing mix. This will include specialised accommodation for older people and wheelchair accessible homes. These requirements are covered in more detail in the following section below and in Policies WEL19 and WEL20.

6.20 The SHMA considered an appropriate mix of affordable homes for Fareham, based on the latest available data on housing needs. However, the long build-out period of Welborne means that this evidence provides only a starting point and the precise affordable housing mix required cannot be known at this stage. Housing needs change over time and are also influenced by Government policies,

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<sup>98</sup> Fareham Borough Housing Needs Assessment (DTZ, August 2012)

<sup>99</sup> South Hampshire Strategic Housing Market Assessment (GL Hearn for PUSH, January 2014)

such as welfare reforms. Therefore, the mix of affordable homes provided within each residential phase will need to reflect the identified needs at that time the phase comes forward and will be agreed with the Council.

- 6.21 In line with the requirement set out in the previous section for a proportion of market homes to be adaptable and to provide for those with reduced mobility, the providers of affordable housing at Welborne will also be expected to respond to this need. Therefore, approximately 15% of all affordable homes within each residential phase should be designed and built to meet higher accessibility standards equivalent to the Lifetime Homes standards.
- 6.22 To ensure the creation of a mixed, integrated and socially inclusive community, the affordable housing should be developed to the same design and construction standards as the market housing. Affordable dwellings should be integrated with the market housing, taking account of the nature of the stock, the mix of tenures and the prevailing character of the different parts of Welborne, as set out in Chapter 4. The level of integration will always be expected to fit within a range consistent with the upper and lower limits referred to below and set out in Policy WEL18. For management purposes, it may be considered appropriate to cluster the affordable housing in small groups.
- 6.23 *Delivering Affordable Housing*  
National planning policy requires that new development is deliverable and this means that the overall financial burden on new development, including obligations to deliver affordable housing, should not threaten its economic viability.<sup>100</sup> Extensive viability testing has been undertaken on the proposals within this plan. The outcome of this evidence is that there is potential to deliver a significant proportion of affordable homes, but that an overall target of 30% is likely to be the highest that the development as a whole could reasonably be expected to achieve.
- 6.24 In coming to this conclusion, the viability evidence has taken into account separate studies<sup>101</sup> which have sought to identify and secure additional and external funding for infrastructure and affordable housing at Welborne. One significant outcome of this work is the Council's decision to participate in establishing a joint venture housing company (JVHC) that will allow the Council and its partners to play a more central and active role in the delivery of affordable housing across the Borough potentially including Welborne. The nature of the role this JVHC will play at Welborne will be determined in dialogue with the site promoters prior to the determination of the initial planning applications at Welborne. If the opportunity arises to use the JVHC, or any other external funding, to help deliver a higher level of affordable housing than would be expected to result from the 30% overall target, this will be positively and actively pursued by the Council.

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<sup>100</sup> [National Planning Policy Framework](#) paragraph 173 (DCLG, March 2012)

<sup>101</sup> [These comprise the Welborne Infrastructure Funding Study \(GVA, March 2013\)](#) as well as further commercially confidential work undertaken for the Council on options to support housing investment.

- 6.25 Notwithstanding the potential role of the JVHC, delivering the target level of 30% affordable homes each year will be a significant challenge given the overall infrastructure burden on the development and the length of time it will take to build the new community. Therefore, it is necessary for the Welborne Plan to consider how a flexible approach to the delivery of affordable homes could be required.
- 6.26 Flexibility may be required, for example, where the proportion of affordable homes considered to be deliverable within the early phases of the development fell below the 30% policy target, or proposed a different tenure split to the 70:30 envisaged in Policy WEL18. In line with the overall approach to development viability (see Chapter 10), the Council would expect such proposals to be fully justified by a robust and independently verified viability assessment. Where the Council accepted reduced levels of affordable housing delivery, there would also be a clear expectation that the deficit would be 'clawed back', preferably later within that same phase of development or, failing that, within a subsequent residential phase.
- 6.27 Before accepting reduced levels of affordable housing delivery, the Council will initially consider whether some or all of the short-fall in affordable housing could be delivered by the JVHC. Where this option proved not to be viable, feasible or desirable, the Council will apply its deferral of contributions policy as set out in WEL41 and expanded upon in the Welborne Planning Obligations SPD.<sup>102</sup> In essence, this policy expects that, if market sales values increase significantly following an agreed reduction in affordable housing delivery, the increased development revenues would subsidise additional affordable housing provision within that phase of development.
- 6.28 If it proves not to be viable or practical for the site promoters to increase the level of affordable housing provision within the same phase, then the Council will seek the 'claw-back' within the subsequent phase of residential development. Again, the Council will initially consider the potential for the JVHC to deliver some or all of the short-fall, but failing that, will expect increased development revenues within that next phase to subsidise the additional affordable housing. In the latter case, expectations of additional provision for affordable housing would be subject to the overall priorities at that time for the use of deferred contributions where other infrastructure requirements had also been deferred on viability grounds.
- 6.29 In cases where claw-back is deferred to a subsequent phase and, at the start of that phase of development, the site promoter considers that the provision of the additional affordable housing would not be financially viable, then the Council will expect this to be tested through a formal development valuation commissioned by the Council, at the developer's cost. This valuation would take account of costs and revenues to date as well as the anticipated infrastructure requirements (including any other requirements deferred from previous phases) and the anticipated revenues for the following main phase. Where it is agreed that both the normal target levels of provision and the additional claw-back provision cannot be met, the Council will again consider whether it would be viable, feasible and

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<sup>102</sup> The Welborne Planning Obligations SPD will be prepared during 2014 and will be adopted at the same time as the Welborne Plan in early 2015.

desirable for the JVHC to deliver some of or the entire shortfall. Failing this, the Council will re-employ its deferral of contributions policy.

- 6.30 When applying any flexibility in the phasing and delivery of affordable it will be important not to undermine the principle of creating a mixed, integrated and socially inclusive community as set out above. In practice, this means that lower and upper percentages of affordable housing will be set for any given phase of development at Welborne to avoid under provision or over-concentration in any one part of the development. The minimum and maximum levels that will be acceptable within any given phase will be agreed with the Council. However, overall, it is considered that an absolute lower limit of 10% affordable housing and an upper limit of 40% affordable housing provide a reasonable balance between the need for flexibility and achieving the vision and objectives of the Welborne Plan.

### **WEL18 – Affordable Housing**

**Development at Welborne shall provide a total of 30% affordable housing (approximately 1,800 homes) with an initial tenure split of 70% affordable or social rent and 30% intermediate tenures. The tenure split will be kept under review based on evidence of need.**

**A range of affordable housing types, sizes and tenures shall be delivered within each residential phase. The precise number and mix of affordable homes within each phase shall be agreed with the Council, having regard to the nature of the phase to be developed and the identified need for affordable homes at the time the phase comes forward.**

**Approximately 15% of all affordable homes delivered within each phase of the development shall be designed to meet higher accessibility standards equivalent to the Lifetime Homes standards. The precise proportions shall reflect evidence of demand at the time the phase comes forward and will be subject to the need to ensure that the phase remains economically viable.**

**Planning permission will be granted for affordable homes that are integrated with the market housing, within the overall limits set out below, and are designed and will be constructed to the same or higher standards. Affordable housing may be clustered in small groups.**

**Each residential phase of development shall be expected to meet the target requirements (set out in the first paragraph of this policy) unless a robust and transparent viability appraisal proving this not to be possible is accepted by the Council. In such cases, the Council will consider alternative delivery mechanisms including the Joint Venture Housing Company (JVHC). Where such alternative delivery mechanisms are not viable, feasible or desirable, flexibility may be applied to the target level requirements within this policy, consistent with the Council's deferral of contributions policy (See WEL41 and the Welborne Planning Obligations SPD). Where a case for deferral is accepted, the absolute minimum level of affordable housing within any residential phase of development will be 10%.**

**Where an agreed deferral of affordable housing results in any residential phase of the development not meeting the 'normal' target requirements of this policy, subsequent phases will be expected to provide affordable housing deferred from the previous phase(s). This will be in addition to meeting that phase's own normal 'target' provision, but will be subject to an overall maximum level of 40% of the housing within any one phase being delivered as affordable housing.**

### **Housing Provision for Specific Groups**

#### **6.31 Older People**

The number and proportion of older people in South Hampshire is projected to increase significantly in the coming decades. The latest projections for the South Hampshire sub-region indicate that between 2011 and 2036 there will be an increase of 30% in the number of people aged 60-74 and an increase of 91% in those aged 75 years or over.<sup>103</sup> The same evidence shows that the percentage increase within Fareham Borough between these dates will be even higher. In both cases these increases account for the majority of the growth in population that is projected to occur.

6.32 Projections based on past trends need to be treated with caution when applying them to specific development areas. Although Welborne will clearly be affected by these demographic changes, experience shows that older people are less likely to move to large new developments in their early stages. The Welborne-specific evidence indicates that the proportion of new residents aged 65 years or older will increase from 6.4% in 2021 to over 12% in 2041 reaching almost 20% by 2051.<sup>104</sup>

6.33 In Fareham, as is the case generally in the South East, a large majority of older people choose to live in their own homes as private owner occupiers for as long as they are able to. A study on housing provision for older people completed for Hampshire County Council in 2009<sup>105</sup> indicates that this trend will increase in the future as medical advances and the availability of home adaptations allow more elderly people to remain independent and living in their own home.

6.34 At Welborne, the mix of private market and affordable homes will be expected to facilitate this choice by older people to live in their own home. To help make this choice practical, a requirement has been set out, within the sections on market and affordable housing above, for a proportion of all homes at Welborne to be designed to be adaptable and with enhanced access standards that make it easier for those with mobility or other impairments. Although the 'Lifetime Homes'

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<sup>103</sup> [South Hampshire Strategic Housing Market Assessment \(GL Hearn for PUSH, January 2014\)](#).

<sup>104</sup> Demographic Evidence derived from a 'Chelmer Model' analysis prepared for FBC by Cambridge Econometrics in 2011 and presented in the Infrastructure Delivery Plan Stage 2 Report (AECOM, January, 2014).

<sup>105</sup> [Housing Provision for Older People in Hampshire: Older Persons Housing Study](#) (Hampshire County Council, November, 2009).

standards<sup>106</sup> are not designed only with older people in mind, they are very important in ensuring that ordinary homes can be easily adapted for older people or those who wish to remain in their home into old age.

6.35 *Specialist private market provision for older people*

Older people have diverse needs and some prefer not to remain in their own home, whilst others are not able to cope and need specialist accommodation with a higher level of care. The various types of specialist provision are set out in the County Council's 2009 study and also within the Publication Draft Development Sites and Policies Plan. Many of these, including sheltered accommodation, retirement communities and some extra care schemes, are delivered as private market developments.

6.36 Welborne provides an important opportunity for the private market to deliver different types of specialist provision to meet the needs of older people who prefer or feel obliged to move into specialist accommodation. The demand for private specialist housing for older people is expected to grow as the development evolves and as the anticipated demographic changes, referred to above, take effect. The Council expects the market to respond to this growing demand at Welborne and will encourage site promoters and developers to include well-designed specialist accommodation for older people as part of the new community.

6.37 Such provision should be located within easy walking distance of the District Centre or the Local Centre and should be provided in a way that fully integrates with the rest of the new community. Any such schemes will be expected to be designed to be accessible to older people and should also contribute to affordable housing, either as part of the scheme or elsewhere on the Welborne site, and preferably within walking distance of the District or Local Centre. The level of affordable housing provision sought will be commensurate with the level of C3 dwelling units<sup>107</sup> included as part of the scheme.

6.38 *Specialist provision for older people delivered or supported by the public sector*

Some types of specialist accommodation<sup>108</sup> have traditionally been provided with significant public sector support, principally to meet the needs of older people who cannot access private market specialist accommodation. Hampshire County Council's evidence work to assess the need for different types of specialist provision covered both private market as well as affordable accommodation.<sup>109</sup> This highlighted a need in Fareham for a range of provision, including rented sheltered, extra care and accommodation for older people suffering with

<sup>106</sup> Or any replacement national "intermediate access standard" that is introduced as a result of the Government's [Housing Standards Review \(DCLG, August 2013\)](#)

<sup>107</sup> 'C3' Dwellings relates to the Use Classes Order and reflects the fact that specialist provision for older people often incorporates areas classed as C2 Residential Institutions, for which affordable housing contributions would not be sought.

<sup>108</sup> These include sheltered housing, extra care, close care and residential care schemes. The different types of specialist provision for older people are defined within the [Housing our Ageing Population: Panel for Innovation \(HAPPI\) Report](#) (HCA, June 2009)

<sup>109</sup> [Housing Provision for Older People in Hampshire: Older Persons Housing Study](#) (Hampshire County Council, November, 2009)



- dementia. The evidence recommended that all Strategic Development Areas in Hampshire should include an element of housing specifically designed for older people e.g. extra care housing/sheltered housing/care homes/retirement village/other housing designed for and restricted to older people.
- 6.39 Hampshire County Council has played a major role in planning and helping to deliver specialist older persons accommodation and has indicated an intention to help deliver at least one extra care scheme at Welborne. Extra care is a type of specialist self-contained housing designed to facilitate the diverse care and support needs that its tenants or owners may have, now or in the future. The availability of care or support twenty four hours a day is a key feature of this type of accommodation.
- 6.40 Extra care schemes being delivered with the support of Hampshire County Council are focused on meeting the housing needs of a portion of the elderly population who are unable to afford private specialist accommodation. Such schemes bring wider community benefits, for example, by making it possible to release existing larger affordable homes within the Borough to others in housing need, including families. In addition, extra care schemes help to make a community more vibrant and viable by supporting local shops and services, including public transport.
- 6.41 Through its evidence work, the County Council has identified the need for 468 extra care units to be provided within Fareham Borough by 2025.<sup>110</sup> This need relates to the existing and projected number of older people (of 75 years or older) within the whole of Fareham Borough. A further need has been identified for 16 units of accommodation for the period between 2026 and 2036 or 34 units between 2026 and 2050.<sup>111</sup> This additional need is related solely to Welborne.
- 6.42 Although the Welborne development is not expected to fund extra care provision to meet pre-existing needs, it does present by far the best opportunity to facilitate the delivery of a significant proportion of the overall need, including all of the need generated by Welborne itself.
- 6.43 Given the overall evidence of need, and in particular for extra care, Welborne will be expected to incorporate suitable specialist accommodation for elderly people who are not able to access private market provision. The Council's preference is for the delivery of several schemes over the plan period, including rented sheltered housing, provision for those suffering with dementia and at least one extra care scheme. Site promoters will be expected to include these schemes within the comprehensive masterplan(s) that will be approved by the Council as part of the determination of initial planning applications.
- 6.44 All schemes focused on meeting the specialist local housing needs of older people should incorporate a mixture of tenures including affordable or social rent and shared ownership, and such units will count towards the overall affordable housing target for Welborne set out in Policy WEL18 above. Schemes proposed

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<sup>110</sup> Hampshire County Council Infrastructure Statement - Version 1 (HCC, December 2012)

<sup>111</sup> Welborne Infrastructure Delivery Plan (Stage 2) Report (AECOM, January 2014)

should be of an economically viable size.<sup>112</sup> The overall size of each scheme and the proportion of units that are for social or affordable rent will be agreed the Council and with Hampshire County Council where relevant. All schemes should be well designed and properly integrated with Welborne. They will need to be easily accessible by foot from a range of shops and services, including public transport. In order to achieve this, schemes should be located within or close to the District or Local Centres.

- 6.45 As part of ensuring that schemes provide wider benefits to the community, the Council expects site promoters and the County Council where relevant, to explore the opportunities to provide general community meeting space or the Welborne library space provision within the scheme. Where such community facilities are included, the scheme should be designed to ensure that the need for high levels of public access can be achieved without compromising the security or quality of life of the scheme's residents.

### **WEL19 – Specialist Accommodation for Older People**

**Planning permission for specialist accommodation designed specifically for older people will be permitted where it:**

- i. Is located within or adjoining the District Centre or the Local Centre;**
- ii. Fully integrates with the rest of Welborne, including with the green corridor network;**
- iii. Allows easy walking distance to public transport; and**
- iv. Incorporates sufficient parking for both residents and staff.**

**All schemes will be expected to explore opportunities to incorporate additional wider community facilities, such as meeting space provision.**

**Development at Welborne shall include provision to meet the needs of those older people who cannot afford private market specialist accommodation. A range of provision will be required to reflect identified needs at the time the scheme comes forward, although this is likely to include extra care or similar and accommodation for older people suffering from dementia. All schemes intended to meet this purpose shall be included within the comprehensive masterplan(s) for Welborne.**

**For extra care or similar schemes being delivered with public sector support, a large proportion of units shall be provided as affordable or social rent with the balance being provided as shared ownership and as market sales, if this is demonstrated to be necessary for scheme viability. The precise size of the scheme(s) and the level of affordable or social rent shall be agreed with the Council or with Hampshire County Council, as appropriate. Affordable housing units provided as part of schemes to meet the needs of older people will count towards the overall target set out in Policy WEL18.**

<sup>112</sup> For extra care schemes supported by Hampshire County Council, this is considered to be between 60 and 120 units.

**The timing of delivery of each scheme shall be agreed with the Council, with the aim to achieve completion of at least one extra care or similar scheme by the end of Phase 3.**

6.46 *People with mobility-related disabilities*

General housing, even where it is designed to Lifetime Homes or similar accessibility standards, does not meet the needs of a small portion of the community with mobility-related impairments or disabilities. These people with long-term conditions usually rely on wheelchairs and other specialist mobility equipment that places specific additional demands on the space and access standards of homes.

6.47 It is important that Welborne includes some homes which are designed to meet the needs of people with mobility-related impairments to provide opportunities for them to live in a new home. However, homes designed to wheelchair access or other high accessibility related standards are more expensive to build and so a balance is needed to ensure that overall development viability is not adversely affected.

6.48 The Government's Housing Standards Review<sup>113</sup> concludes that the requirement for a small proportion of homes to be designed to high accessibility or wheelchair standards is appropriate where it is backed up by local evidence of need. The current evidence for Fareham indicates that approximately 2% of the local community have long-term mobility-related impairments that would require the use of wheelchairs or other specialist mobility equipment.<sup>114</sup> Correspondingly, the Council expects that a proportion of all homes at Welborne, equal to the latest evidence of need, should be designed to higher levels of accessibility standards. Such provision may be delivered as part of wider target for the delivery of homes meeting Lifetimes Homes or equivalent accessibility standards.

6.49 In order to make the provision of wheelchair-adapted homes as effective as possible, the Council expects that when these homes are marketed (in the case of the private market units), efforts are made to ensure that local disability groups and charities as well as Hampshire County Council Adult Services are made aware of the housing opportunities.

**WEL20 – Wheelchair Adapted Homes**

**Development within each residential phase will only be permitted where it includes a proportion of homes designed to high standards of accessibility,**

<sup>113</sup> [Housing Standards Review \(DCLG, August 2013\)](#)

<sup>114</sup> The evidence is based on 2 sources: 1<sup>st</sup> the 2011 Census which indicates that 6.8% of people in the Borough have a long-term illness that limits their daily activities and on statistics from the [Government Office for Disability Issues](#) which estimates that 60% of those with long-term disabilities in England have mobility-related disabilities. 2<sup>nd</sup> The 2009 Housing Condition Survey undertaken for FBC (CPC, April 2010) included a stratified sample of Fareham residents in private accommodation that indicated that 1.6% were dependent on wheelchair use within the home. If this survey had included residents in affordable homes the percentage would have been higher as many who are disabled and unable to work qualify for and reside in affordable housing.

**suitable for occupation by wheelchair users.**

**The precise proportion of wheelchair-adapted homes within each phase shall reflect the latest available evidence of need. However, based on evidence available during the preparation of this plan, it is expected that approximately 2% of all homes within the initial phases will meet this standard.**

6.49 *People wishing to build their own homes*

National policy requires the Council to assess the demand for custom and self-build housing within the housing market area. Evidence gathered for this purpose<sup>115</sup> indicates that there is demand for this form of housing that is currently not being fully met. Given that a large proportion of Fareham's future housing supply will be accounted for by the Welborne development, it is appropriate that the development should provide for small builders and individuals looking to 'custom-build'.

- 6.50 Custom-building, whether by groups of people or by individuals is a small but important form of housing provision that the Council would like to encourage as part of a balanced local housing market. In addition, small local builders provide an important element of Fareham's economy and ensuring that there are opportunities for custom-build homes will help to foster this local trade and provide opportunities to enhance local construction skills. Therefore, the Council expects a proportion of new housing land at Welborne, throughout the plan period, to be made available to meet the demand of those who wish to build their own home. Areas dedicated to custom-build homes will need to be incorporated into the comprehensive masterplanning for Welborne that will accompany initial planning applications. The Council will work with site promoters to agree a suitable approach to deliver custom-build homes as part of Welborne.

**WEL21 – Custom Build Homes**

**To ensure the demand of those wishing to build their own home can be met at Welborne, a proportion of homes shall be delivered as dwelling plots for sale to individuals or groups of individuals wishing to build their own home. The number of custom-build plots within any given residential phase shall reflect up-to-date evidence of demand and the need to ensure that the character and nature of that phase are not compromised. Overall, it is expected that not less than 1% of all homes at Welborne should be delivered as custom-build plots.**

**Development parcels intended for custom-build shall be identified within the comprehensive masterplan(s) to be agreed with the Council alongside the determination of initial planning applications. These areas shall be well integrated into the transport, utilities, open space and other site infrastructure.**

<sup>115</sup> The evidence was gathered through engagement with land and estate agents (within the Portsmouth and Southampton housing market areas) which maintain lists of clients who are seeking suitable plots to build their own home.

**Custom-builders taking up plots at Welborne shall ensure that their proposals comply with relevant policies within the Fareham Development Plan and are consistent with the Welborne Design Principles SPD and any relevant and approved strategic design codes.**

- 6.51 *Gypsies, Travellers and Travelling Showpeople*  
 Planning Policy for Traveller Sites<sup>116</sup> requires local planning authorities to proactively plan for gypsies, travellers and travelling showpeople. This includes setting targets to address the likely permanent and transit site accommodation needs of travellers. The emerging Local Plan Part 2: Development Sites and Policies has undertaken this process of identifying needs<sup>117</sup> across the Borough and, in the case of permanent sites, has allocated sufficient sites outside of Welborne to meet the area's identified needs.
- 6.52 In relation to the need for transit sites, the Travellers Accommodation Assessment for Hampshire 2013 recommends, in line with national policy, that the Council works with neighbouring authorities to identify and deliver sufficient transit pitches. The Assessment does not recommend specific targets for individual authorities, but for a grouping of authorities based on distinct highway corridors and broad geographical catchment areas. The transit site target for the 'Eastern grouping' of authorities<sup>118</sup> is 29 pitches to be delivered by 2027, or earlier where possible.
- 6.53 Having considered the recommendations in the Assessment, no transit site is proposed for allocation within Welborne. However, the Council will continue to work collaboratively with the other local authorities in the grouping to identify an appropriate transit site or sites to address the requirements. In the event that one or more of the agreed transit sites being proposed falls within Fareham Borough, an allocation will be made through the early review of the Fareham Local Plan.
- 6.54 In relation to sites for travelling showpeople, the Assessment concluded that no additional provision was required within Fareham Borough. It did, however, recommend that local planning authorities in the 'Eastern grouping' work collaboratively to deliver a total of nine plots across the five 'Eastern group' authorities by 2017. This work to identify appropriate sites within the Eastern grouping is still on-going.
- 6.55 Planning Policy for Traveller Sites sets out that where there is no identified need within an area, criteria-based policies should be included to provide a basis for decisions in case applications nevertheless come forward.<sup>119</sup> Therefore, given that there is no currently identified need for traveller sites within Welborne, the criteria set out in Policy WEL22 below will be used to determine any relevant planning applications received by the Council.

<sup>116</sup> [Planning Policy for Traveller Sites](#), (DCLG, March 2012)

<sup>117</sup> This process was informed by the [Travellers Accommodation Assessment for Hampshire 2013](#) (Forest Bus, March 2013)

<sup>118</sup> The 'Eastern grouping' comprises: East Hampshire; Fareham; Gosport; Havant and Winchester.

<sup>119</sup> Policy B (Point 10) of the [Planning Policy for Traveller Sites \(DCLG, March 2012\)](#)

**WEL22 - Gypsies, Travellers and Travelling Showpeople**

Provision for gypsies, travellers and travelling showpeople is not anticipated to be required at Welborne. However, any planning applications for one or more permanent pitches for gypsies or travellers at Welborne will only be permitted where it can be demonstrated that the proposal:

- i. has regard to the Borough-wide objectively assessed need;
- ii. is accessible to shops, schools, community and health facilities by public transport, on foot or by cycle;
- iii. offers safe and convenient pedestrian, vehicular access and parking without unacceptable impact on highway safety;
- iv. is capable of being provided with on-site services for water supply, power, drainage, sewage disposal and waste disposal facilities;
- v. is well laid out and carefully designed;
- vi. does not have unacceptable adverse impact upon living conditions or neighbouring development by way of the loss of sunlight, daylight, outlook and privacy;
- vii. does not unacceptably harm visual amenity and includes adequate planting and landscaping, where necessary;
- viii. does not cause harm to natural and/or heritage assets that cannot be satisfactorily mitigated and/or compensated; and
- ix. is not located in areas at high risk of flooding or unstable land.

Where a transit site is proposed, permission will only be granted for proposals that meet criteria ii – ix set out above and in addition:

- x. has regard to the objectively assessed need within the 'Eastern grouping' of Hampshire authorities and;
- xi. has good access to the strategic road network.

Where a site is proposed for travelling showpeople, permission will only be granted for proposals that meet criteria ii – xi set out above. In addition, it shall also incorporate sufficient space to allow for the storage of equipment.

# Chapter 7

## Transport, Access and Movement

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### Policy Background

- 7.1 The starting point for the transport requirements to support Welborne is Policy CS13 in the adopted Core Strategy. This established a broad framework of principles to be taken forward in planning for Welborne.
- 7.2 These policy requirements followed from a series of transport studies which were commissioned by Hampshire County Council (HCC) and Transport for South Hampshire which were then brought together, into a single document called the 'Emerging Transport Strategy (ETS)'. This document was broadly supported by the Highways Agency. It also set out various transport interventions - measures to reduce traffic; measures to manage traffic; and investment in the transport network. The overall aim was to achieve a significant modal shift away from reliance on the private motorcar.
- 7.3 The ETS was always seen as a living document that would need to be regularly reviewed and up-dated as development proposals emerge. This has been done alongside the development of the strategic framework to ensure the alignment of land-use planning and transport planning.
- 7.4 Work on the Transport Strategy has evolved, informed by changes to the strategic framework and concept masterplan, transport modelling evidence, and on-going discussions with the Highways Agency, Highway Authority and others. The transport evidence has built upon existing studies and plans to develop a comprehensive package of measures, from masterplanning, investment in new infrastructure and ongoing governance arrangements, to secure sustainable transport from the outset.
- 7.5 In March 2011 the Transport for South Hampshire (TfSH) partnership produced a Local Transport Plan Joint Strategy for South Hampshire setting out the approach to transport in South Hampshire to 2031. The policies incorporate the reduce-manage-invest strategy for South Hampshire and establish principles for reducing the need to travel, maximising the use of existing transport infrastructure and delivering targeted network improvements.
- 7.6 Since the production of the above document TfSH has been expanded to form Transport for South Hampshire and the Isle of Wight (TfSHIOW) and has developed a Sub-Regional Transport Model (SRTM). The SRTM has been used to identify where transport interventions are (and will be) required as a consequence of growth and changing travel patterns.

- 7.7 In February 2013 TfSHIOW produced a Transport Delivery Plan<sup>120</sup> setting out strategic investments for the period to 2026 and in October 2013 the County Council approved the Fareham and Gosport Strategic Transport Infrastructure Plan<sup>121</sup> which sets out an interim transport strategy for the area.
- 7.8 Since the adoption of the Core Strategy, sustainable transport considerations have been at the heart of the masterplanning of Welborne<sup>122</sup> and have been reflected in the ongoing assessment of infrastructure requirements. The Transport Strategy sets out the evolution of the transport considerations for Welborne and has informed the assessment of infrastructure in the Infrastructure Delivery Plan. This includes the encouragement of self-containment through the provision of mixture of uses to reduce the need to travel off site, and the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access the adjoining area.
- 7.9 The transport strategy and the strategic framework have been developed in tandem, to develop revised high level transport principles for Welborne.
- 7.10 Welborne will deliver a mix of land uses to ensure opportunities for local living and working are provided and encouraged. Alignment of the provision of jobs alongside residential development will assist in providing opportunities to minimise the need to travel. The issue of self-containment for Welborne is covered in Chapter 5 (Economy and Self-Containment.)
- 7.11 Welborne will provide access to goods, retail, community facilities and recreational/leisure amenities within 10 minutes' walk or a short cycle ride in the district and local centres. These centres will act as public transport hubs for BRT and local bus services. They also have potential to act as transport hubs providing access to transport information, car clubs and taxis.
- 7.12 The new development will be served by a network of streets with a strong emphasis on place-making. Main streets will link key destinations including the district, local centres, employment area and the schools. Alongside the streets, the green infrastructure throughout the site will create attractive and convenient routes for pedestrians and cyclists.
- 7.13 A car parking strategy has been produced for Welborne<sup>123</sup>. Car parking throughout Welborne will be provided in line with the Council's adopted Residential Car and Cycle Parking Standards SPD,<sup>124</sup> the emerging Non-residential Car and Cycle Parking Standards SPD and the Welborne Design Guidance SPD. Provision of parking will be monitored and reviewed throughout the development of the project to ensure those standards are appropriate.

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<sup>120</sup> [Transport Delivery Plan 2012-2026 \(TfSH, February 2013\)](#)

<sup>121</sup> [Fareham and Gosport Strategic Transport Infrastructure Plan \(HCC, October 2013\)](#)

<sup>122</sup> North Fareham SDA [Smarter Choices Study](#) and [Parking Study](#) (Campbell Reith/ ITP, January 2012)

<sup>123</sup> Welborne Parking Strategy (FBC, January 2014)

<sup>124</sup> [Residential Car and Cycle Parking Standards Supplementary Planning Document](#) (Adopted by FBC in November 2009).



- 7.14 The Council's Transport Strategy sets out the evolution of the transport evidence, and the broad approach to transport issues. This work will now need to be taken forward by the developers of the site. The promoting landowners' Structuring Plan for the whole of the Welborne site will need to be accompanied by a Transport Framework to supplement and inform the proposals in site promoters' Transport Assessment(s) for the site and inform future planning applications to ensure compatibility of approach. The Transport Framework will comprise:
- The justification for the layout of the access points and primary road network, including the BRT route and the main pedestrian and cycle routes throughout Welborne identified in paragraph 1.57 and in Policy WEL4;
  - A Public Transport Plan (see Policy WEL26); and
  - A Framework Travel Plan (see Policy WEL27).
- 7.15 The Council's Habitats Regulations Assessment identified that atmospheric pollution arising through traffic impacts could potentially affect nearby internationally protected sites. In order to comply with Habitats Regulations, these impacts will either need to be avoided or fully mitigated if the development is to gain approval.

### **WEL23 - Transport Principles for Welborne**

**Proposals to develop all or part of Welborne must be accompanied by a full Transport Framework and Transport Assessment for the site as a whole which should demonstrate how the following measures will be achieved;**

- i. **The delivery of high quality sustainable public transport system, including the extension of the existing Bus Rapid Transit network to serve the new community;**
- ii. **Implementation of Travel planning to reduce the reliance on the private car;**
- iii. **Delivery of access via the A32 and an improved junction 10 of the M27;**
- iv. **The rate of development will be linked to the funding and provision of necessary transport infrastructure;**
- v. **The incorporation of transport interventions to mitigate traffic impacts on the local and strategic road network and to mitigate any environmental impacts.**

### **Access to the Strategic Highway Network**

- 7.16 The M27 runs through the southern part of the site. Junction 10 of the M27 currently provides direct access to the A32, which runs north through the site to Wickham, and south into Fareham Town. The existing Junction 10 of the M27 has restricted access, allowing movement only to and from the east. The existing motorway is under considerable pressure with capacity constraints evident during peak periods.

- 7.17 One of the first considerations in developing the land-use strategy and the transport strategy was to determine the principal means of access to the site from the motorway. Following initial Sub-Regional Transport Model testing and analysis of outputs, a strategic highway solution focused on Junction 10 was identified as a viable option on which to base future testing by both the Borough Council and the Highways Authority. Since then, significant testing using the SRTM has been undertaken to assess the impact of providing an all-movements solution at Junction 10. In principal and subject to the next level of more detailed testing the Highways Agency and Highway Authority support this way forward. Minor interventions at Junction 11 may also be required. Appropriate works are currently being considered at Junction 9 of the M27 to mitigate the impacts of the proposed significant development at north Whiteley.
- 7.18 Key to the consideration of the impacts of Welborne on the strategic road network is that making Junction 10 an all-moves junction will reduce the number of trips between Junctions 10 and 11, as motorists no longer need to travel to Junction 11 in order to travel west on the M27.
- 7.19 Investigating the appropriate design for an all-moves junction 10 is an iterative process. Alternatives are being tested using both local junction modelling and the SRTM to explore and refine a range of options. The draft Welborne Plan included details of a junction focused at the part of the site adjacent to the M27 and A32, but recognised that alternatives to the west were possible. Testing to date has demonstrated that there are a number of potential options for delivering an all-moves Junction 10, each with relative merits. The Transport Strategy outlines those options which have been the subject of testing with the SRTM so far and sets out characteristics each. However, further iterations and refinements will be required as work progresses.
- 7.20 It must be stressed that any transport option identified at this point is subject to further detailed design and a process of review and refinement by the Highways Agency and others and therefore the final solution may contain elements of more than one option. Of the options presented in the Transport Strategy the Council has included Option 3 on the Strategic Framework Diagram and the Council's concept masterplan for the purposes of illustrating how Welborne may be delivered.
- 7.21 The Highway Authorities (Hampshire County Council and the Highways Agency) will need to be satisfied that testing through the SRTM demonstrates that the detailed proposals can work both in terms of the operational effectiveness of the junction itself and that mitigation can be put in place to minimise the impacts upon the surrounding strategic and local transport networks. Any improvement to the Strategic Highways Network will require a Section 278 agreement for delivery of the appropriate infrastructure improvements.

#### **WEL24 - Strategic Road Access**

**Proposals for the development of the strategic road access for Welborne shall include the following:**

- i. A series of improvements to create an 'all-moves' Junction 10 of the M27 motorway. Detailed design must address the following criteria:**
  - a. Provide appropriate priority measures for BRT and local buses;**
  - b. Provide safe and attractive routes for pedestrians and cyclists between Fareham and Welborne;**
  - c. Minimise the severance between north Fareham and Welborne;**
  - d. Retain settlement buffers in accordance with WEL5; and**
  - e. Minimise the environmental impacts within the site and on neighbouring communities, including any noise and visual impacts.**
- ii. The delivery (or funding) of necessary off-site improvements to the M27, including Junctions 9 and 11 and the carriageway and associated infrastructure, if required to mitigate the impacts of the development.**

**All new road infrastructure must comply with the standards and guidance in the Design Manual for Roads and Bridges. New road infrastructure or funding will be secured by condition or planning obligation to ensure the timely delivery of the required transport measures.**

### **Access to the Local Highway Network**

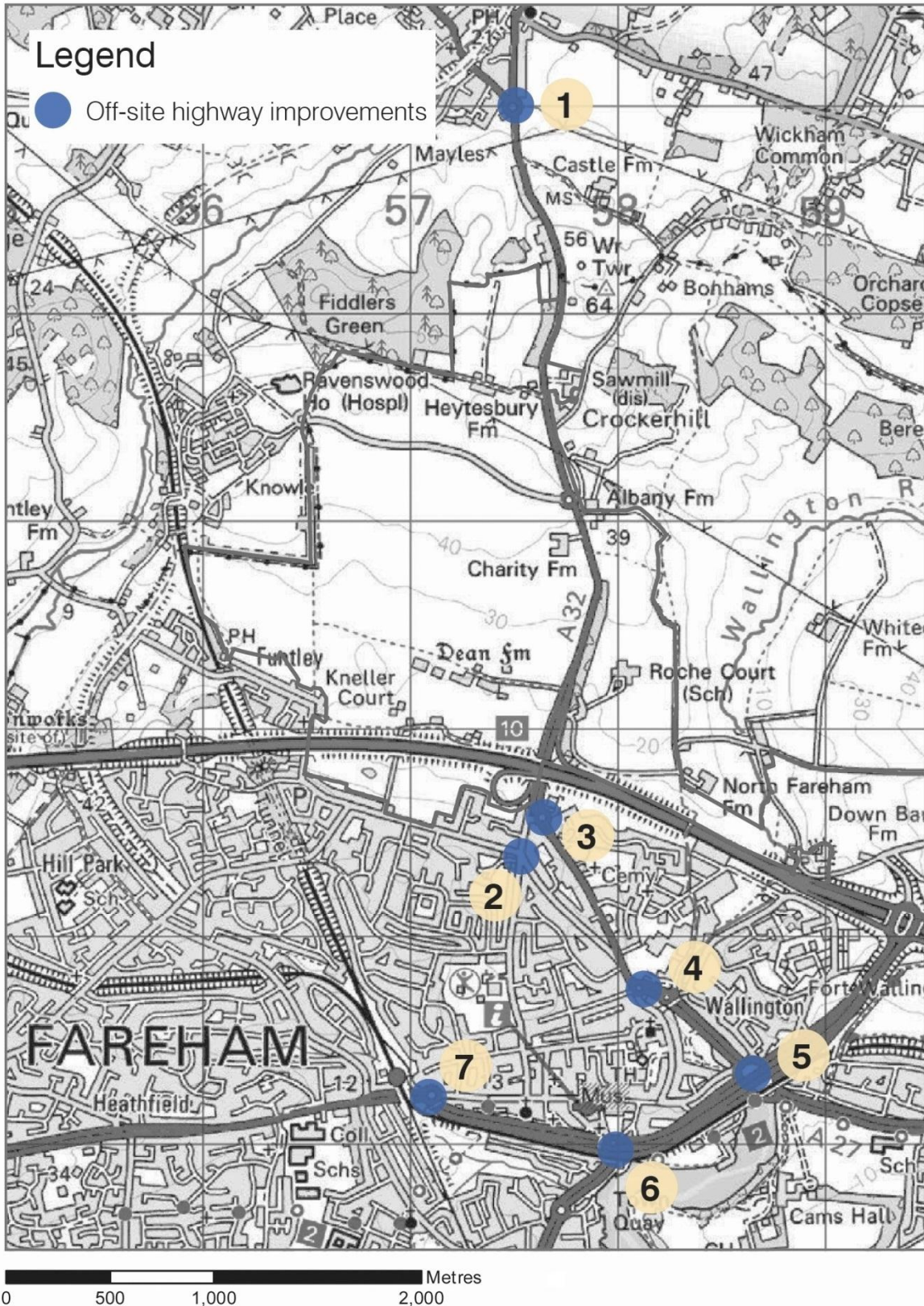
- 7.22 As well as an improved Junction 10 of the M27, the A32 will be the key vehicular access to Welborne.
- 7.23 Within Welborne itself, a spine network of more minor roads will provide primary access to the district centre, local centre, major employment uses and other facilities. The spine streets will cater for mixed traffic including HGVs, general traffic volumes, and public transport as well as for walking and cycling. Importantly, these roads will provide the gateways into Welborne and its centres.
- 7.24 The spine streets will use Knowle Road as the northern edge of a network box. This access will link back to the A32 at 4 locations (including Knowle Road / A32 junction). This will allow optimum movement around Welborne, linking all centres and will provide the main routes for public transport. In addition a new north-south route across the site will reduce pressures on the A32.

### **Managing Wider Impacts**

- 7.25 Welborne will inevitably generate trips within the wider area by all modes of transport. Mitigation measures will be required to manage the increased traffic flows on the local roads and to discourage 'rat running' traffic on inappropriate residential roads through Fareham town centre, Wickham and Funtley.
- 7.26 Congestion is recognised as a problem in the Fareham area. The strategy for Welborne will be to minimise additional congestion through providing local access to facilities, enhancing alternative modes of travel and implementing a wide ranging package of traffic management measures to prioritise bus services. The effectiveness, deliverability and viability of any proposed measures will be assessed in detail as the planning process moves forward.

- 7.27 A number of roads and junctions have been identified which are likely to require traffic management and/or upgrading measures as a direct result of traffic generated/attracted by Welborne. These are set out on Figure 6.2 below (numbered 1-7):
1. A32/A334 Fareham Road, Wickham - This junction lies to the north of the development on the A32. It is a three-arm roundabout junction with two lanes on all approaches. It is likely that the approach lanes on the A32 will need widening to accommodate additional traffic generated by the development. There appears to be sufficient carriageway and verge space to realign the carriageway. It is likely that junction signals will be required.
  2. North Hill/Kiln Road/Old Turnpike/Park Lane - Kiln Road provides the main link to Funtley from the north of Fareham. The new development is likely to generate some additional demand on Kiln Road for traffic travelling to an improved Junction 10 of the M27 motorway. Improvements to the Kiln Road signal junction are likely to be required.
  3. A32 Wickham Road/North Hill/Furze Court - This junction lies just to the south of Junction 10, providing the main route into Fareham town centre from the north. The junction is likely to require some upgrade to increase traffic capacity and enable bus priority measures to be incorporated.
  4. A32 Wickham Road/Wallington Way/Southampton Road - This junction, comprised of two roundabouts closely situated, lies on the A32 and provides access to the Broadcut Retail Park and Fareham Industrial Estates. The two roundabouts are linked by dual carriageway, presenting the opportunity to implement bus priority measures through this section down to the A27 junction.
  5. Delme Roundabout A32/A27 - This large, grade-separated junction links the main A27 to the A32 and connections south to Gosport. The A27 has significant congestion problems. The introduction of an all movements operation at Junction 10 will relieve some of this east-west traffic flow. Traffic management measures would be required at this junction in order to facilitate bus priority movements on the A27 westbound approach to the junction for BRT.
  6. A27/A32 Quay Street Roundabout – This large junction is also on the main access to the Gosport peninsula. It has recently been subject to significant improvements as a result of development within Fareham Town centre and a scheme to deliver bus priority measures has been proposed by the County Council. Significant additional works are not envisaged, but some minor improvements may be required.
  7. A27 Railway Station Roundabout - This junction will require remodelling to improve traffic control and connectivity between the railway station and the BRT service serving the new development. The remodelling will also seek to improve cycle and pedestrian accessibility to the railway station from the adjoining highway network. A scheme to deliver significant improvements to this roundabout has been proposed by the County Council.

**Figure 7.1: Off-Site Highway Improvements**



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- 7.28 In addition, further work on transport impacts may identify the need for other mitigation works on the local road network, and some measures may be required to mitigate traffic impacts in Wickham and Funtley. This may include additional measures at Mayles Lane to prevent it being used as a 'rat-run' for through traffic.
- 7.29 Similarly, Pook Lane could be used as an alternative route heading east from Welborne to Junction 11 of the M27. This road is not suitable for significant increases in vehicular traffic and therefore the option of closing this road to through traffic while ensuring adequate access to existing premises will be considered.
- 7.30 Any planning application for the site must be supported by a Transport Assessment to assess the phasing of the development against the implementation of various off-site highway improvements, including works to the M27 and A32 and any other primary or secondary links or junctions to mitigate the traffic impacts on the local and strategic road network and mitigate any environmental impacts.

### **WEL25 – Local Road Transport and Access**

**The principal vehicular access to Welborne will be from the A32 and Junction 10 of the M27.**

**Proposals for the development of Welborne shall include the following:**

- i. Improvements to the A32 to accommodate the increase in traffic, achieve satisfactory access to the site and create an appropriate gateway to the development;**
- ii. A spine network of routes to facilitate vehicle movement through the site, including a main north-south route through the site to the A32;**
- iii. Should it be required by the Highway Authority, the closure of Pook Lane to through vehicular traffic, while providing for vehicular access to existing premises and maintaining a through route for pedestrians and cyclists; and**
- iv. The delivery (or funding) of any necessary off—site improvements to the nearby road network, including at the following locations:**
  - A32/A334 Fareham Road, Wickham**
  - North Hill/Kiln Road/Old Turnpike/Park Lane**
  - A32 Wickham Road/North Hill/ Furze Court**
  - A32 Wickham Road/Wallington Way/Southampton Road**
  - Delme Roundabout A32/A27**
  - A27/A32 Quay Street Roundabout**
  - A27 Railway Station Roundabout, Fareham; and**
  - Other roads within Fareham Town Centre, Wickham and Funtley.**

**All new road infrastructure or funding will be secured by condition or planning obligation to ensure the timely delivery of the required transport measures.**

## Public Transport

- 7.31 Sustainable transport (public transport, cycling and walking) will need to be available for the first residents of the development to enable sustainable transport patterns to be established at the outset.
- 7.32 Fareham has a comprehensive bus network linking the town to Portsmouth, Gosport, Southampton and beyond. This includes the innovative 'Eclipse' Bus Rapid Transit (BRT) route between Fareham and Gosport, as well as a strong network of local bus services, primarily run by First Group. Hampshire County Council has developed strong partnership working relationship with operators, which has led to a stable bus network with good levels of patronage. Despite this, up to 80% of trips made by Fareham residents are currently made by car.
- 7.33 Bus Rapid Transit  
The existing Bus Rapid Transit link between Gosport and Fareham town centres is the first stage in the development of a network of routes across South Hampshire. This link comprises a mixture of segregated routes and on-road running with bus priority measures. The innovative, high specification service will form a key component of the access strategy for Welborne.
- 7.34 Since commencing operation in April 2012, patronage has increased by 16% on new BRT routes compared with the equivalent routes replaced. Over the Gosport peninsula as a whole, there has been a 6% general increase in bus use. In the first year of operating 1.3 million passengers used the Eclipse BRT buses. There was a 64% increase on the E1 and E2 services compared to the 82 and 86 services they replaced with a 12% increase in general bus on the corridor as a whole.
- 7.35 The BRT route at Welborne can be delivered using a package of measures, including priority measures at junctions and sections segregated from cars. It is proposed to have stops at the main district and neighbourhood centres, potentially with real time information, to provide an attractive alternative to the private car. BRT nodes located at neighbourhood centres will be located in areas of higher density reflecting the relative accessibility of these areas. Bringing public transport to the centre of the development, integrating stops with local and district centres, ensuring short direct walking routes to all land uses are critical elements of the strategy.
- 7.36 From Welborne, the BRT service will provide links to the existing Fareham to Gosport route, including Fareham train station, and link to new routes via the A27 and M27 to Portsmouth, a key employment and retail centre.
- 7.37 Local Buses  
The BRT route through the site will be supplemented by local bus services providing an integrated and coordinated network. Interchange from BRT to local bus services at each of the main BRT stops will be facilitated by the provision of high quality infrastructure and onward travel information. Local bus routes will link to a range of destinations. The public transport strategy will be a phased process

with local bus route enhancements forming the first stage. As Welborne grows, the full public transport improvements will come forward including the commencement of the full BRT service.

- 7.38 The additional bus routes will serve not only Welborne but also the Funtley and Knowle, enhancing their connectivity to Fareham town centre.
- 7.39 Welborne will support additional routes, providing links between the new community and various destinations. Local bus priority measures will be investigated to ensure public transport has a time advantage over private vehicles wherever possible.
- 7.40 The Transport Framework for Welborne will include a Public Transport Plan, setting out the site promoters' proposals, which is to be agreed as part of any Section 106 Agreement for the development. This shall be the means of agreeing the detail of service provision, including the route, any operational subsidy, the timing of provision in relation to development phasing, and a 'toolkit' of measures to promote (and subsequently increase if required) use of the service during the life of the development, with the Borough and County councils.
- 7.41 *Rail Connections*  
Welborne is bounded to the west by the Fareham to Eastleigh rail line. This route is currently single track and the opportunities to develop a new rail halt on this line to directly serve Welborne are limited due to line access, single track operation, level changes and proximity to the existing Fareham Station. However, there is the potential for a new halt to come forward in the latter phases of the development and the concept masterplan allows for this. Therefore, proposals for development in the far west of the site, north of Funtley will need to fully investigate the potential for delivering a new halt.
- 7.42 Any future investigation for a potential halt/station on the Fareham to Eastleigh line would require discussions with South West Trains and Network Rail, full business case development and detailed timetable work. Proposals which prevent the delivery of a rail halt in the future will be resisted, until it can be determined if a new halt is technically feasible and financially viable. Policy WEL42 (Safeguarding Sites for Specific Development) provides further guidance on this matter. In the shorter term, strong links will be developed from the start between Welborne and Fareham Station through the BRT and bus network enhancements and improvements to cycle routes. Smart ticketing would assist in providing a seamless journey for passengers, incentivising public transport travel.

#### **WEL26 - Public Transport**

**Planning Applications for all or part of the site will demonstrate how Welborne will be served by a package of excellent public transport links to Fareham Town centre and beyond in accordance with a site-wide Transport Framework for Welborne. Measure shall include:**

- i. An extension to the Bus Rapid Transit system, linking the site to and through Fareham town centre to Fareham train station and Gosport, and**



- linking to new routes to Portsmouth via the A27 and M27; and
- ii. Appropriate links and extensions to the local bus network; and
- iii. Measures to support the provision of bus services in the early years of development.

**Outline planning applications for the west of the site (north of Funtley) will need to accommodate the future provision of a new rail halt on the Fareham to Eastleigh rail line unless it is demonstrated that it is not technically feasible or viable to deliver this before the end of the Plan period.**

### **Encouraging Sustainable Choices**

- 7.43 A key feature of the Transport Strategy for Welborne is to encourage sustainable transport choices. These could include the following elements:
- An overall vision of sustainable travel and committed funding for the long term;
  - Early implementation to encourage new residents / employees to travel sustainably at the outset, when travel patterns are established;
  - Flexibility of delivery, with residents and future users able to participate in and tailor measures to suit; and
  - Co-ordination with efforts in the wider area, to maximise benefits.
- 7.44 Key measures are likely to include:
- Multi-modal smart ticketing;
  - Travel information and marketing (various channels, possibly including a travel information centre within a community facility within the development);
  - Real time information boards, delivered in partnership with the transport operators;
  - Promotion of smarter working practices (in partnership with the employers);
  - Personalised Travel Planning;
  - Promotions and events – e.g. ‘bike to work’ week;
  - Public transport marketing and branding of services;
  - Car club scheme – e.g. a community based group with vehicles and allocated parking;
  - Car share scheme (including local car share group for residents to join);
  - Electric vehicle charging points; and
  - Cycle hire scheme.
- 7.45 An area-wide Framework Travel Plan, in accordance with the County Council’s Guide,<sup>125</sup> will be required to demonstrate how modal share by walking, cycling and public transport and the encouragement of more sustainable transport will be achieved. Site specific Travel Plans will be developed by schools and employers locating on the site. As individual developments come forward, the site specific Travel Plans will need to be consistent with the Framework Travel Plan. Travel Plans will need to include how the users of the site will be encouraged to reduce the need to travel and, where travel is involved, ensure it is done sustainably. For example, the detail might include the on-site facilities (e.g. cycle parking, showers, etc.) and management arrangements (e.g. staff time to promote information, deliver Personalised Travel Planning etc.).

<sup>125</sup> Guide to Development Related Travel Plans, (Hampshire County Council, 2009)

**WEL27 - Encouraging Sustainable Choices**

**Planning applications for all or part of the site must be supported by an area wide Framework Travel Plan in accordance with the Highway Authority Guidance agreed between the Council, Highway Authority, and the developers which will demonstrate how modal shares by walking, cycling and public transport and the encouragement of more sustainable transport will be achieved.**

**Subsequent travel plans will be required to support planning applications for residential, employment, education, retail and leisure developments. These will set out a comprehensive package of measures for delivering sustainable transport.**

**In part or full they will be made legally binding through the use of planning conditions or Section 106 agreements.**

**All measures will be secured by condition or planning obligation to ensure the timely delivery of the required transport investment.**

**Cycling and Pedestrian Linkages**

- 7.46 The development will deliver clear pedestrian and cycle routes throughout the community. These will provide connections between the residential and employment areas and the district centre, local centre and community hub as well as providing access to the schools on site and to off-site schools. In addition, pedestrian and cycle connections will be needed from Welborne to Fareham, Wickham, Funtley and Knowle and longer routes to Whiteley and other destinations. The overall approach to providing pedestrian and cycle linkages is shown in Figure 6.2 below.
- 7.47 Pedestrian and cycle-friendly routes will be delivered by a mixture of segregated routes and well-designed streets which are safe for all users, in accordance with the Welborne Design Guidance SPD. Securing attractive and safe routes across the A32 will be essential to encouraging sustainable transport, creating a sense of place, and in the creation of a new community at Welborne.
- 7.48 Key features of the development such as green corridors through the site, provide excellent opportunities to develop high quality green infrastructure for both walking and cycling.
- 7.49 The transport strategy seeks to maximise the potential of existing links across the M27 to provide more choice for pedestrians and cyclists and reduce reliance upon the busy Junction 10 link. The final design for an improved Junction 10 will need to consider and include north south cycling and pedestrian links. One key aim is to provide a direct link north-south through Welborne up towards Wickham. This will enable existing and future residents to connect with rail services to wider Hampshire from Fareham station.

- 7.50 The existing green infrastructure around the edge of the development will be integrated and enhanced to ensure connectivity around all boundaries for walking and cycling, as indicated in the concept masterplan. In particular, appropriate provision must be made for safe attractive pedestrian and cycle routes to nearby offsite schools which will serve the community during the early years of the development.
- 7.51 Key destinations within Welborne, including the district and local centres and all schools will be well served by appropriate pedestrian and cycle links. Cycle parking will be provided throughout the site in accordance with the Welborne Parking Strategy which brings together cycle parking and storage standards from the adopted Residential Car and Cycle Parking Standards SPD and the emerging Non-residential Car and Cycle Parking Standards SPD.
- 7.52 In particular, the secondary school must be well connected to the cycle and pedestrian network as it will have a large catchment covering north Fareham, Funtley and Knowle.

### **WEL28 – Walking and Cycling**

**Proposals for development at Welborne will be permitted only where they provide for a network of strategic pedestrian and cycleway routes in accordance with the agreed Transport Framework for the new community. This network will be supplemented by a series of good quality, local pedestrian and cycleway links to be agreed prior to the determination of planning applications for each land parcel.**

**The development will include good pedestrian and cycle links to key destinations by including the following:**

- i. Pedestrian and cycle routes to Fareham town centre and railway station making use of existing connections over and under the M27;**
- ii. Links to the surrounding communities of Wickham, Funtley, and longer routes to Whiteley and the surrounding countryside;**
- iii. Attractive links across the A32 to encourage east-west pedestrian and cycle movements; and**
- iv. Attractive pedestrian and cycle routes to off-site schools which serve the development.**

# Chapter 8

## Green Infrastructure, Biodiversity and Landscape

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### The Green Infrastructure Strategy

- 8.1 The Vision Statement, as set out in Chapter 2, seeks to ensure that Welborne's 'spirit, character and form are inspired by its landscape setting'. The implementation of a Green Infrastructure (GI) Strategy is one of the principal means by which the vision for Welborne as a new garden community embedded in its landscape setting will be achieved. The Council has commissioned the Welborne GI strategy<sup>126</sup> which sets out the broad quantum of GI resources required to support Welborne, and provides a strategy for how potential risks to the internationally protected sites along the Solent coastline can be avoided or adequately mitigated. The GI Strategy is linked to the Strategic Framework Diagram, and illustrates how the various components of the strategy might be located throughout Welborne. However apart from those elements of green infrastructure fixed through The Fareham Policies Map,<sup>127</sup> the Strategy is indicative and meant as guidance to assist the landowners' Structuring Plan and comprehensive masterplanning process required to support any future planning applications to bring forward the new community.
- 8.2 Welborne will derive its unique character and identity from the land itself and the countryside surrounding it. Therefore one of the aims for creating a new garden community should be to try to bring everyone who will live in Welborne closer to the natural environment. The GI strategy therefore, provides an opportunity to try to ensure that, as far as is practical, every household is within 200m of the primary open space network. In practice this means that it should take less than 5 minutes to walk to a network of parks and open spaces that will extend to every part of Welborne.
- 8.3 The analysis and description of the landscape setting of Welborne was the subject of an earlier study.<sup>128</sup> This unique landscape offers the opportunity to create substantial areas of open space connected by a green corridor network linking the different uses within the site and with the wider countryside. Residents and visitors will have a choice of routes and spaces within easy reach of their homes, jobs and sustainable transport points. This can be achieved through a combination of interconnecting green corridors and open spaces within and around Welborne through a comprehensive on-site network of open spaces and linkages, and numerous connections to the wider countryside. Through these

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<sup>126</sup> Welborne Green Infrastructure Strategy (LDA Design, January 2014)

<sup>127</sup> The central park and Welborne's settlement buffers are shown on the Fareham Policies Map and on Appendix B.3 of this plan.

<sup>128</sup> [NCNF Landscape Study \(LDA Design, July 2012\)](#)

means, Welborne will be able to connect with the semi-natural environment to an extent that most urban areas cannot achieve.

- 8.4 Welborne's open space is likely to provide an attractive natural resource for the neighbouring communities. This will include attractive parks, woodland and open spaces to visit, and high quality long distance recreational routes.
- 8.5 The wide-ranging benefits of the GI Strategy will be made possible by the: Multi-functional use of the GI spaces; a combination of on-site and off-site GI resources; and linkages, including the strategic green corridor network. Whilst the GI should be inspired by the existing landscape, it is fundamentally a new resource, as the site is currently intensively farmed with relatively few formal connections or landscape features. As a result, the site is currently of only limited biodiversity or recreational value, and could be significantly enhanced through the GI Strategy.

### **The Quantum and Type of Green Infrastructure**

- 8.6 Policy CS13 in the adopted Core Strategy requires GI to be provided to meet the recreational needs of Welborne and to provide access networks to the natural environment. The Strategic Framework Diagram indicates the potential for around 108 hectares of GI within the site boundary, which exceeds the minimum requirements set in the adopted Core Strategy but is consistent with the infrastructure planning for Welborne.<sup>129</sup> The 108 hectares includes the landscape buffers required to avoid coalescence with adjoining settlements, and 8.7 hectares of incidental green space (including significant areas of land adjoining the motorway), but whilst it might not be practical for the public to use much of this land, it can play an important role in both providing a visual amenity and increasing biodiversity.
- 8.7 On the assumption that Welborne will deliver 6,000 new dwellings, with a projected population of around 15,000, then based on the standards set out in the Core Strategy this would require:
- 22.8 hectares of parks and informal play space;
  - 2.1 hectares of allotments;
  - 18.2 hectares of sports and playing pitches (which may include around 7.15 hectares of sports pitches associated with the secondary school); and
  - 44.5 hectares of semi natural green space.
- 8.8 The GI provided will be expected to make a positive contribution to the well-being of Welborne, by providing a range of open spaces which can accommodate both formal and informal recreational activities. The location of the on-site GI, including the semi-natural greenspace should ensure that it is both accessible and useable, and isolated or peripheral pockets of GI should be avoided wherever possible. The emphasis should be on creating a linked network of multi-functional open spaces, which can provide a range of activities within a reasonable distance from

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<sup>129</sup> Welborne Infrastructure Delivery Plan (Stage 2) Report (AECOM, January 2014)

the main residential areas. Large private rear gardens appropriately planted will be strongly encouraged at Welborne, as they can make a positive contribution to enhancing visual appearance and biodiversity. However, the provision of generous private gardens would be expected to be additional to and not as an alternative to meeting the Council's open space requirements.

- 8.9 One of the key aspects of the GI Strategy is to encourage the new community at Welborne to enjoy healthier life-styles. This will in part be achieved through providing a network of connected open spaces which encourages walking, informal exercise, and sports. It will also include giving the residents of Welborne the opportunity to grow their own food and will provide at least 2.1 hectares of allotments, with the further opportunity to provide community orchards. This amount is based on the standard of 27 allotment plots per 1,000 population.<sup>130</sup>
- 8.10 In order to ensure the plan operates in a flexible way, the quantum of open space set out in Policy WEL29 is meant as a guideline rather than a fixed target. Ultimately the emphasis will be on providing a high quality network of multi-functional spaces. However, it is expected that the standards set out in the policy, which are derived from the space standards in the adopted Core Strategy (Policy CS21) and the evidence base that supports this plan will form the basis for the provision of the necessary GI to support Welborne.
- 8.11 Welborne's infrastructure planning evidence demonstrates a need for around 18.2 hectares of sports and playing pitches will be provided on site, this includes 11.05 hectares within the current boundaries and a further 7.15 hectares in association with the proposed secondary school. This can be broken down into:
- 1x artificial grass sports pitch (approx. 0.3 hectares);
  - Up to 18 grass pitches, for junior and senior sports;
  - At least 1 bowling green;
  - At least 4 tennis courts.
- 8.12 The required 22.8 hectares of open space identified for parks and informal play space will include the following:
- 0.4 hectares of equipped neighbourhood play areas for young children;
  - 0.4 hectares of equipped 'local' play areas for all children and;
  - 1.25 hectares of youth facilities, including at least 1 MUGA, and skateboard/BMX facilities.
- 8.13 Some of the sports provision could be co-located with the secondary school, including potentially the artificial pitch and associated changing facilities. The remainder of the outdoor sports facilities will need to be provided in sufficient quantities and in accessible locations to facilitate shared changing and maintenance facilities. The location of the proposed sports facilities should also take into account the need for any floodlighting and fencing to ensure compatibility

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<sup>130</sup> The allotments standard being taken forward within Policy WEL29 derives from the [Fareham Allotment Strategy \(FBC, 2010\)](#) and is based on 27 plots (of 125 square metres each) per 1,000 population, which equates to 0.34 hectares per 1,000.

with adjoining land-uses and to avoid adverse impact on the landscape and biodiversity beyond the site boundaries.

- 8.14 The equipped play areas required should be distributed throughout the development to ensure access by walking and cycling is convenient and safe. Distribution should aim to ensure that dwellings are within 100 metres of 'doorstep' play areas, within 300 metres of 'local' play areas and with 600 metres of youth play areas. However, it is expected that there will be flexibility in the delivery of this provision.
- 8.15 Many play areas will be able to serve more than one of the play space categories and the size of the area and the range of equipment provided in each case will need to reflect this. It is also expected that much of the play equipment and other facilities aimed at encouraging healthy life-styles will be provided within the wider open space network, so that the green network includes opportunities for creative play and facilities for adult residents, such as fitness trails.

### **WEL29 - On-site Green Infrastructure**

Proposals for development at Welborne shall be accompanied by a detailed open space and green infrastructure strategy to be prepared as part of, or alongside the comprehensive masterplanning. This strategy shall identify the exact location, quantity, nature and quality standards of each type of on-site green infrastructure required, together with adequate changing, storage and parking facilities, where appropriate. The strategy shall be approved by the Council at the initial planning application stage.

The open space and green infrastructure strategy shall meet the following minimum open space requirements:

Type of open space of GI	Minimum standard (per 1,000 population)	To include
Parks and amenity open space	1.5 hectares	Equipped play areas for children and for youth, with 14 pieces of play equipment per 1,000 1-12 years olds
Allotments	0.34 hectares	
Sports pitches	1.2 hectares	<ul style="list-style-type: none"> <li>• At least one all-weather pitch;</li> <li>• At least 4 full-sized Tennis courts;</li> <li>• At least one bowling green (of approximately 170 square metres)</li> </ul>
Semi natural green space	3 hectares	Local nature reserves

The sports pitches provision may include approximately 7 hectares to be combined with school sites at Welborne.

The new sports provision should be aimed at encouraging the active participation in sport by all sections of Welborne, specifically by making

**provision for junior sports for all genders, and providing sports and recreational facilities aimed at encouraging an active and healthy older population.**

**The open space and green infrastructure strategy shall include specifications for the layout and construction of the relevant facilities together with details of the required level of parking and floodlighting (where appropriate), and boundary treatment. In this connection, the specification for changing facilities should be agreed by the Council in advance and will be expected to meet the needs of all potential participants.**

**The required levels of green infrastructure shall be laid out so, wherever feasible and viable, every dwelling is within 200m of the primary open space network.**

**Equipped play areas shall be distributed with the intention that all dwellings are within 100 metres of 'doorstep' play areas, within 300 metres of 'local' play areas and with 600 metres of youth play areas. Each play area shall be located and laid out to ensure that access by foot and cycle is safe and convenient.**

**The standards set out above should be taken as a target and the final quantities will be determined at the planning application stage. The guiding principle and emphasis will be on providing useable, flexible and high quality open space, play and sports facilities rather than meeting every specific target. However it is not expected that the final provision of green infrastructure would fall significantly below the above standards.**

### **Avoiding or Mitigating the Potential Impacts of the Development on the Internationally Protected Sites**

- 8.16 The Council's Habitats Regulations Assessment Screening Statement identified a number of potentially adverse impacts on the internationally protected sites along the Solent. In order to comply with Habitats Regulations,<sup>131</sup> these impacts will either need to be avoided or fully mitigated if the development is to gain approval.
- 8.17 The development of Welborne must therefore ensure that any potentially adverse effects on the internationally protected sites identified through the HRA required to accompany the outline planning applications are either avoided or fully mitigated. Where adequate mitigation or avoidance measures cannot be achieved on or adjoining the site through the provision of suitable areas of natural greenspace, a financial contribution will be sought to provide off-site mitigation measures.
- 8.18 In order to assess the magnitude of the threats posed by the scale of development proposed along the protected coastline, the Solent Forum developed the Solent Disturbance and Mitigation Project (SDMP). Work to date has confirmed that significant effects to the Special Protection Area, which arise from the scale of new development proposed in the South Hampshire sub-region

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<sup>131</sup> Conservation of Habitats and Species Regulations 2010



- cannot be ruled out. This risk to the internationally protected sites will need to be avoided or mitigated through a package of measures developed through the Solent Forum. The expectation is however, that major development sites such as Welborne will substantially avoid or mitigate their potential impacts through the provision of suitable natural green space on or immediately adjoining the site.
- 8.19 Therefore in addition to the GI required to be provided on-site to meet the needs of Welborne, as outlined in Policy WEL29 above, GI will also need to be provided adjoining and in close proximity to the site, with multiple links to the wider GI network. This will help mitigate or avoid potentially adverse impacts on nearby environmentally sensitive sites.
- 8.20 There are no national or local standards applicable to the Welborne development for the provision of land to mitigate or avoid impacts to protected sites. The nearest equivalent is the SANGS (Suitable Alternative Natural Green Space) standards adopted in the Thames Basin Heaths. This standard was developed by the adjacent Local Authorities together with Natural England and other wildlife bodies such as the RSPB. If this standard were to be applied to Welborne then with the projected population of just over 15,000 persons it would require 121 ha of SANGS.
- 8.21 However the main distinguishing feature from the Thames Basin is the obvious presence and attractiveness of the Solent coastline. Therefore, Natural England has advised that a target of at least 70 % of the SANGS standard should be met on or adjoining the site. This equates to a requirement of around 84.8 hectares of additional natural green space provided on land on or adjoining Welborne. The balance of the mitigation requirement will be met through a financial contribution towards the measures to be set out in the SDMP to mitigate potential impacts along the coast. However, the target of 70% is considered only a minimum, and if it were to prove possible to exceed this target it would be encouraged. The figure of 84 hectares is based on a population at Welborne of around 15,000, should this figure increase or decrease then the amount of SANGS should be adjusted accordingly.
- 8.22 The requirement for around 84.8 hectares of land as alternative natural green space could be provided through the combination of land within and adjoining Welborne. This includes Dash Wood and the triangle of land adjoining Knowle, together with land at Fareham Common. This land, shown indicatively on the Strategic Framework Diagram, should be set out and managed as natural green space or open countryside in accordance with the broad character area within which it sits.
- 8.23 Collectively these sites have the potential to deliver up to 70.5 ha of SANGS. The final total will depend on land assembly and the extent to which other uses, such as the motorway junction arrangements, constrain its value as SANGS. It will also be possible to contribute towards the provision of SANGS by incorporating an element of the proposed on-site semi-natural green space into the network of SANGS, especially on the edges of the site abutting areas of potential SANGS.

- 8.24 Discussions with Natural England have also indicated that the SANGS should provide a varied but semi-natural landscape and experience and as a minimum should provide the following:
- Car parking for visitors from outside the area
  - Interpretation and information boards
  - Walks, including dog-walking facilities, and runs of between 2.5 to 5 kms. The routes should be circular and wherever possible should not cross main roads
  - Footpaths should be surfaced but not with tarmac or a similar hard surface
  - The routes should all be way marked.
- 8.25 The potential inclusion of the land near Knowle within the Winchester City Council's area as natural green space would be consistent with the adopted Winchester District Local Plan Part 1, which identifies this land as part of the settlement gap between Wickham and Knowle and Welborne.
- 8.26 The Winchester Local Plan also supports the principle of this land playing a role as natural green infrastructure to support Welborne. The triangular parcel of land in the Winchester District to the southeast of Knowle which in total amounts to around 22 ha will remain primarily as semi-natural space, providing separation between Knowle and Welborne as well as the opportunity for informal recreation. However the potential exists for around 7 ha of this land to provide playing fields for Welborne's secondary school (see Chapter 5). The Council will continue to work with Winchester City Council over the exact nature of the uses on these areas of land and its on-going maintenance to ensure that this does not become a financial burden on Winchester City Council.
- 8.27 Dash Wood to the north and north- west of Welborne is a substantial area of woodland of just over 38 ha. This could potentially form a community woodland with controlled access and management to improve recreation, biodiversity and commercial woodland.
- 8.28 Fareham Common, to the south of both Welborne and the motorway, offers up to 17.5 ha of potential SANGS depending on whether the issue of the different land-ownerships can be satisfactorily resolved. At the present time it is mostly farmed or paddock land, so the opportunity presents itself to create a substantial new GI asset laid out as semi natural open space, to provide for a range of recreational opportunities for new and existing residents and enhanced biodiversity.

### **WEL30 - Avoiding and Mitigating the Impact on Internationally Protected Sites and Off-site Green Infrastructure**

**Development proposals shall be accompanied by a full assessment of the potential impacts on habitats and biodiversity of all sites of national and international importance that may be adversely impacted through the development of Welborne. This assessment shall consider the impacts in combination with other nearby sites allocated for development as identified in the accompanying Habitats Regulations Assessment. The assessment shall set out the on-site and off-site measures proposed in order to avoid or mitigate potential impacts on these internationally protected sites.**

**Unless an alternative strategy is agreed by the Council and Natural England, (which might require more or less green infrastructure) in order to avoid or mitigate potential impacts on the internationally protected sites on the Solent, it is expected that around 84 hectares of suitable alternative natural green space (SANGS) shall be provided either on or immediately adjoining the site. The 84 hectares is based on 6,000 dwellings and could increase or decrease if the number of homes delivered changes.**

**The figure represents 70% of the SANGS standard of 8 hectares of natural green space per 1,000 population, applied to the anticipated peak population at Welborne of around 15,000.**

**A financial contribution shall also be required towards implementing the Solent Disturbance and Mitigation Strategy. This shall provide for the mitigation of the potential impacts on the internationally protected sites along the Solent coastline that cannot be achieved solely through the delivery of on and off-site green infrastructure at Welborne.**

**The Council will continue to work with Winchester City Council to determine the appropriate uses of the natural greenspace within their area and the management that will be required. It is expected that a financial contribution will be required from the Welborne development to lay out and help fund on-going management of these areas.**

### **Conserving and Enhancing Biodiversity**

- 8.29 The majority of the Welborne site is currently intensively farmed and as a result is of relatively limited biodiversity value. It consists mainly of arable fields and some improved grassland habitats; nonetheless, it does support a range of flora and fauna. It is expected that development at Welborne will contribute to the protection and enhancement of priority habitats and species, as well as achieve a net gain in biodiversity in accordance with policy CS13 of the Core Strategy.
- 8.30 The broad habitat types to be created within the semi-natural greenspaces of Welborne have been developed through the concept masterplanning, undertaken by the Council. They are in line with current local biodiversity objectives and have helped inform the character areas (as set out in Chapter 4). This offers the opportunity to create woodland habitats in the semi-natural greenspace of the woodland character area. A dry meadow grassland habitat could be created in the downland character area and also in the central and northern parkland character area. The southern part of the site which encompasses the meadow character area and the southern-most part of the parkland character area east of the A32 could also support a wet meadow habitat.
- 8.31 Biodiversity Opportunity Areas (BOAs) represent a targeted landscape-scale approach to conserving and enhancing biodiversity in Hampshire. They identify opportunities for habitat creation and restoration where resources can be focused to have the greatest positive impact for wildlife. The northern part of Welborne lies within the Forest of Bere Biodiversity Opportunity Area so the development

will be expected to enhance biodiversity in this area, in line with the aspirations for that BOA. This could be achieved through development being set in the woodland character area as well as through the effective management of the woodland at Dash Wood.

8.32 There are a number of Sites of Importance for Nature Conservation (SINCs) within or immediately adjacent to Welborne as illustrated on the Constraints Map (Appendix B.1). The development will be expected to demonstrate how SINCs within, adjoining and in close proximity to the Welborne site will be protected from adverse impacts, and those within the site favourably managed. The SINCs within or immediately adjacent to the site are:

- Knowle Copse, Dash Wood and Ravens Wood SINC
- Ravenswood Row SINC
- Blakes Copse SINC
- Martin's Copse SINC
- Birchfrith Copse SINC
- Fareham Common SINC

8.33 Initial survey work has indicated that a number of protected species<sup>132</sup> are present on the site including great crested newts, reptiles, breeding birds, badgers, dormice, and possibly bats. Further survey work will need to be undertaken to confirm presence and extent of populations and their distribution across the site, as well as the occurrence of priority habitats and features in order to assess the potential impacts of the proposals, and to detail appropriate avoidance, mitigation and compensation measures which will need to be designed into any proposals and implemented.

8.34 Welborne offers an opportunity to protect and enhance key species by incorporating biodiversity features into the built fabric and landscaping of the development. This could be achieved for example through the installation of bird and bat nesting and roosting features and through selecting native species suitable to their downland habitat, in planting and landscaping schemes. The requirement to provide a suitable Sustainable Drainage System also offers the opportunity to significantly enhance biodiversity.

### **WEL31 - Conserving and Enhancing Biodiversity**

**The initial planning applications for development at Welborne shall be supported by a full ecological assessment to identify and address potential impacts on designated sites, priority habitats and priority and protected species, within and immediately adjacent to the site boundary.**

**The biodiversity assessment shall clearly set out how biodiversity interests will be protected, and where possible enhanced. Given that the**

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<sup>132</sup> Protected under the Wildlife and Countryside Act 1981 (as amended) and/or the Conservation of Habitats and Species Regulations 2010 as amended, or the Protection of Badgers Act 1992 (as amended).

**development of Welborne will take place over a long period of time, the biodiversity assessment should provide details of how it is intended that it is regularly up-dated to ensure that any mitigation measures required are effective.**

**Any adverse impacts to designated sites, priority habitats and priority and protected species should be avoided. If impacts are unavoidable, measures shall be put forward to ensure that impacts are appropriately mitigated, with compensatory measures used only as a last resort.**

**Proposals shall demonstrate how development contributes towards enhancing biodiversity through:**

- i. The implementation of the broad habitat types within Welborne's semi-natural greenspace;**
- ii. Incorporating design features within the built environment to enhance bio-diversity; and**
- iii. Enhancing ecological connections to other areas of natural greenspace off site.**

### **Strategic Green Infrastructure Corridors and Connections**

- 8.35 Achieving the vision of creating a new garden community makes it essential that the open spaces within Welborne are not isolated, but are inter-connected by an attractive network of strategic green infrastructure corridors. They should be designed to accommodate different types of users, including pedestrians (of all ages and abilities), dog walkers and cyclists. The impact by dog walkers is one of the prime causes of recreational disturbance identified in the SDMP. Due to the potential impact on the internationally protected sites along the Solent, it will be necessary to ensure that the strategic green infrastructure network at Welborne is attractive to dog walkers and provides additional facilities to meet their needs such as suitably located dog-bins.
- 8.36 As well as helping to realise the vision for Welborne, these green corridors and links will play an important role in encouraging those living and working in Welborne to walk and cycle rather than take the car. They are therefore considered to be important in helping to achieve a sustainable new community.
- 8.37 Green corridors and connections also offer the opportunity to help deliver the aspirations of the wider PUSH GI Strategy,<sup>133</sup> and in particular contributing towards implementing the 'green grid.' It will be important to ensure that Welborne is linked effectively with the adjoining settlements and the wider countryside. It is equally important that the existing public rights of way network is protected and where possible extended, which will benefit and enhance recreational opportunities for existing residents in the area as well as visitors and the new residents of Welborne.
- 8.38 In order to ensure that Welborne is properly linked to adjacent areas, including the wider countryside, a series of routes/links from the site to the surrounding

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<sup>133</sup> PUSH Green Infrastructure Strategy (PUSH, June 2010)

countryside will be required. The comprehensive masterplanning process should therefore fully explore the potential to create improved pedestrian and cycling links especially along the following corridors:

- Pook Lane;
- Mayles Lane;
- Completing the link from Welborne to the former railway line along the Meon Valley Trail;
- Improving the existing pedestrian/cycle link to Fareham along the former Railway track; and
- Titchfield Lane to link with Botley Woods and the extensive GI being created in the vicinity.

8.39 As these routes connect to areas beyond Welborne, other relevant agencies and land interests will need to be engaged by the site promoters in order to ensure that the network is delivered in a comprehensive manner.

### **WEL32 - Strategic Green Infrastructure Corridors and Connections**

**Development at Welborne will be permitted where it provides for an integrated network of attractive multi-functional green corridors throughout the site. This network shall connect the different elements of on-site green infrastructure to the new District Centre, Local Centre and Community Hub, as well as to residential, employment areas and to the schools.**

**Development proposals shall also include enhanced green connections, leading from the site connecting to adjoining settlements and the wider countryside in the locality.**

**The proposed network of on-site green corridors and off-site connections shall be set out within a green infrastructure network plan which will be submitted to the Council within or alongside the Comprehensive Masterplanning that accompanies initial planning applications.**

**The green corridor and connection network proposed within the green infrastructure network plan must be usable and attractive to a variety of users, including cyclists and dog walkers.**

### **The Landscape**

8.40 It is the landscape setting of Welborne which gives the area its distinctive character, and it was the analysis of the landscape setting which was instrumental in identifying the four character areas which define Welborne. It is this relationship with the landscape and surrounding countryside which presents a unique opportunity to create a 21<sup>st</sup> century garden community at Welborne

8.41 The landscape qualities of the four different Welborne character areas are set out in Chapter 4 (Figure 4.1). Four distinctive types of landscape character are identified: the woodland to the north of the site; the chalk downland running

- through the middle of the site; the meadowland to the south of the site; and a parkland typology framed by a strong woodland edge on the land east of the A32.
- 8.42 The landscape within which Welborne is set and which will be a strong influence, on the character and form of the proposed development and has been shaped by human activity over the preceding millennia. It retains the evidence of the historic development of this part of Fareham in respect of the historic landscape, the historic buildings and structures, and the archaeology below ground, all of which make up the historic context and assets which will help shape Welborne.
- 8.43 The area currently proposed for Welborne is considered to be predominantly of medium to low landscape sensitivity. However, the adjoining land to the north and the east of the site, which form an important part of the setting for Welborne are considered to be of high landscape sensitivity. Furthermore the land to the east of the A32 is clearly visible from Portsdown Hill, and will therefore require a sensitive approach to landscaping along this important edge.
- 8.44 Due to the sensitivity of the site and surrounding area proposals for development at Welborne will need to be supported by a structural landscaping scheme to enhance the landscape setting of Welborne and demonstrate how the key landscape features on the site will be delivered. Due to the length of time it can take for landscaping to become established and make an impact, the emphasis will be on ensuring the early implementation of the structural landscaping. Any structural landscaping schemes submitted should form part of the comprehensive masterplanning process undertaken to support the development of Welborne

### **WEL33 - Structural Landscaping**

**Initial planning applications for the development of Welborne will be permitted where they are accompanied by a structural landscaping scheme which identifies how the existing landscape features on and around the site can be strengthened and used to create a unique 21<sup>st</sup> century model for a new garden community .**

**All structural landscaping schemes submitted to the Council for approval should include a detailed phasing and management plan, with the emphasis on bringing forward the structural planting elements in the early phases of the development.**

### **Detailed Landscaping**

- 8.45 The objective of creating a new community, which is based on the principles of a garden city, requires a strong emphasis on providing a 'green' public realm. This will require that significant tree cover is incorporated into the layout of the new streets and public spaces. Guidance on the approach expected in relation to the layout of the public realm and street trees will be contained in the Welborne Design Guidance SPD, which in turn should inform the Strategic Design Codes to be prepared by the landowners. However, at each phase of the development, the promoters of the site will be required to submit a detailed landscaping scheme, which sets out the location and species of the proposed tree, shrub and ground

cover in accordance with the relevant Strategic Design Code.

#### **WEL34 - Detailed Landscaping**

**Proposals for development will only be permitted where they are accompanied by a detailed landscaping scheme, which sets out the species and location of the proposed tree, shrub and ground cover.**

**Proposals shall also indicate precisely where existing landscape features will be protected and enhanced, including details of the methods to be used to properly protect those features during the construction period.**

#### **Governance and On-going Maintenance**

- 8.46 The extent and scale of the green infrastructure that is expected to be delivered is such that some will need to be implemented over several phases of the development and possibly by multiple developers. There will be a need to ensure consistency of design and quality to achieve and sustain the desired effect over the long term.
- 8.47 Phasing principles will also need to be established to ensure that green infrastructure is implemented in a balanced way and aligned with the development of the housing, employment and other associated land-uses. A detailed phasing plan will need to ensure that each phase of the development provides access to the required level of GI. The Council will work with site promoters and other interested parties to clarify phasing.
- 8.48 It is essential that adequate provision is made for the future management and maintenance of the onsite and off-site green infrastructure that will be delivered. There is no single model of governance to ensure that the required standards of green infrastructure provision are maintained in perpetuity, but in providing details of the nature and type of green infrastructure being proposed, the developers will be expected to include a fully costed maintenance schedule and management plan.

#### **WEL35 - Governance and Maintenance of Green Infrastructure**

**The green infrastructure network plan submitted to the Council with initial planning applications will:**

- i. Be accompanied by an implementation, phasing and management plan which clearly sets out how and when the network will be completed and how it will be maintained in perpetuity; and**
- ii. Identify who will ultimately adopt and have responsibility for managing and maintaining the different components of green infrastructure within and adjoining the site.**



# Chapter 9

## Energy, Water and Waste

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- 9.1 As the largest development planned within the Borough, Welborne provides an opportunity to make a substantial contribution towards achieving sustainable development. It should capitalise on the opportunities for sustainability that are unique to a large-scale new community and in particular it should promote high levels of resource efficiency for energy, water and waste. This chapter sets out how Welborne can achieve a balance between the aspirations for sustainable use of resources in this plan's vision and objectives, whilst also delivering a cost effective development which results in a place people want to live.

### **Energy Efficiency, Generation and Supply**

- 9.2 The Council wishes to ensure that the principles of energy efficiency, sustainable energy generation and supply are applied from the outset at Welborne and are integrated into all aspects of design. An Eco-Opportunities Study<sup>134</sup> was undertaken to consider a range of energy technologies and design standards which could be applied and concluded that whilst there are significant opportunities, a single standardised approach may not achieve the Council's aims. Due to the interconnected nature of energy standards, generation and supply, the development will require an energy strategy to show how the energy used in the new community will be delivered in a sustainable way.
- 9.3 The policy is not designed to require a particular approach to energy at Welborne, but rather to maximise sustainability in a cost effective and user-friendly way. This approach encourages the developers to find solutions that are appropriate and effective. The Energy Strategy should set out the overall energy requirements and building standards to be employed, the mechanism for supplying energy (either on or off-site), and the capacity of the existing energy supply network to serve the development. It is likely that the strategy will need to be revised at each phase of the development to take into account changing technologies any changes to national standards and market viability considerations.
- 9.4 Policy CS15 of the adopted Fareham Core Strategy seeks to achieve Code for Sustainable Homes (CSH) Level 4 and CSH Level 6 from 2016, however the Government is undertaking a Housing Standards Review to consider various standards including the Code for Sustainable Homes. Nonetheless, the Council is keen to encourage high levels of sustainability at Welborne. In particular, the Council is keen to promote a high level of thermal efficiency in new buildings at Welborne, as this would reduce energy consumption and bills for residents and occupiers of non-domestic dwellings. It can result in significant carbon savings, and if planned in from an early stage, it can be very cost effective.

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<sup>134</sup> [New Community North of Fareham Eco-Opportunities Study; \(LDA Design, August 2012\)](#)

- 9.5 'Passivhaus' is a recognised standard for best practice energy efficiency which can be applied to both dwellings and non-domestic buildings. The size of the Welborne development and orientation of much of the site on a south-facing slope makes this an ideal location to maximise the potential for Passivhaus techniques. The Council expects a proportion of each phase of the development to meet this standard with an overall target of 10% of dwellings meeting the Passivhaus standard (or equivalent), unless developers can demonstrate this is unviable.
- 9.6 Welborne provides the opportunity to deliver low and zero carbon energy. The Eco-Opportunities Study considers a range of technologies that could be used to generate the energy demanded by new and existing buildings on site and an outline feasibility study<sup>135</sup> indicates that a district energy network is feasible and could possibly be economically viable.
- 9.7 The District Centre is particularly suitable for a district energy network because it will contain a mix of uses requiring heat throughout different times of the day and is also the area with the highest proposed density of development. It may be unviable for properties served by a district energy network to employ Passivhaus techniques. However, the target for Passivhaus should be achieved in parts of Welborne not served by a district energy network.
- 9.8 It may also be appropriate to install low and zero carbon energy technologies on individual buildings in some parts of Welborne. These could include solar thermal, photovoltaics and ground or air source heat pumps. The full potential of a district energy network and other low and zero carbon energy sources should be considered within the Energy Strategy that will accompany planning applications.
- 9.9 The Council is supportive of the creation of an Energy or Multi-Utility Services Company (ESCo / MUSCo) at Welborne as a way of supporting the delivery of innovative solutions to Welborne's energy needs.

### **WEL36 – Energy**

**Planning applications for Welborne shall be supported by an Energy Strategy which demonstrates how the development will:**

- i. Optimise energy efficiency by minimising the use of energy through design, layout, orientation, landscaping and materials;**
- ii. Achieve energy efficiency standards, including Passivhaus if appropriate; and**
- iii. Secure energy supply, maximising the use of low or zero carbon technologies including district energy networks.**

**Proposals for residential development shall incorporate 10% of dwellings built to 'Passivhaus' standard, unless it can be demonstrated to be unviable.**

<sup>135</sup> Welborne New Community – District Energy Network Outline Feasibility Study; (Hampshire County Council, October 2013)

## Water

- 9.10 The Welborne site lies within the catchment of two rivers – the Meon to the west and the Wallington to the east. Portsmouth Water is responsible for water supply to the area, which mainly comes from groundwater. There is an aquifer designated as a Source Protection Zone (SPZ) to the east of the site. Southern Water is responsible for waste water in the area and has a large waste water treatment works (WWTW) at Peel Common to the south of Fareham. An exception to this is at Knowle Village, where Albion Water deals with waste water at a small Sewage Treatment Works to the north-west of the village. The Welborne site is within Environment Agency Flood Zone 1 which means there is a low probability of fluvial flooding<sup>136</sup>.
- 9.11 Water will be an important resource for Welborne so the development will need to meet a number of aims including to:
- Promote efficient use of water on site and ensure a sustainable supply;
  - Provide infrastructure to allow waste water to be carried off site for treatment;
  - Maintain water quality in the rivers and groundwater, in particular at the Source Protection Zone;
  - Prevent flooding within the site, avoid any increase in flood risk downstream, and explore opportunities to reduce the risk of downstream flooding;
  - Deliver a site-wide Sustainable Drainage System (SuDS) to deal with surface water run-off.

## Water Supply and Disposal

- 9.12 Water efficiency and supply  
Water efficiency at Welborne will be critical to the delivery of a sustainable new community. The impetus for efficient usage of water at Welborne is threefold: Firstly local water supplies come mainly from a heavily used aquifer where there is no further water available for licensing<sup>137</sup>, as well as nearby watercourses, so increased levels of abstraction could cause environmental harm. Secondly, treated wastewater is discharged back into the environment and it is important to ensure that the quantity and quality does not result in any adverse effects on protected habitats. Thirdly, climate change is likely to affect the availability of water in the long term so it will be necessary to avoid creating substantial additional demand from resources which may be depleted in future. Portsmouth Water's current Water Resources Management Plan 2009<sup>138</sup> and Draft Water Resources Management Plan 2014<sup>139</sup> indicate that new houses will be more efficient through a metered supply and incorporation of water efficient fittings and fixtures to ensure that a sustainable water supply to Welborne will be possible.

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<sup>136</sup> Environment Agency Flood Map

<sup>137</sup> East Hampshire Abstraction Licensing Strategy (Environment Agency, March 2013)

<sup>138</sup> Water Resources Management Plan 2009 (Portsmouth Water)

<sup>139</sup> Draft Water Resources Management Plan 2014 (Portsmouth Water)

9.13 The Eco-Opportunities Study<sup>140</sup> identifies a number of ways in which sustainable water usage could be achieved at Welborne. These include:

- Reducing water usage by installing water meters so that people pay for the water they use (as standard in new developments).
- Installing water efficient fixtures and fittings such as low flush or dual flush toilets, low-flow taps and showers, and water efficient appliances.
- Rainwater harvesting from roofs and other surfaces.
- Greywater recycling which involves collecting water from relatively clean sources such as baths, showers and basins for reuse in toilet flushing.
- Blackwater recycling which involves the collection and treatment of all domestic wastewater for reuse in toilet flushing.

9.14 There are pros and cons associated with each of these options for water efficiency and re-use, but ultimately the choice of which of these measures will be most suitable will be influenced by how water is supplied to Welborne. Currently there are two options:

1. Portsmouth Water; the incumbent water supplier for the region could supply Welborne with potable water.
2. Albion Water; could supply water to the site through a dual supply system, which would deliver a treated non-potable water supply for toilet flushing, as well as potable water for all other applications. If all water services were to be provided, Albion would require a bulk supply of potable water from Portsmouth Water.

9.15 Current Building Regulations (2010 Part G) state that new dwellings must be designed for potable water consumption to not exceed 125 litres per person per day (l/p/d). The Government has indicated the possibility of amending this standard<sup>141</sup> but no standard has yet been agreed and timescales for implementation have not been set. Therefore the Council intends to set a baseline target for internal potable water consumption in residential development in line with the Code for Sustainable Homes. Policy CS15 of the adopted Fareham Core Strategy seeks to achieve Code for Sustainable Homes Level 6 on all new residential development in the Borough from 2016. This would require extremely high levels of water efficiency as Code Level 6 requires a maximum internal potable water consumption of 80 litres per person per day (l/p/d), which it may not be possible to achieve in a cost effective manner. Therefore, as a minimum, the developer will be expected to achieve water efficiency targets in line with Code for Sustainable Homes Level 4, (i.e. maximum internal potable water consumption of 105 l/p/d). It is considered that this represents an achievable and cost effective target, delivering a 16% increase in water efficiency over current Building Regulations, but also retaining flexibility about exactly how water will be supplied to the site. The requirements for water efficiency may be reviewed during the plan period due to changes in Building Regulations or other Government policy.

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<sup>140</sup> NCNF Eco-Opportunities Study (LDA Design and Parsons Brinckerhoff, August 2012)

<sup>141</sup> Housing Standards Review Challenge Panel Report (DCLG, August 2013)

- 9.16 There are a number of ways in which the 105 l/p/d target can be met and the suitability of each method will need to be considered in relation to the water supply options. The Eco-Opportunities Study indicates that in the first instance, water meters should be installed in all new households as this may reduce demand by between 5-15%. Portsmouth Water have indicated that the installation of water meters is a standard measure for new properties and so therefore all new homes at Welborne will incorporate water meters. It then sets out that the target could be achieved by best practice water efficient fixtures and appliances, or a combination of good practice efficiency measures and some re-use of water. The wastewater drainage and sewage system will need to be designed to cope with lower flows due to the efficient usage of water at Welborne.
- 9.17 Waste water  
There are currently two known options for dealing with waste water arising from Welborne, but both would require new infrastructure to be provided.<sup>142</sup>
- 9.18 Southern Water is the incumbent sewerage provider for the area. Their WWTW at Peel Common, south of Fareham, is capable of meeting future demand arising from new development but may require investment to deliver additional biological treatment capacity within the parameters of the environmental permit. There is however insufficient capacity in the existing sewerage pipe network that transfers waste water from the Welborne area to Peel Common WWTW. Therefore major improvements to the off-site sewerage infrastructure would be needed to connect Welborne to the WWTW which would involve crossing the M27 motorway. The precise engineering configuration and route of the infrastructure would need to be investigated and agreed with the Council.
- 9.19 Albion Water operates a small sewage treatment works (STW) at Knowle which caters for the existing village. Expansion of their operations to meet demand from Welborne is likely to require the employment of a dual supply system providing separate potable and recycled blackwater supplies to the new community. If connection of Welborne to the Knowle STW is to be pursued, the site promoters will need to demonstrate that the STW could be expanded and gain planning permission from Winchester City Council as the STW is in their area. They would also need to demonstrate the efficacy and safety of a dual supply system, and obtain agreement from the Environment Agency that the increased flows could be discharged without affecting the existing licence conditions.
- 9.20 The redevelopment of Crockerhill Industrial Park to housing provides the opportunity to connect existing houses within the Crockerhill community to the Welborne waste water system. This would improve the utilities network and provide benefits for those residents who are currently reliant on septic tanks.
- 9.21 Further work needs to be undertaken by the developer to determine how water will be supplied and how waste water from Welborne will be transferred and treated in a sustainable way. The infrastructure required to supply water and deliver waste water treatment services will need to be funded and delivered in the early phases and potentially prior to the first main residential phase.

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<sup>142</sup> NCNF Infrastructure Delivery Plan Stage 1 Report (AECOM, Feb 2013)

**WEL37 – Water Efficiency, Supply and Disposal**

**Demand for water should be minimised in all new development through the installation of water meters, water efficient fixtures and the appropriate re-use of water. All new residential development at Welborne shall be designed to achieve good practice standards of water efficiency by ensuring that internal potable water consumption does not exceed 105 litres per person per day (l/p/d).**

**Proposals for each phase of development shall be permitted only where they include the provision of infrastructure for adequate sustainable water supply and wastewater conveyance and treatment which meets the required environmental standards.**

**Proposals for residential development at Crockerhill Industrial Park should demonstrate how the existing nearby dwellings may be connected to the Welborne sewerage network.**

**Water Quality and Aquifer Protection**

- 9.22 The development of Welborne offers the opportunity to improve water quality in the watercourses in the vicinity of the site. All water bodies need to meet at least 'good' status by 2027 in line with the objectives of the Water Framework Directive (WFD). The River Meon is currently in a 'good' condition in WFD terms, but the River Wallington's current status is 'moderate'. As a result, the development of Welborne will not be permitted to exacerbate water quality issues and should support improvements to the River Wallington.
- 9.23 In addition, the development of Welborne will not result in any adverse effects to the quality of groundwater. This is especially important as most of the site is underlain by the chalk aquifer which supplies public drinking water and to the east of the site there is a designated Source Protection Zone (SPZ) around a Portsmouth Water borehole. Any potential pollutants should be contained within the site and will not be permitted to infiltrate any part of the SPZ. In order to avoid the risk of contamination, no run-off from the development should be discharged or allowed to infiltrate the ground within SPZ 1 unless it is clean water from roofs or other low-risk surfaces. Within zones 2 and 3 of the SPZ, uncontaminated run-off can be discharged through the use of Sustainable Drainage Systems (SuDS). Measures to manage emergency spillages in SPZ 2 and 3 should be incorporated within the SuDS scheme, where the ground conditions require it.

**WEL38 – Water Quality and Aquifer Protection**

**Development at Welborne shall protect the quality of water through suitable pollution prevention measures. Proposals that could result in surface water run-off entering the Source Protection Zone or the watercourses shall demonstrate how they will avoid any risk of contamination or deterioration of water quality through the use of a robust Sustainable Drainage System or suitable pollution control. Opportunities should be taken to improve water quality where possible.**

## Flooding and Sustainable Drainage Systems

- 9.24 The Welborne site is situated between two rivers, the Meon and the Wallington, and generally slopes down towards the south. The site is not at risk of fluvial flooding, although there is a risk that if left unmitigated, the development could increase the risk of flooding downstream. Additionally, flooding from surface water run-off could potentially also be an issue. The majority of the site is underlain by permeable chalk, however the southern part of the site is underlain by impermeable clay which means that allowance for on-site water storage needs to be made in this part of the site.
- 9.25 Welborne will include a Sustainable Drainage System (SuDS) to ensure that surface water run-off from the development will not increase the risk of flooding, either on site or elsewhere. In addition, SuDS can offer opportunities to reduce pollution, improve water quality and enhance biodiversity, recreation and amenity.
- 9.26 A SuDS Strategy should be prepared and submitted with the outline planning application, demonstrating how surface water arising from the development will be managed within the site, with a minimum requirement for no net increase in run-off rates and volumes. The SuDS system must follow the SuDS management train<sup>143</sup> and be designed to control run-off and prevent flooding of property across a range of events up to and including the 1% (1 in 100 year) probability event, with a 30% allowance for climate change.<sup>144</sup> At outline planning application stage, information on the type, location and scale of the SuDS features required to achieve the above will be required, supported by appropriate evidence. Planning applications for each phase will need to be supported by a detailed SuDS Strategy for that phase.
- 9.27 In line with the SuDS management train, surface water should be managed as far as possible at source so SuDS features may be distributed throughout the site. The location of larger 'site control' features such as ponds should give consideration to existing drainage issues so that they are effective during storm events. If evidence indicates that it is in line with the SuDS management train, ponds could be located in the south of the site (immediately north of the M27) which would contribute to the 'meadows' character area and help to improve biodiversity and provide good quality spaces for residents and businesses located in the 'meadows'.
- 9.28 All SuDS features should be designed to have gently sloping, natural sides which can be left open and do not pose a hazard or require additional protection measures to be installed. Where smaller SuDS features are proposed, these should be designed in a way so that they integrate into streets and spaces and become an attractive feature of the urban environment. Any existing drainage channels or watercourses on-site should be incorporated in to the SuDS scheme where possible, as these will form important existing natural flood management features on the site. The SuDS will need to be designed to meet the relevant standards for approval by the SuDS Approval Body.

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<sup>143</sup> SuDS management train is set out in CIRIA C697 'The SUDS Manual' (ONS, October 2004)

<sup>144</sup> As endorsed by the Environment Agency.

- 9.29 SuDS will need to be constructed alongside each phase of the development to ensure that each is self-sufficient in meeting appropriate run-off rates. The strategic SuDS drainage ponds should be delivered in accordance with the strategic infrastructure phasing requirements set out in Chapter 10 of the Plan.
- 9.30 Development proposals will need to demonstrate that the long term management and maintenance measures for all existing and new water bodies and watercourses required to serve the development are in place to ensure their function as drainage, habitat and, where appropriate, public open space is retained and maintained for the long-term.
- 9.31 Where the flow of any existing ordinary watercourses located on the site (small watercourses and drainage ditches) is to be affected by any phase of development, Hampshire County Council, in its role as the Lead Local Flood Authority (LLFA), must be consulted regarding the need for an Ordinary Watercourse Consent.

### **WEL39 – Flooding and Sustainable Drainage Systems**

**The development of Welborne shall manage flood risk through the integration of a Sustainable Drainage System (SuDS). A comprehensive site-wide SuDS Strategy showing the principles of delivery, future management and maintenance, shall be prepared and submitted with the initial planning applications.**

**The SuDS proposed at Welborne, based on the SuDS Strategy, shall:**

- i. Manage surface water arising from the development within the site, with no net increase, and where possible, a reduction in run-off rates and volumes; and**
- ii. Control run-off and prevent flooding for up to a 1 in 100 year rainfall event with a 30% allowance for climate change; and**
- iii. Follow the SuDS management train and be fully integrated with the green infrastructure network.**

**The site promoters shall carry out a flood risk assessment for the development site, to demonstrate that the proposed development will not increase flood risk on the Welborne site or elsewhere.**

### **Waste Management and Recycling**

- 9.32 The appropriate management of domestic and non-domestic waste will form an important part in developing a sustainable new community. In order to help this aim succeed the provision of appropriate waste management infrastructure will be required together with design measures to make waste recycling straightforward for building users and residents.
- 9.33 Household Waste Recycling Centre  
In terms of waste management infrastructure, Hampshire County Council as the Waste Disposal Authority (WDA) has identified the need for a new Household Waste Recycling Centre (HWRC) to be provided in the locality of Welborne due to



capacity constraints at the three existing HWRCs which are located within a reasonable distance from the site. This need for additional capacity is supported by the infrastructure planning evidence base that underpins this plan.<sup>145</sup>

- 9.34 Although Welborne does not on its own give rise to the need for a new HWRC, it does form the largest of a number of proposed housing developments within the area, all of which together give rise to the need for a new facility. It is however considered appropriate to locate a new HWRC at Welborne as it represents the largest of the proposed developments and therefore would be close to a large population centre<sup>146</sup>.
- 9.35 A specific plot for a new HWRC has not been allocated by this plan, but instead a policy based approach has been adopted to determine its location. Broadly, a new HWRC will be supported within either of the two main employment areas (see appendix B.2) to be located in the south of Welborne near to the M27, both east and west of the A32. Provision of a HWRC is considered complimentary to the B1, B2 and B8 employment uses which will be supported in these areas.
- 9.36 Hampshire County Council has indicated that the HWRC will need to be operational on the occupation of 1000 homes. Based on the housing trajectory for Welborne, this is estimated to occur during 2021/22. At this point, it is likely however that only the employment area to the west of the A32 will have become available for development.
- 9.37 In terms of delivery of the HWRC, the Welborne development will be expected to make a 0.8 hectare plot available for purchase and subsequent development by Hampshire County Council. As part of this, the development will be expected to provide a proportionate financial contribution to Hampshire County Council towards both the cost of constructing the HWRC and towards the purchase of the specific plot.
- 9.38 In the circumstances where a suitable plot for a HWRC cannot be made available at Welborne within the required timeframe, the Welborne development would remain responsible for providing the same proportionate financial contribution to Hampshire County Council towards the cost of purchasing a suitable plot elsewhere and constructing a HWRC.
- 9.39 Delivery of a new HWRC at Welborne will depend on funding from a variety of sources, including but not limited to a financial contribution from the promoters of Welborne. The County Council will be responsible for ensuring that the total funding package is sufficient to deliver the new facility and will agree the specific timing of delivery with the site promoters.

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<sup>145</sup> [NCNF Infrastructure Delivery Plan \(Stage 1\) Report \(AECOM, February, 2013\)](#) and Welborne Infrastructure Delivery Plan (Stage 2) Report (AECOM, January 2014)

<sup>146</sup> Welborne Potential New HWRC Briefing Note (Hampshire County Council, January 2014)

#### 9.40 Recycling

Fareham Borough Council, as part of the Project Integra waste collection and disposal partnership, collects a range of dry mixed recyclables and green waste as part of its alternate weekly collection scheme from residential properties. To complement this service and facilitate increased levels of recycling in Welborne, all domestic properties should incorporate, as part of their design, storage facilities for recyclables both internally and externally. This storage should as a minimum be given equal preference in terms of access and space over non-recyclable facilities. Provision for home composting areas within private gardens should also be made. The Welborne Design Guidance SPD will provide additional guidance on external waste storage provision.

9.41 Currently there is no household food waste collection service by Project Integra. However, the need for food waste storage within domestic properties should be periodically reviewed throughout the lifetime of the development in order to respond to any future food waste collection service which may become available to Welborne residents.

9.42 Recycling provision must be incorporated within all non-domestic buildings as part of the internal design, alongside non-recyclable disposal. The potential for outside communal storage and composting facilities between office premises or at community buildings and schools must also be provided, in order to facilitate recycling. The Welborne Design Guidance SPD for the development will provide additional guidance on this provision.

#### **WEL40 – Household Waste Recycling Centre and Recycling**

**A new HWRC will be developed as part of Welborne within the main employment areas in the south of Welborne, either east or west of the A32.**

**Subject to securing the full funding package, the HWRC shall be completed by the end of Main Phase 3.**

**The new facility will require:**

- i. A site amounting to 0.8 hectares, which is suitable for a split-level facility and at a location agreed with the Council;**
- ii. Appropriate design and layout to facilitate integration alongside B1, B2 or B8 employment uses;**
- iii. Direct highway access which avoids any adverse highways impacts on the A32 or to internal site routes;**
- iv. To be designed to avoid adverse impacts on the amenity of any nearby residential areas; and**
- v. To incorporate landscape screening to ensure that the facility is not intrusive into significant views from the surrounding area and from the M27 motorway.**

**Storage space for domestic waste and recyclable materials awaiting collection must be provided for all domestic and non-domestic buildings.**

# Chapter 10

## Delivering the New Community

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- 10.1 This chapter sets out how Welborne will be delivered in terms of phasing and implementation. It also includes consideration of development viability and how the Council will ensure that the Welborne development is deliverable and can respond to changes during the plan period. Finally, guidelines are set out for the way in which construction should be undertaken.

### Phasing of Development

- 10.2 Delivering a large and complex new development over a period of at least 20 years in a way that is both sustainable and economically viable requires a clear understanding of the way in which the development will evolve and progress. The phasing approach set out below is informed by the extensive infrastructure planning and other evidence work that has been undertaken during the preparation of this plan.<sup>147</sup> It has taken into account the existing infrastructure and the need to provide sufficient new infrastructure, at the right time and in a cost-effective way, to ensure that the development of Welborne does not cause problems for existing communities in the area.
- 10.3 The approach to phasing set out below involves dividing the Welborne development into five 'main' phases, each of which would be likely to incorporate a number of sub-phases. This division is based on evidence, including the infrastructure planning and the concept masterplanning work. It also reflects discussions with the landowners, with the infrastructure providers and with others, including community representatives.
- 10.4 As a general principle, the phasing reflects the need to begin developing areas close to the A32 to avoid major new road infrastructure having to be provided before it would otherwise be required. This also helps to avoid the delivery of isolated parcels of development which would require additional significant infrastructure and would undermine the cohesion of the new community as a whole.

### Phasing Plan

- 10.5 Main Phase 1 (2015 – 2019)  
This main phase represents initial site preparation and the delivery of infrastructure required to unlock the early stages of development. Increased capacity in utilities infrastructure and the road network will be required before the next phase can be commenced. For roads, this will include site accesses from the A32 and Knowle Road as well as initial improvements to the existing eastbound on-slip to Junction 10 of the M27. In relation to utilities, the primary

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<sup>147</sup> See Appendix A for further details about the evidence base supporting this plan.

electricity sub-station required to serve Welborne will need to be completed as well as sufficient foul water disposal capacity to serve at least the initial and following main phase, potentially including a new trunk sewer to Peel Common Waste Water Treatment Works.

- 10.6 Development within this initial phase will focus on areas close to the A32, with commencement to the District Centre likely. A start may also be made on the construction of the Local Centre, to the north of the Knowle Road, which would help support new residential development in that area. In total, approximately 500 home completions are anticipated during this main phase, close to the A32 both north and south of the Knowle Road.
- 10.7 During this main phase, Welborne's green corridor network will begin to be delivered, concentrating initially on enhancements to existing links which relate to the areas being developed at this stage and securing key green infrastructure assets, including pedestrian and cycle links.
- 10.8 Main Phase 2 (2019 – 2022)  
The second main phase will see the pace of development and investment in infrastructure increase. Key pieces of infrastructure required in this phase are the first primary school, early in the phase and the upgrade to Junction 10 of the M27 to provide an all-moves junction, by the end of the phase. Both will be required to be fully operational before the next main phase can commence.
- 10.9 During the second main phase, development will continue north and south of Knowle road, including at both the District and Local Centres which will be at least partially completed by the end of the phase. It is also anticipated that the redevelopment of the Crockerhill site will commence during this phase. By the end of this phase some 1,500 dwellings will have been completed at Welborne.
- 10.10 Employment development during this phase will be focused south of the District Centre, to the west of the A32, with the potential for a Business Incubation Centre to promote indigenous economic growth within the new community.
- 10.11 The first primary school is expected to be delivered relatively early in this main phase, located adjacent to the Local Centre. It is anticipated that the development of the District Centre during this main phase will include the main community building, which will provide a range of community facilities that are needed to support the early residents. It is also anticipated that the main foodstore for Welborne will be developed during this phase which will both help support self-containment and will provide support for the economic viability of development. Providing these facilities and services early will be crucial for establishing a sense of place for Welborne at the outset and providing a focus for new residents and visitors.
- 10.12 The green corridor network and the first significant green open spaces will be delivered during this second strategic phase. Towards the end of this period, work is anticipated to begin on formalising the main central park to ensure that the growing number of residents have sufficient formal green infrastructure. In addition, Fareham Common will need to be laid out to achieve SANGS standards

out during this this phase, with access provided from Welborne and from north Fareham.

10.13 Main Phase 3 (2022 – 2026)

The third main phase will see the development start to take shape as significant residential and employment areas and community facilities are delivered. Key pieces of infrastructure required by the end of this main phase include the second primary school, the secondary school, the primary care health centre(s), the central park and the on-site routing for the Bus Rapid Transit (BRT) service. These will all be required before the next main phase can commence.

10.14 Residential development during the third main phase will continue to the north and east of the central park, and will begin to develop to the west of the park, with the main internal spine road network route providing access and BRT services to key areas including the new secondary school. The new north south route parallel to the A32 will also be completed. During this phase, at least one supported housing scheme, such as extra care accommodation, is expected to be completed. Overall, by the end of this main phase, some 2,860 homes will have been delivered at Welborne.

10.15 The main employment areas to the south of the central park will continue to be developed during the third main phase. This is likely to focus on the area to the west of the A32, potentially including the employment areas closest to the District Centre. The District Centre itself (as well as the Local Centre) should have been completed by the end of this phase.

10.16 This phase also provides the first opportunity to deliver a Household Waste Recycling Centre within one of the employment areas to the west of the A32.

10.17 The green corridor network will be continued during this main phase and the central park will be expected to be substantially complete by the end of this phase to ensure both that the growing number of residents benefit from this key strategic open space and also to ensure that the new secondary school is well connected by sustainable travel routes to the completed housing areas east of the park.

10.18 Main Phase 4 (2026 – 2030)

Main Phase 4 is anticipated to involve considerable residential development to the west of the central park and is also likely to see the completion of residential areas north of Knowle Road. In addition, the areas of housing east of the A32 are likely to be commenced during this main phase. Finally, the redevelopment of the Dean Farm area from employment to residential is expected to take place during this main phase. By the end of Main Phase 4 about 4,220 homes will have been completed at Welborne.

10.19 With respect to infrastructure, the key items to be delivered during this phase include the third primary school, alongside the secondary school at the west of the site, and the completion of the Community Hub. This phase will also need to include the completion of a range of green infrastructure assets, including the community playing pitches and the laying out of the strategic green infrastructure

areas, adjacent to the Welborne site, to SANGS standards.

- 10.20 A significant quantity of employment floorspace is likely to be completed during Main Phase 4, potentially amounting to about 24,500 square metres. However, the net employment floorspace added during this period will be reduced due to the expected loss of about 14,000 square metres to residential development at Dean Farm.
- 10.21 Main Phase 5 (2030 – 2036)  
The final strategic phase will see Welborne substantially completed, with residential development at the west and north of the site being finalised, in addition to the completion of housing east of the A32, both north and south of Roche Court. By the end of Main Phase 5, approximately 6,000 homes will have been completed.
- 10.22 Employment land will continue to be developed during Main Phase 5, both east and west of the A32. Depending on take up, it is expected that by the end of this phase a net additional employment floorspace of about 60,000 square metres will have been completed at Welborne. However, even with strong take-up, it is not likely that all of Welborne's employment development will have been completed by 2036. Therefore, it is expected that a further 23,500 square metres of floorspace will be completed in the years following Main Phase 5.
- 10.23 There are no strategic infrastructure items phased to be completed during Main Phase 5. However, if any infrastructure from earlier phases has been delayed for any reason, this phase provides the opportunity to deliver these. In addition, where specific sites within Welborne have been 'safeguarded' in accordance with Policy WEL42 below, those sites may be released for alternative uses at the start of this phase.

### **Housing and Employment Trajectories**

- 10.24 Housing Trajectory  
The following tables set out the housing trajectory for Welborne, divided into the five main phases as set out above. This trajectory has been developed using a wide range of evidence sources, including the site capacity work undertaken through the concept masterplanning,<sup>148</sup> as well as the Welborne Build-out Rates Study<sup>149</sup> and the site development viability work.<sup>150</sup>

<sup>148</sup> Welborne Concept Masterplan Reports (LDA Design, August 2012, April 2013 and January 2014)

<sup>149</sup> Welborne Build-out Rates Study (GVA, November 2013)

<sup>150</sup> Welborne Viability Evidence (Stage 2) Executive Summary (GVA, January 2014).

**Table 1.1: Housing Trajectory for Welborne**

<b>Main Phase 1</b>	2015/16	2016/17	2017/18	2018/19	Phase total
Delivery projections	0	120	180	200	500
Cumulative delivery	0	120	300	500	

<b>Main Phase 2</b>	2019/20	2020/21	2021/22	Phase total
Delivery projections	320	340	340	1,000
Cumulative delivery	820	1,160	1,500	

<b>Main Phase 3</b>	2022/23	2023/24	2024/25	2025/26	Phase total
Delivery projections	340	340	340	340	1,360
Cumulative delivery	1,840	2,180	2,520	2,860	

<b>Main Phase 4</b>	2026/27	2027/28	2028/29	2029/30	Phase total
Delivery projections	340	340	340	340	1,360
Cumulative delivery	3,200	3,540	3,880	4,220	

<b>Main Phase 5</b>	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	Phase total
Delivery projections	340	340	280	280	280	260	1,780
Cumulative delivery	4,560	4,900	5,180	5,460	5,740	6,000	

#### 10.25 Employment Trajectory

The table below sets out the Council's view on how the employment development at Welborne is likely to be built out. This is based on available evidence, principally the Welborne Employment Strategy<sup>151</sup> and is informed by engagement with the site landowners. However, it is important to note that, especially when dealing with such a long timescale, it is not possible to accurately predict the precise mix and build-out rates of employment development and so this trajectory should be viewed as indicative.

**Table 1.2: Indicative Employment Development Trajectory for Welborne**  
(All figures are in square metres.)

Main Phase	1 (2015-2019)	2 (2019-2022)	3 (2022-2026)	4 (2026-2030)	5 (2030-2036)	Beyond 2036	Total
B1a	0	600	4,200	6,600	6,000	6,600	24,000
B1c/B2	998	2,660	6,319	8,313	7,649	7,316	33,255
B8	0	1,600	8,000	9,600	11,200	9,600	40,000
Demolitions	0	0	0	-13,860	0	0	-13,860
Total gross	998	4,860	18,519	24,513	24,849	23,516	97,255
Total net	998	4,860	18,519	10,653	24,849	23,516	83,395
Total net cumulative	998	5,858	24,377	35,030	59,879	83,395	

<sup>151</sup> Welborne Employment Strategy (Wessex Economics, November 2013)

### **Flexible Approach to Phasing**

- 10.26 The phasing plan and trajectories set out above can be considered the Council's preferred approach, based on the technical evidence and engagement with the site promoters and other interested parties. However, given the long build-out of the development, it is essential that the approach is flexible and can adapt to changes over the lifetime of the plan. Therefore, the phasing plan should be seen as an informed guide and not rigid prescription. A detailed phasing plan will be undertaken by site promoters, in discussion with the Council, and this will be agreed as part of the determination of initial planning applications for development at Welborne.
- 10.27 The initial 'main' phase described above is intended to involve the delivery of certain key infrastructure items upon which subsequent development will depend. Likewise later main phases will also involve the delivery of infrastructure that is required before subsequent main phases can commence. Therefore, it is anticipated that each main phase will be completed before the following phase can commence.
- 10.28 In order to provide for flexibility, some degree of overlap between main phases could be acceptable, providing that the earlier phase is substantially complete. In particular, the Council would wish to ensure that any key infrastructure items, upon which the subsequent phase depends, are sufficiently progressed to avoid the risk of development in the next phase proceeding unsupported by necessary infrastructure. The precise point at which a main phase could be considered to be 'substantially complete' will need to be determined through the detailed phasing plan and implementation strategy to be prepared by site promoters, which will be agreed with the Council at the initial planning application stage.
- 10.29 In cases where a site promoter wishes to bring forward any development parcel from a future main phase, the benefits of early delivery will need to be considered against the risks of permitting isolated development and of allowing development to proceed ahead of the necessary supporting infrastructure. Bringing development forward to an earlier phase will not be acceptable where it will be likely to give rise to an adverse impact on the amenity of existing residents in any of Welborne's neighbouring settlements.
- 10.30 Where any development within a main phase is delayed to a subsequent phase, the Council will expect site promoters to discuss and agree an approach to ensure the development can be delivered and, where necessary, to ensure that any impacts caused by the delayed development can be mitigated.

### **Phasing of Infrastructure**

- 10.31 It is important to ensure that the right type and level of infrastructure is provided at the right time to support development at Welborne and to meet the needs of the new residents and workers as the community takes shape. This has required a comprehensive approach to planning infrastructure and its phasing over the development period.



- 10.32 The Welborne Infrastructure Delivery Plan (IDP)<sup>152</sup> marks the culmination of this infrastructure planning process and has been produced with involvement from a wide range of interested parties, including the site landowners, infrastructure providers and statutory agencies. The development of the IDP has been closely linked to the concept masterplanning work undertaken by the Council which has itself been subject to extensive engagement. Other key evidence work which has informed the IDP includes the demographics work, the transport modelling and the work undertaken to determine likely rates of house building and employment development at Welborne.
- 10.33 In essence, the IDP sets out what infrastructure would be required to support the development of the Council's concept masterplan, including when infrastructure is likely to be needed, based on the housing and employment trajectories set out above. The IDP will also form a crucial part of the infrastructure evidence that will support the review of Fareham's Community infrastructure Levy (CIL) to be undertaken alongside the examination of this plan.
- 10.34 As set out in Chapter 1, it is important to stress that the concept masterplan is only one expression of how Welborne could be developed to be consistent with the Strategic Framework. Therefore, although the IDP that supports this Welborne Plan should inform and guide more detailed work to be prepared by site promoters ahead of planning applications, it is not designed to be a rigid list of exactly what infrastructure will ultimately be needed to support a sustainable new community.
- 10.35 Therefore, the Council expects site promoters to use the phasing principles and guidance within this chapter of the Welborne Plan as well the IDP to produce a detailed phasing plan and a strategy for the implementation of the development. This phasing plan and implementation strategy will need to be submitted to the Council for approval alongside initial planning applications for development at Welborne. In line with the principle of a flexible approach, the site promoters will be expected to keep the phasing plan and implementation strategy under review and submit any changes to the Council for approval alongside relevant planning applications.

### **Deferral of Contributions**

- 10.36 The approach to ensuring development viability is set out in Chapter 1. This emphasises that the Welborne Plan aims to ensure that necessary infrastructure (including affordable housing<sup>153</sup>) could be fully delivered at the time it was needed, as a fundamental requirement for achieving the vision for Welborne. However, it also indicates that all parts of the Welborne Plan were underpinned by the principle of ensuring that a flexible approach would operate, where necessary, to allow for changes in development viability and to ensure that the development as a whole remained deliverable throughout the plan period.

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<sup>152</sup> Welborne Infrastructure Delivery Plan (Stage 2) Report (AECOM, January 2014).

<sup>153</sup> Although this section refers primarily to 'infrastructure' this should be read as including affordable housing requirements. A detailed approach to how the deferral of contributions policy would apply to affordable housing is set out in Chapter 6.

- 10.37 As part of this flexible approach, the Council is introducing a 'deferral of contributions' policy that will apply only where necessary and justified by independently tested viability assessment. In such circumstances, application of the policy will allow the deferral of some infrastructure requirements to be considered by the Council.
- 10.38 In cases where the Council agrees to defer infrastructure, application of the deferral of contributions policy will seek the subsequent provision of any deferred contributions (or the delivery of the deferred infrastructure items) within the same main phase of the development. If this cannot be achieved, as demonstrated by an independently tested viability assessment, then the deferred infrastructure contributions or provision will be sought in the following main phase, in addition to the 'normal' requirements of that new phase.
- 10.39 Where viability problems remain, a further independently tested viability assessment will be required to take account of previous and future costs and revenues, the 'normal' infrastructure requirements of the new phase and any outstanding deferred infrastructure requirements. This viability evidence will need to be submitted to the Council for agreement alongside initial planning applications for the new main phase. Where the Council accepts the on-going viability constraints, the deferral of contributions policy will be re-employed as set out in the previous paragraph. Where, despite deferral, an item of infrastructure remains unviable, the Council and site promoter will agree an alternative approach which does not require the specified infrastructure, but which nevertheless achieves mitigation of the impacts of the development. This decision would be informed by an independently tested viability assessment.
- 10.40 In all cases where more than one infrastructure item is being deferred as set out above, the Council will agree with any relevant infrastructure or service providers which of the deferred infrastructure items should be provided first as priority during that main phase of the development, should any claw-back of contributions be triggered by improving market and economic conditions.
- 10.41 The detailed guidance setting out how the deferral of contributions policy will be operated by the Council is set out within the Welborne Planning Obligations SPD.<sup>154</sup>

#### **WEL41 – Phasing and Delivery**

**Initial planning applications for development at Welborne shall be accompanied by a detailed phasing plan and strategy for implementation of the whole Welborne development. This phasing plan and implementation strategy will be guided by the Phasing Plan (set out within Chapter 10 of the Welborne Plan) and by the Infrastructure Delivery Plan that supports this plan. Once approved by the Council, the detailed phasing plan and implementation strategy will be kept under review over**

<sup>154</sup> The Welborne Planning Obligations SPD will be produced during the course of 2014 and will be adopted by the Council at the same time as the Welborne Plan in early 2015.

**the life of the development, with changes being submitted to the Council for approval alongside relevant planning applications.**

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

**Some overlapping between one main phase and another may be acceptable, providing it can be demonstrated that the earlier main phase has been substantially completed and that any key infrastructure items, upon which the later phase depends, have been fully delivered.**

**Proposals which would result in the delivery of unsustainable and isolated development, or that would place an adverse impact on the amenity of existing residents, for example by creating an infrastructure deficit, will be refused.**

**Where, following an independently tested viability assessment, a deficit in the infrastructure (or affordable housing) provision necessary to serve any main phase of the development is accepted, the Council will employ its 'deferral of contributions policy', as set out within the Welborne Planning Obligations SPD. The objective of this policy will be to claw back any agreed deficit, subject to market conditions improving sufficiently to trigger the claw-back element of the policy.**

### **Safeguarding Land for Specific Development**

- 10.42 The policies within this plan set out various requirements for infrastructure, facilities or other development to be delivered within specific areas of Welborne. For example, Chapter 5 sets out a range of expectations for different land uses to occupy sites within or adjacent to the District Centre.
- 10.43 Such policy expectations are based on robust evidence and on the outcomes on public and other consultation. Therefore, where such infrastructure or other development is delayed and cannot be commenced within the main phase expected, the relevant sites will be safeguarded to ensure that the infrastructure or other development can be delivered at a later stage.
- 10.44 As part of the flexible approach to ensuring that Welborne can be delivered in an economically viable way, this safeguarding of sites will allow for alternative uses of the relevant sites to come forward within the final 'main' phase of Welborne's development, or earlier if agreed with the Council.
- 10.45 The intention is that any such early release of sites for alternative uses would only be triggered following clear demonstration by site promoters that the relevant development was not viable and was not likely to be viable within the plan period. In the case of infrastructure it would need to be demonstrated that the development was no longer required or that the requirement was being met in another appropriate way.

- 10.46 Where the release of sites for alternative uses is agreed with the Council, the expectation will be that the alternative uses are properly incorporated into the wider development and are included within a review of the comprehensive masterplanning for that part of Welborne. The alternative uses will be expected to be compatible with the surrounding development and with the overall vision for Welborne.

#### **WEL42 – Safeguarding Land for Specific Development**

**Where, due to viability or other reasons, any development, facility or infrastructure required by this Plan, on a particular site or area, is delayed and cannot be commenced within the anticipated main phase, or at the time agreed with the Council, the relevant site shall be safeguarded for the intended use.**

**Any safeguarding applied will operate until the commencement of Main Phase 5. Safeguarded sites may be released for alternative uses earlier only where site promoters can provide clear justification that the intended development, as set out within this plan, is not viable and is not likely to be viable within the remaining plan period or that it is no longer required or that the need for the facility or infrastructure is being fully met in another way.**

**Planning applications for alternative uses on sites to be released from safeguarding will be permitted where they are appropriately incorporated into the wider development and where the alternative uses proposed are included within an accompanying review of the comprehensive masterplanning for that part of Welborne.**

#### **Developer Contributions**

- 10.47 Developer contributions will be required as part of the overall funding package to deliver the infrastructure required to support Welborne. In addition, developer contributions will be required to mitigate the impacts of the development in other ways, such as funding off-site mitigation projects to reduce visitor impact, particularly at internationally protected sites on the Solent coastline. The nature and scale of the contributions required will be determined at the planning application stage and based on the policies within this plan and the supporting evidence, including the Infrastructure Delivery Plan.
- 10.48 Traditionally, Section 106 Planning Obligations<sup>155</sup> have been used to secure developer contributions. More recently, Community Infrastructure Levy (CIL) has been introduced to secure tariff-based developer contributions for all relevant development. The Council has already introduced CIL across the Borough and the charging schedule sets out how much CIL different types of development

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<sup>155</sup> This relates to agreements made under Section 106 of the Town and Country Planning Act 1990 (as amended).

within the Borough will have to pay.<sup>156</sup>

- 10.49 In introducing CIL, the Council committed to an early review of CIL in line with the preparation of the Welborne Plan. This review is under way and the intention is to adopt the reviewed CIL charging schedule at the same time as the Welborne Plan in early 2015. This review will ensure that the rate(s) at which Welborne development will need to pay CIL will be consistent with the infrastructure planning and development viability evidence that supports the adopted Welborne Plan. The aligning of the review of CIL and the examination and adoption of the Welborne Plan will also provide clarity about the roles of Section 106 Planning Obligations and CIL in terms of what each mechanism is intended to fund in connection with the Welborne development. This will ensure that there is no 'double charging' of developer contributions which would harm overall development viability and run counter to government guidance.<sup>157</sup>
- 10.50 Based on currently available viability evidence,<sup>158</sup> the Council anticipates that all or almost all developer contributions from Welborne will be secured through Section 106 Planning Obligations<sup>159</sup> and therefore, it is likely that a differential CIL rate (or rates) will be justified and will need to be applied to the Welborne policy area which reflects the overall burden of planning obligations. Given the latest available evidence, a differential rate of zero could be justifiable.

### Development Construction Strategy

- 10.51 The phased construction of Welborne will occur over a period of at least 20 years. This will require the careful management of construction related activity and impacts, including construction traffic, noise and dust to ensure that the construction of Welborne does not significantly and adversely impact existing communities near the site. Planning applications will require conditions or suitably worded Section 106 agreements, prior to approval. These will cover:
- An indicative programme for carrying out the works;
  - Management of traffic visiting the site, including which roads can be used for haulage and what areas can be used as holding areas;
  - Off-site signage;
  - Measures to minimise and mitigate dust on site;
  - Measures to minimise the noise generated by the construction process;
  - Design and provision of site hoardings;
  - Provision of off road parking;
  - Measures to prevent the transfer of mud and other materials onto the public highway;
  - Measures to minimise the potential for the pollution of ground and surface water; monitoring of groundwater;

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<sup>156</sup> Details of FBC's CIL Charging Schedule can be found at:

[http://www.fareham.gov.uk/planning/local\\_plan/whatiscomminflev.aspx](http://www.fareham.gov.uk/planning/local_plan/whatiscomminflev.aspx)

<sup>157</sup> Community Infrastructure Levy Guidance (DCLG, April 2013)

<sup>158</sup> Welborne Viability Evidence (Stage 2) Executive Report (GVA, January 2014)

<sup>159</sup> Or through similar legal agreements, made under Section 278 of the Highways Act 1980.

- Measures to manage waste produced on site (whether through demolition/site clearance or of new building materials) and to maximise the recycling and reuse of such materials;
- Measures to minimise the impact of vibration from the construction processes;
- Location and design of site offices and construction vehicle access points;
- Arrangements for consultation and liaison during the construction process with the residents and businesses near and adjoining the site;
- An assessment of the impact on water quality, habitat management and aftercare of assets; and
- Measures to minimise impacts on biodiversity, including habitats and species along with connections with the wider environment.

### **Local Skills**

- 10.52 The long term nature of the development offers the opportunity to enhance local skills in the field of construction during the long development period. The site promoters will be required to submit employment and training plans to the Council at the initial planning application stage. These plans will need to demonstrate how local people will be able to participate in construction skills training and be employed in the construction of Welborne. This should relate to the full range of development proposed on site including homes, non-domestic buildings and infrastructure and landscaping works.

### **Quality Control**

- 10.53 Delivering a high quality, successful community at Welborne will require a collaborative arrangement between the Borough Council, other public sector organisations and the community, as well as the developers. This plan has outlined a number of mechanisms to ensure quality of delivery is maintained over the plan period. The main quality controls include:
- The Strategic Framework (comprising the policies and Strategic Framework Diagram within this plan) as well as the supporting Supplementary Planning Documents (Welborne Design Guidance SPD and Welborne Planning Obligations SPD) which provide the overall planning framework for the delivery of Welborne;
  - The Infrastructure Delivery Plan and Infrastructure Funding Strategy which set out a framework to coordinate actions by the various parties to ensure arrangements are in place for the funding and delivery of necessary infrastructure;
  - A framework of targets and indicators, based on the policies within this plan, as set out in Chapter 11 which provides a basis for plan monitoring and the results will published regularly in the Authorities Monitoring Report;
  - The Welborne Standing Conference which will continue as a forum for a wide range of interested parties, including community representatives. It will help to steer the Council's work on the delivery of Welborne and will act as a sounding board for a wide range of issues, including, for example, governance of community assets at Welborne.

**WEL43 - Development Construction and Quality Control**

The careful management of construction related activity and impacts will be secured via planning conditions or suitably worded Section 106 agreements.

Initial planning applications shall be accompanied by employment and training plans demonstrating how local people will be included in the development process and can develop relevant construction and related skills and find employment in the development of Welborne.

The Council will monitor the delivery of development at Welborne against the framework set out in Chapter 11 of this plan and against other appropriate qualitative benchmarks, such as those within relevant SPDs, to ensure that the quality, requirements and aspirations set out within this plan are delivered and maintained.

# Chapter 11

## Monitoring and Review

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### **The Monitoring Framework**

- 11.1 This chapter sets out how the Welborne Plan will be monitored following its adoption.
- 11.2 The adopted Core Strategy contains a series of high level targets in relation to Policy CS13 which represent the essential components for the delivery of Welborne. However these targets have required review and refinement in light of the technical evidence work and as such, the suite of detailed policies in the Welborne Plan to guide development will require new monitoring targets and indicators. These will supplement the reviewed targets within the Core Strategy and together will form the monitoring framework for Welborne.
- 11.3 The purpose of developing a monitoring framework is to provide a mechanism for assessing developmental progress of Welborne against the overall vision and objectives for the new community as set in the Welborne Plan. This is of particular relevance where development targets are set within the policies of this plan, such as for the delivery of housing or employment space, or for the provision of specific community, education and recreation facilities. However, it should be recognised that much of the finer detail will only come forward through the planning applications and the development management process over the lifetime of the project.
- 11.4 Implementing the policies in the Welborne Plan depends upon the actions of a number of interested parties and cannot be directly controlled. Further detail on how the various parties are expected to contribute towards the overall delivery of Welborne can be found in the Infrastructure Delivery Plan.
- 11.5 Monitoring the outcomes of the policies in the Welborne Plan will be undertaken on a regular basis to enable early action to be taken to overcome any barriers to delivery of the plan's objectives and policies.
- 11.6 Where appropriate, Borough-wide targets which are monitored through the Council's Authority Monitoring Report (AMR) will be broken down and applied to the Welborne Plan area, so that the contribution of Welborne to Borough-wide targets can be seen on a local scale.
- 11.7 Table 11.1 below lists all of the local indicators that will be monitored specifically for the Welborne Plan area. It should be noted that the quantities of development or provision are based on the assumption that 6,000 homes will be delivered at Welborne. These quantities would need to rise or fall if a different number of homes are delivered.



**Table 11.1: Welborne Monitoring Indicators**

Indicator	Target(s)	Year
Net increase in provision of B use class employment floorspace at Welborne	60,000 sqm.	2036
Amount of retail space provided at the District Centre:		
Supermarket (convenience) General A1 – A5 (comparison)	1900-2500 sqm. (net) 3600 sqm. (net)	2026
Provision of a multi-purpose main community hub at the District Centre (based on 6,000 homes):	1800 sqm.	2022
<i>Comprised of:</i> Community/art/culture space Library space Indoor sports space Safer Neighbourhood Police space	1000 sqm. 227 sqm 400 sqm. 168 sqm.	
Provision of a Primary care centre at Welborne:	Space for 8 GP surgeries	2026
Education provision at Welborne:		
Nursery 1	180 sqm.	2019
Nursery 2 & 3	360 sqm.	2022
Nursery 4 & 5	360 sqm.	2026
Nursery 6	180 sqm.	2030
Nursery 7	180 sqm.	2036
Primary school 1	3FE	2019
Primary school 2	2FE	2026
Primary school 3	2FE	2030
Secondary school	7FE	2026
Number of net dwellings completed at Welborne	6000 dwellings (See table 11.2 below)	2036

**Table 11.1: Welborne Monitoring Indicators (Continued)**

Total number of new affordable dwellings delivered at Welborne (part of the total 6000 dwellings)	1800 dwellings	2036
Amount of Extra Care (or similar) housing for the elderly	16 units	2036
Average residential (internal) water consumption per person	105 litres per person per day	Ongoing
Proportion of homes in each phase meeting the Lifetime Homes (or equivalent) standards	15%	Ongoing
Amount of community play/ sports provision delivered at Welborne (based on 6,000 homes):	<i>See Table 4.7 of the Welborne IDP (Stage 2) Report</i>	
Artificial Grass Pitch	685 sqm.	2022
1 x Bowling Green	170 sqm.	2026
4 x Tennis Courts	670 sqm. per court	2022-2036
Local play space (0-11 ages)	3900 sqm. (maximum 13 spaces)	From 2016
Neighbourhood play space (all ages)	3900 sqm. (maximum 8 spaces)	From 2016
Youth play space (12+ ages)	2600 sqm. (maximum 13 spaces)	From 2016
Play space equipment	42 pieces	From 2016
Additional amount of public open space delivered at Welborne (based on 6,000 homes):	<i>See Table 4.6 of the Welborne IDP (Stage 2) Report</i>	
Parks & amenity space	At least 22.8 ha	Ongoing
Allotments	At least 2.1 ha	Ongoing
Sports & Playing pitches (including shared school provision)	At least 18.2 ha	Ongoing
On-site semi-natural green space	At least 44.8 ha	Ongoing
SANGS (both on and off-site)	At least 84.8 ha	Ongoing

**Table 11.1: Welborne Monitoring Indicators (Continued)**

Transport infrastructure delivered at Welborne:		
BRT	At least three BRT buses an hour to serve the site. Full on-site routing for BRT	2019 2026
M27 Junction 10 upgrades	Junction 10 upgraded to all-moves	2022
Pedestrian and cycle links:		
Fareham - Wickham Welborne – Whiteley	100%	2022
Proportion of commercial and community development covered by Travel Plans		Ongoing
Percentage of completed dwellings built to “Passivhaus” standards	10%	Ongoing

**Table 11.2 Target Housing Completions**

Year	Target completions	Target cumulative completions
2016/17	120	120
2017/18	180	300
2018/19	200	500
2019/20	320	820
2020/21	340	1160
2021/22	340	1500
2022/23	340	1840
2023/24	340	2180
2024/25	340	2520
2025/26	340	2860
2026/27	340	3200
2027/28	340	3540
2028/29	340	3880
2029/30	340	4220
2030/31	340	4560
2031/32	340	4900
2032/33	280	5180
2033/34	280	5460
2034/35	280	5740
2035/36	260	6000

### **Triggers for a Review**

- 11.8 Monitoring of these indicators will establish the extent to which the vision for Welborne is being achieved. This will help to identify areas where further action is required from the Council or other agencies identified within the monitoring framework. Taken together the targets and indicators provide a robust framework for assessing delivery of the plan. However, given the scale and the evolving nature of the project it is unlikely that failure to meet one target would indicate that the plan needs reviewing. The plan has been designed to operate in a flexible way and this should allow most circumstances where a target has not been met to be addressed. Should monitoring indicate that the overall vision and objectives of the plan are not being achieved, the Council will consider the need to formally review the Welborne Plan. The need for this review will be identified through the Authorities Monitoring Report.

# Glossary

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**Affordable Housing:** Social rented, affordable rented and intermediate housing provided to eligible households who cannot afford accommodation through the open market. Eligibility to affordable housing is determined by local incomes and local house prices. Delivery of affordable housing may involve some form of subsidy for the provider as the incomes received by the developer will likely be a rate lower than what the developer would achieve on the open market.

**Affordable rented:** A form of affordable housing which is let by local authorities or registered private providers of social housing (e.g. housing associations). Affordable rented housing is subject to rent controls which limit the rent chargeable to a maximum of 80% of the local market rent.

**All-moves junction:** A junction where vehicles are able to make movements in all directions.

**All-through School:** An educational establishment providing nursery, primary and secondary schooling on one-site which is run as a single school.

**Ancient woodland:** Areas of land that have been continuously wooded since at least 1600 AD.

**Authorities Monitoring Report (AMR):** Report on how the authority is performing in regards to the delivery of the Local Development Scheme and relevant targets set out in development plan documents. Indicates where any remedial action is required to be taken.

**Appropriate Assessment (AA):** An appropriate assessment (AA) is required under the Habitats Directive (92/43/EEC) for any plan or project likely to have a significant effect on European sites designated for nature conservation. It forms part of a Habitats Regulations Assessment and should seek to establish whether the plan will adversely affect the ecological integrity of European sites.

**Archaeological interest:** There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point.

**Assarted:** An area of land cleared of trees.

**At-grade crossing:** A pedestrian crossing which crosses a highway at the same level (i.e. not via a bridge or underpass).

**B Use Class:** Class of land and building use as defined by The Town and Country Planning (Use Classes) Order 1987 (as amended). Includes B1 (offices, research and development, light industry), B2 (general industrial), B8 (storage and distribution).

**Biodiversity:** The variety and diversity of life in all its forms, within and between both species and ecosystems.

**Biodiversity Action Plan (BAP):** An action plan to aid the protection and recovery of the UK's most threatened species and habitats.

**Blackwater:** Waste water that has been partially treated, but not to potable standards. It can be used for flushing toilets or garden irrigation.

**BREEAM:** This stands for the Building Research Establishment's Environmental Assessment Method. This is the preferred way of measuring the environmental sustainability of non-domestic buildings.

**Brownfield Land:** Previously developed land, or land that contains or contained a permanent structure and associated infrastructure.

**Building Regulations:** National standards, separate to the planning system designed to uphold standards of public safety, health, and construction. These regulations will include the requirement for all new homes to be zero carbon from 2016.

**Bus priority measures:** Highways schemes which facilitate priority movement for buses such as the provision of bus lanes, bus priority traffic lights and improved protection and access to bus stops.

**Bus Rapid Transit (BRT):** Term given to public bus transportation systems which provide a service that is of a significantly higher quality than an ordinary bus service through the use of high quality vehicles on a limited network of routes with dedicated vehicles and busways, linking major communities and employment centres with frequent, limited stop services.

**Character area:** The identity given to a development sub-area which is likely to be derived and influenced from features on the site on which it is located and the landscape which surrounds it.

**Code for Sustainable Homes:** A national standard for the sustainable design and construction of new homes which includes a range of levels from 1 to 6, with levels 5 and 6 representing zero carbon.

**Combined Heat and Power (CHP):** The use of a power generating facility to simultaneously generate both electricity and heat. The heat can then be used to supply heat and/or hot water via a network of pipes to nearby buildings.

**Community building:** A community building which provides flexible space that is able to accommodate a wide range of different community uses and services including community groups, sports and fitness classes, office uses, childcare and evening entertainment.

**Community Infrastructure Levy:** A planning charge on new development. The rate(s) (at pounds per square metre) is set in a charging schedule which balances the

estimated total cost of infrastructure required to support development and the overall potential effects of the levy on the economic viability of development. The infrastructure needed to support new development, which CIL can help to pay for includes roads, schools and recreational facilities.

**Comparison Goods:** Retail items that tend to be purchased at infrequent intervals, whereby purchasers will 'compare' similar products on the basis of price and quality before making a purchase. These goods include clothing, household goods, leisure goods and personal goods and are sometimes termed 'durable' or 'non-food' goods.

**Comprehensive Masterplan:** A detailed depiction of a development that will include the layout of streets and buildings and open spaces. The site promoters are responsible for producing the comprehensive masterplan(s) which will be agreed with the Council as part of the determination of initial planning application for development.

**Concept Masterplan:** A visual depiction of the character, capacity and constraints of the site, as well as the broad distribution of land uses and the extent of the site area considered necessary to provide the required scale of the development. It provides an expression of how the Strategic Framework (including the policies in the Welborne Plan and the Strategic Framework Diagram in Appendix B.2) can be worked up in greater detail. The comprehensive masterplanning that the site promoters are required to produce will not need to follow the concept masterplan if alternative solutions can be found which are consistent with the Strategic Framework.

**Convenience Goods:** Retail items that tend to be purchased frequently and regularly. Primarily foodstuffs and food products, but also includes day-to-day purchases such as cigarettes or newspapers, although it excludes food and drink for consumption on the premises and hot food for consumption off the premises.

**Core Strategy Policy CS13:** Policy CS13 is located within the adopted Core Strategy (Local Plan Part 1) for the Borough and sets out the broad principles for Welborne (Formerly the New Community North of Fareham (NCNF) and before that, the North of Fareham Strategic Development Area). The approach of the Welborne Plan (Local Plan Part 3) must be in general consistency with Policy CS13.

**Custom-Build Homes:** Homes built or commissioned by individuals or groups of individuals for their own use, either by building the home on their own or working with builders. Custom-build homes include 'self-build' homes.

**Designated heritage asset:** World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under relevant legislation.

**Developer contributions:** Contributions made by a developer to remedy the impact of development, either by paying for work to be carried out or by directly providing facilities or works either on or off-site. Traditionally achieved through a Section 106 agreement, more recently these are being achieved through the Community Infrastructure Levy.

**Development Plan:** The Borough's Development Plan sets out the parameters for all development in the Borough. It comprises of the Fareham Local Plan (Parts 1, 2 and 3) and the Hampshire Minerals and Waste Development Framework.

**Development Plan Document (DPD):** Spatial planning documents that have development plan status. They cover a range of policy areas that will undergo a process of consultation and are subject to revision following independent examination by the Planning Inspectorate.

**District Centre:** The main centre and focal point within Welborne, consisting of shops and facilities, as well as essential community infrastructure. It is positioned below Fareham Town Centre in the hierarchy of centres, but above local centres.

**Duty to Cooperate:** The Localism Act 2011 requires that Local Planning Authorities work collaboratively with other bodies to ensure that strategic priorities across local administrative boundaries are properly coordinated and clearly reflected in individual Local Plans. A duty to cooperate statement will accompany the Pre-Submission Welborne Plan.

**Eco-town:** Policy introduced in 2007 to deliver new towns with high standards of sustainable living. "Planning Policy Statement: Eco-towns - A supplement to PPS1" (2009), set out standards for Eco-towns to meet. Although not formally revoked yet by the NPPF, it has been almost entirely superseded by it.

**Employment Areas:** A combination of adjacent employment sites that together form a larger area that significantly contributes towards the provision of employment and economic development.

**Employment Sites:** Individual buildings or plots that contribute towards economic development. This may be an office block; an open storage yard; an industrial unit; a warehouse etc. A number of adjacent employment sites combined may form an employment area.

**Energy Service Company (ESCo):** A business delivering energy solutions to a community, usually with benefits of improved energy efficiency, reduced carbon emissions or cheaper bills. An ESCo may be public, private, hybrid or community owned organisations.

**Environment Agency:** An executive non-departmental public body responsible to the Secretary of State for Environment, Food and Rural Affairs who are principally responsible for managing air, land and water quality, as well as flood management.

**European Sites:** Defined in regulation 8 of the Conservation of Habitats and Species Regulations 2010 these include a range of ecological sites designated for the protection of rare, endangered or vulnerable natural habitats and species of exceptional importance within the European Union. Designations consist of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) whilst Ramsar sites in England are also protected as European sites.



**Evidence studies:** The information gathered to support the preparation of the Welborne Plan and underpin the plan's policies. It includes both quantitative (numerical values) and qualitative (feelings and opinions) data.

**Extra-care housing:** Housing that gives older people the opportunity to live independently in a home of their own, but with other services on hand if they need them. These extra facilities vary depending on the site, but can include 24-hour access to emergency support and an on-site care team, rehabilitation services and day centre activities.

**Family homes:** Homes large enough to accommodate families. These are usually houses rather than flats and generally incorporating 3 or more bedrooms.

**Flood zones:** Defined by the Environment Agency, these are areas which are located within floodplains that would naturally be affected by flooding if a river rises above its banks, or high tides and stormy seas cause flooding in coastal areas. Areas designated as flood zone 3 have a 1% or greater (1 in 100) chance of being flooded by a river each year. Areas designated as flood zone 2 are outlying areas which are likely to only be affected by a major flood and have a 0.1% (1 in 1000) chance of being flooded each year.

**Framework Travel Plan:** Submitted alongside a planning application, this comprises an action plan of costed transport measures which need to be implemented as part of the proposed development.

**Garden City:** A development and design principle for planned new communities developed by Ebenezer Howard in the 19<sup>th</sup> century which aims to enhance the natural environment, provide high quality affordable housing and locally accessible jobs. Key principles include community ownership of land and long term stewardship of assets, high quality imaginative design including homes with gardens, mixed tenure homes which are affordable for ordinary people, a strong local jobs offer with a variety of employment opportunities within the garden city and easy commuting distance of homes, generous green space linked to the wider countryside, access to strong local cultural, recreational and shopping facilities, integrated and accessible transport systems and local food sourcing, including allotments.

**Green buffer:** An undeveloped, area of green space located between developments to prevent the coalescence of a new settlement with existing settlement areas.

**Green corridor:** A strip of land that provides a habitat sufficient to support wildlife, often through or around an urban environment. They also allow walkers; cyclists and horse riders to use them as routes of access or for recreation. Can include railway embankments, river banks and roadside grass verges.

**Greenfield:** Land that has not previously been developed.

**Green Infrastructure (GI):** A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental, accessibility and quality of life benefits for local communities. Green infrastructure may consist of parks and gardens; natural and semi-natural open space; wooded areas; cycleways and rights of

way; outdoor sports facilities; amenity greenspace and recreation space; domestic gardens; village greens; play areas; allotments; community gardens; urban farms; cemeteries and churchyards; river and canal corridors and green roofs and walls.

**Greywater:** Wastewater generated from domestic activities such as washing machines, dish washers, sinks and baths.

**Hampshire County Council:** The county tier authority in which Fareham Borough is located. Hampshire County Council is also the statutory planning authority for highways, minerals and waste developments in non-unitary and non-national park local authority areas.

**Habitats Regulations:** Refers to the Habitats and Conservation of Species Regulations 2010 which provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.

**Habitats Regulations Assessments (HRA):** The European Habitats Directive requires an 'appropriate assessment' of plans that either alone or in combination with other plans and projects are likely to have a significant impact on European designated sites.

**Heritage asset:** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Household Waste Recycling Centre:** A small waste management facility provided and operated by Hampshire County Council to facilitate the disposal, recycling or composting of bulky or specialist domestic waste.

**Housing Benefit:** A government paid benefit that can help to pay housing rent for those on a low income or unemployed. Also known as Local Authority Housing Allowance.

**Infrastructure:** The facilities and services needed for a place to function. This includes roads and utilities, as well as schools, GP surgeries, libraries and other community facilities.

**Intermediate housing:** A form of affordable housing which comprises homes which are for sale or rent and are provided at a cost below market levels, but above social rented values. Commonly this type of housing consists of shared ownership and as with other types of affordable housing, availability to it relies on meeting the qualifying criteria set by local authorities.

**Joint Venture Housing Company (JVHC):** a new company that was established in 2014 by Fareham Borough Council in partnership with Eastleigh Borough Council, First Wessex and Radian Housing Association for the purposes of facilitating housing and economic development in a sustainable manner.

**Knowledge Economy:** An economy characterised by the increasing importance of science, research, technology and innovation in knowledge creation and the use of computers and the internet to generate, share and apply knowledge.

**Lifetime Homes:** A standard comprising of 16 design criteria intended to make homes more easily adaptable for lifetime use at minimal cost. The UK Government has an intention to work towards all new homes being built to Lifetime Homes Standards by 2013.

**Listed buildings:** A building that is included on a list of buildings which are considered to be of sufficient historic or architectural interest to merit special protection.

**Local centre:** Local Centres deliver basic services which meet the localised everyday needs of residents. They include a variety of small scale retail and employment uses, alongside local community, leisure and education facilities. At Welborne, the local centre to the north of Knowle Road is likely to be known as the 'Village Centre'.

**Local Development Documents:** A term referring to both Development Plan Documents and Supplementary Planning Documents.

**Local Development Scheme (LDS):** A timetable setting out the programme of preparation of local development documents, as required by The Planning and Compulsory Purchase Act 2004, as amended by the Planning Act 2008 and the Localism Act 2011.

**Local Plan Part 1 (Core Strategy):** This is the Council's overarching planning document, which defines how and where development will be located in the Borough. Together with Local Plan 2 (Development Sites and Policies) and this document, it forms the Development Plan for the Borough.

**Local Plan Part 2 (Development Sites and Policies):** This will be the Council's document which sets out the preferred approach to managing and delivering development for the Borough to 2026, as set out in the Core Strategy. The Local Plan 2 will allocate sites principally for housing, employment, retail and community facilities, review and designate planning areas (for example settlement boundaries and strategic gaps), and set out development management policies.

**Local road network:** All roads not part of the Strategic Road Network. These include non-primary A-roads, B-roads and C-roads. These are managed by the local highway authority (Hampshire County Council) and include the A32.

**Local Transport Plan:** Plans that set out the local highway authority's (HCC) policies and strategy on transport. They are submitted to central Government, which approves and provides funding for the measures contained in the plan. The currently adopted plan is LTP3.

**Localism Act 2011:** An act of parliament which introduces changes to the planning system, including the revocation of the Regional Spatial Strategies (subject to SEA), the introduction of neighbourhood planning and changes to the Community Infrastructure Levy (CIL).

**Mixed Use:** Development which combines two or more types of land use such as residential, office, industrial, retail, service, community or leisure.

**Montague Review:** Report published in August 2012 which encourages greater investment in build-to-let and specifically, investment in the large-scale development of homes built specifically for private rent by professional organisations.

**Multi-Utility Services Company (MUSCo):** A business delivering energy, water, telecommunications and other utility services to a community, usually with benefits of improved energy efficiency, reduced carbon emissions or cheaper bills. A MUSCo may be a public, private, hybrid or community owned organisation.

**National Planning Policy Framework (NPPF):** Introduced in March 2012, this new framework sets out the Government's planning policies for England and how these are expected to be applied. It provides the framework within which local councils can produce local plans, which reflect the needs and priorities of their communities.

**Natural England:** An executive non-departmental public body responsible to the Secretary of State for Environment, Food and Rural Affairs, whose purpose is to protect and improve England's natural environment and encourage people to enjoy and get involved in their surroundings.

**New Community North of Fareham (NCNF):** The name formerly given to the new community development before it was changed to Welborne in April 2013.

**Nursery / pre-school:** Facilities providing a range of childcare and/or semi-structured early education for pre-school age children.

**Ordinary Watercourse:** A watercourse that is not part of a main river and includes rivers, streams, ditches, drains, cuts, culverts, dikes, sluices, sewers (not public sewers) and passages through which water flows. They are the responsibility of the Lead Local Flood Authority which is Hampshire County Council.

**Partnership for Urban South Hampshire (PUSH):** A partnership of the 11 local authorities in the South Hampshire Sub-Region set up to co-ordinate economic development, transport, housing and environmental planning policy.

**Passivhaus:** An energy efficient building standard which provides a high level of occupant comfort while using very little energy for heating and cooling. Named after the German homes which first adopted this approach.

**Planning Inspectorate (PINS):** An executive agency of the [Department for Communities and Local Government](#) (DCLG) which deals with planning appeals, national infrastructure planning applications, examinations of local plans and other planning-related and specialist casework in England and Wales.

**Planning Obligation:** An action that must be undertaken by a developer/landowner or a financial contribution that must be paid as a consequence of a legal agreement signed under Section 106 of the Town Country Planning Act 1990 (as amended).

**Planning Policy Statements (PPS):** Subject specific Government guidance, advice and policies on national land use planning in England which replaced Planning Policy Guidance (PPGs) notes. PPSs have been predominantly revoked through the adoption of the National Planning Policy Framework.

**Policies Map:** Forms part of the Fareham Local Plan and will, once this plan is adopted, 'fix' key elements of the Welborne development including; the extent of the plan boundary, the extent of the built development, the location of the principal vehicular access points for the site, the location of the secondary school and relevant policy and environmental designations. It was formerly known as the 'Proposals Map'.

**Previously Developed Land (PDL):** Land which is or was occupied by a permanent structure and any associated fixed surface infrastructure. There is no presumption that PDL is necessarily suitable for housing development, or that the whole of the land curtilage should be developed.

**Primary Care Centre:** A local health centre building housing GPs and nurses potentially alongside other healthcare provision such as dentists, opticians, therapists and a pharmacy.

**Private rented housing:** Houses on the open market available for rent from a private landlord or letting agency.

**Public Transport Plan:** A description of the public transport services that a development area will provide over a certain time period including details of service provision, routes, any operational subsidy, the timing of provision in relation to development phasing, and measures to promote (and subsequently increase if required) use of the service during the life of the development.

**Publication Draft:** Name given to a specific stage of the local plan making process, established by Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012. This version of the Welborne Plan is the 'publication draft', as it is being published for consultation ahead of submission later in 2014.

**Ramsar sites:** Internationally important wetland areas given international protection under the Ramsar Convention 1971 and statutory protection in the UK under the Habitats and Conservation of Species Regulations 2010 ("Habitats Regulations").

**Rat-running:** Using a shortcut on secondary or local residential roads instead of using the intended main route in order to avoid heavy traffic and/or other traffic delays.

**Scheduled Ancient Monument:** Nationally important site or monument given legal protection by the Ancient Monuments and Archaeological Areas Act 1979, through being placed on a list, or 'schedule'.

**Section 106 agreement:** A legally-binding agreement between a local planning authority and a land-developer/applicant in order to legally secure provision of a particular aspect/item of infrastructure as required by planning permission. The name refers to Section 106 of the Town and Country Planning Act 1990 (as amended) which

provides the power to make these legal agreements.

**Self-contained community:** A development which enables people to live, work and undertake leisure and recreation activities in the same place, therefore reducing the need to travel and to use cars.

**Semi-natural greenspace:** Accessible greenspace which is natural and enhances natural features and conserves biodiversity. These spaces should be clean, litter free, well signed and with clear footpaths.

**Settlement buffer (or gap):** An area of generally undeveloped and open land between two settlements that is important for maintaining the physical separation of settlements or the perception of settlement separation. Settlement gaps can be used for a variety of things, including agriculture or green infrastructure, but their use should not reduce the open nature of the land. The term 'settlement gap' is generally synonymous with 'strategic gap'.

**Sheltered accommodation:** Independent, self-contained homes for older people often within a block or small estate, with a dedicated warden.

**Site of Importance for Nature Conservation (SINC):** A local site which has high nature conservation importance but is not covered by statutory national and international designations. The SINC system in Hampshire is managed by Hampshire County Council on behalf of the Hampshire Biodiversity Partnership.

**Site of Special Scientific Interest (SSSI):** A site of special scientific interest is identified by English Nature under section 28 of the Wildlife & Countryside Act 1981 as requiring protection from damaging development on account of its flora, fauna, geological and/or physiological features.

**Smart ticketing:** The use of one-ticket to enable travel on a range of different public transport types and routes.

**Smarter Choices:** A package of measures aimed at influencing travel behaviour with the overall aim of reducing reliance on single occupancy car trips and promoting sustainable travel behaviour.

**Social infrastructure:** Comprises core public infrastructure and service provision such as doctors, dentists, schools, libraries, community centres and places of worship. Social infrastructure provision is integral to the creation of sustainable communities as it contributes to holding communities together; it provides services and facilities that meet the needs of residents, helps promote social interaction and contributes to enhancing the overall quality of life within a community.

**Social rented:** A form of affordable housing which is owned by local authorities or registered private providers (e.g. housing associations). Through the national rent regime, rents are set at artificial levels which are significantly lower than the market value. This form of affordable housing has now been largely replaced by 'affordable rented' homes.

**Solent Disturbance and Mitigation Project:** A project to determine visitor access patterns around the coast and how their activities may influence the internationally protected populations of overwintering wading and wildfowl birds along the Solent coastline.

**Solent Enterprise Zone:** Designated employment zone based around Daedalus Airfield in Fareham and Gosport. Solent Enterprise Zone was in the second wave of enterprise zones which were introduced by central Government in 2011, as areas to attract high-quality employment due to the implementation of superfast broadband, lower taxes, and low levels of regulation and planning controls.

**Source Protection Zone (SPZ):** Areas defined by the Environment Agency around groundwater sources such as wells, boreholes and springs which are used for public drinking water supply. Development is restricted within the zones in order to reduce the risk of contamination to the groundwater supply from any land use activity.

**South East England Regional Assembly (SEERA):** Former regional governance tier for the South East England region, which was responsible for the development of the South East Plan. SEERA was dissolved in March 2009 with its functions being assumed by a new organisation, the South East England Partnership Board, a conglomeration of various regional tiered governance bodies.

**South East Plan:** The Regional Spatial Strategy for the South East of England which was adopted in May 2009, but which has recently been revoked by the Government. It consisted of a strategic planning document which sets out the long term spatial planning framework for the South East Region over the period 2006-2026.

**South Hampshire Sub-Region:** The name given to the urban conurbation located around the south coast cities of Portsmouth and Southampton. The South Hampshire Sub-Region is an important economic area which was formed in 2003, to ensure that economic success was underpinned by consistent and effective planning to provide adequate housing, facilities and services.

**Special Areas of Conservation (SACs):** Internationally important areas of wild animals, plants and habitats which have been given international protection under the EU Habitats Directive and in the UK under the Habitats and Conservation of Species Regulations 2010 ("Habitats Regulations") due to their status being rare, endangered or under particular threat.

**Special Protection Areas (SPAs):** Internationally important areas for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries which have been given international protection under the EU Birds Directive 1979. These sites are given enhanced protection in the UK through the Site of Special Scientific Interest (SSSI) status that all SPAs also hold.

**Spine streets:** Name for a main road which provides a strategic route through an area or between areas.

**Standing Conference:** The forum which brings together local community groups and businesses, elected ward members, the site landowners and key public organisations in a formal discussion setting to provide information on the progress and direction of the Welborne Plan, as well as giving the opportunity for conference members to ask questions and discuss issues around the development of the Welborne Plan.

**Statement of Community Involvement (SCI):** Sets out the standards to which the local planning authority will involve and consult with the community in the preparation, alteration and continuing review of local development documents and also on policy applications and how these standards will be achieved. All local development documents must reflect upon how, in their preparation, they have complied with the SCI.

**Strategic Design Codes:** Documents prepared by the site promoters and approved by the Council as part of the determination of planning applications. The purpose of the codes is to set out the intentions for design detailing, landscaping and access within different parts of the Welborne site, to guide subsequent planning applications. Strategic Design Codes prepared for Welborne will need to be consistent with the principles set out in Chapter 4 and in the Welborne Design Guidance SPD.

**Strategic Development Area (SDA):** Major new housing and employment settlements that will have a variety of types, sizes and tenures of new housing together with supporting health, community, social, retail, education, recreation and leisure facilities, green space and other identified requirements. The inception of Welborne was through its identification as the North of Fareham Strategic Development Area in the South East Plan.

**Strategic Environmental Assessment (SEA):** An internationally used term to describe the environmental assessment to be applied to plans, policies and programmes.

**Strategic Framework:** The overall planning framework for the new community of Welborne, which comprises the policies within the Welborne Plan, Policy CS13 of the adopted Core Strategy, as well as the Strategic Framework Diagram (Appendix B.2 of this plan). Planning applications for development at Welborne will need to be in accordance with the Strategic Framework.

**Strategic Framework Diagram:** The spatial expression of the Strategic Framework which indicates the broad distribution of land uses and key infrastructure items that is required by the policies within the Welborne Plan.

**Strategic Gap:** Areas of open land/countryside between existing settlements, with the aim to protect the setting and separate identity of settlements, and to avoid coalescence; retain the existing settlement pattern by maintaining the openness of the land. The term 'strategic gaps' is generally synonymous with 'settlement gaps'.

**Strategic Road Network (SRN):** The network of motorways and primary A (trunk) roads in England. The SRN is managed by the Highways Agency and includes the M27.



**Structuring Plan:** One or more maps or plans produced jointly by the promoting landowners to show how key aspects of the overall Welborne development will be progressed beyond the individual landownerships involved. The Structuring Plan will need to accompany initial planning application for development at Welborne.

**Suitable Alternative Natural Greenspace (SANG):** Existing open greenspace that can be enhanced to provide an attractive and local environment for people as an alternative to using nearby European sites (in the case of Fareham, the Solent Special Protection Area and Ramsar site).

**Supplementary Planning Document (SPD):** Provides additional guidance on development plan policies for a specific area or a specific topic which the local planning authority wishes to provide detailed policy guidance. SPDs do not create new policies; they only provide more detailed guidance on existing policies.

**Sustainability Appraisal (SA):** An assessment of the impact of policies from environmental, economic and social perspectives, to ensure that all policies and proposals reflect sustainable development policies.

**Sustainable Community:** Planned or modified communities which promote sustainable living through enabling environmental and economic sustainability, through the provision of appropriate transport, utilities and communications infrastructure. The promotion of social equity also forms an important part of a sustainable community.

**Sustainable Development:** Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

**Sustainable Drainage Systems (SuDS):** A solution which manages surface and groundwater sustainably by mimicking natural drainage regimes and avoiding the direct channelling of surface water through networks of pipes and sewers to nearby watercourses. SuDS aim to reduce surface water flooding, improve water quality and enhance the amenity and biodiversity value of the environment.

**Traffic management measures:** Schemes to either reduce the flow or speed of vehicular traffic, which may include introducing speed limits, traffic calming, vehicle weight restrictions, and parking restrictions.

**Transport Assessment:** A comprehensive and systematic process that sets out transport issues relating to a proposed development. It should identify what measures will be taken to deal with the anticipated transport impacts of a scheme and how accessibility and safety for all modes of travel, particularly alternatives to the car such as walking, cycling and public transport can be improved.

**Transport hub:** A transport interchange for range of different public transport types including a waiting area, a ticket purchasing facility and timetable information.

**Transport infrastructure:** The physical structures which facilitate the movement of people, goods and services. Transport infrastructure includes roads, railways, waterways and airports.

**Transport model:** The technique of using a computer programme to forecast and analyse future traffic flows and movements for both existing and new road developments.

**Transport for South Hampshire (TfSH):** A partnership body with executive powers for transport matters for South Hampshire headed by the three Executive Members for transport at Portsmouth City Council, Hampshire County Council and Southampton City Council.

**Transport Strategy:** Overarching scheme which sets out the proposed accessibility and movement options for an area, setting the priority for public and private transport options and associated infrastructure development.

**Urban Extension:** Involves the planned expansion of a city or town and can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure including access to a range of facilities, and when developed at appropriate densities.

**Use Classes Order:** The Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class. In practice changes between use classes are likely to require planning permission.

**Waste water treatment works (WWTW) / Sewage Treatment Works (STW):** A plant treating domestic sewage effluent to enable a 'clean' discharge to be released or re-used in some non-potable uses, such as toilet flushing and watering gardens.

**Welborne Plan:** This is the name given to this planning document which sets out how the new community of Welborne. This document will also provide the framework against which all future planning applications for Welborne will be assessed. The Welborne Plan will form Part 3 of Fareham's Development Plan (The 'Local Plan'). This plan was formerly known as the New Community North of Fareham Area Action Plan, and before that, the North of Fareham Strategic Development Area Action Plan.

# Appendix A

## List of Evidence and Background Documents

### Evidence Documents

These documents have been specifically commissioned by Fareham Borough Council and produced on their behalf (largely by consultants) in order to specifically support the development of the Welborne Plan.

<b>Evidence Document Title</b>	<b>Date finalised</b>	<b>Author</b>
Archaeological Review, Fareham SDA (Update)	May 2013	Hampshire County Council
Dynamic Demographic Analysis of the New Community North of Fareham	June 2012	Cambridge Econometrics
Fareham Borough Housing Needs Assessment Update	August 2012	DTZ
Fareham Retail Study 2012 – NCNF Supplementary Retail Paper	December 2012	GVA
Fareham SDA Infrastructure Funding Position Statement	April 2011	Almondtree Consulting
Fareham SDA Infrastructure Funding Factfile Update	February 2012	Almondtree Consulting
Habitat Regulations Assessment for NCNF: Screening Statement	April 2013	Urban Edge
Habitat Regulations Assessment for the North of Fareham SDA Area Action Plan: Baseline Data Review Report	May 2012	Urban Edge
Habitat Regulations Assessment for the Welborne Plan: Final Report	January 2014	Urban Edge
NCNF Concept Masterplan Options Report	August 2012	LDA Design
NCNF Concept Masterplan Preferred Option Report	April 2013	LDA Design
NCNF Eco-Opportunities Study	August 2012	LDA Design & Parsons Brinckerhoff
NCNF Employment and Workspace Paper	April 2013	Hardisty Jones Associates (HJA)
NCNF Indoor and Outdoor Sports Facilities Assessment	October 2012	KKP

<b>Evidence Document Title</b>	<b>Date finalised</b>	<b>Author</b>
NCNF Infrastructure Delivery Plan (Stage 1) Report	February 2013	AECOM
NCNF Landscape Study	July 2012	LDA Design
NCNF Outline Infrastructure Funding Strategy	March 2013	GVA
NCNF Site Specific Housing Market Assessment	March 2013	DTZ / Wessex Economics
NCNF Transport Strategy	March 2013	Parsons Brinckerhoff
North Fareham SDA Smarter Choices Study	January 2012	Campbell Reith / ITP
North Fareham SDA Parking Study	January 2012	Campbell Reith / ITP
Refining the Fareham SDA Capacity Analysis Study	July 2009	David Lock Associates
Sustainability Appraisal of the Area Action Plan for the North of Fareham Strategic Development Area: Scoping Report	July 2009	Urban Edge
Sustainability Appraisal for NCNF: Options Assessment	April 2013	Urban Edge
Sustainability Appraisal for the North of Fareham SDA Area Action Plan: Scoping Report	May 2012	Urban Edge
Sustainability Appraisal for the Welborne Plan: Sustainability Report on the Draft Welborne Plan	October 2013	Urban Edge
Sustainability Appraisal for the Welborne Plan: Sustainability Report on the Publication Draft Welborne Plan	January 2014	Urban Edge
Welborne Build Out Rates Study	November 2013	GVA
Welborne Concept Masterplanning Final Report	January 2014	LDA Design
Welborne Employment Strategy (Final Report)	November 2013	Wessex Economics
<ul style="list-style-type: none"> <li>• Appendix 1: The South Hampshire Commercial Property Market</li> <li>• Appendix 2: South Hampshire Strategic Sites</li> <li>• Appendix 3: Employment Floorspace Demand and Supply Forecasts</li> <li>• Appendix 4: Employment Land Trajectory</li> </ul>		
Welborne Environmental Noise Assessment	January 2014	Hoare Lea
Welborne Green Infrastructure Strategy	January 2014	LDA Design
Welborne Infrastructure Delivery Plan (Stage 2) Update Report	January 2014	AECOM

<b>Evidence Document Title</b>	<b>Date finalised</b>	<b>Author</b>
Welborne New Community – District Energy Network: Outline Feasibility Study	October 2013	Hampshire County Council
Welborne Potential New HWRC: Briefing Note	January 2014	Hampshire County Council
Welborne Transport Strategy (Final)	January 2014	Parsons Brinckerhoff
Welborne Viability Testing (Stage 2) Executive Summary	January 2014	GVA

## Background Documents

These are published documents which are publically available and which the Welborne Plan refers to or relies upon for evidence, but which were not produced specifically for the development of the Welborne Plan, unless otherwise indicated.

<b>Background Document Title</b>	<b>Date published</b>	<b>Author</b>
By Design: Urban Design in the Planning System - Towards Better Practice	May 2000	DETR & CABE
Census 2011	2012-2014	Office for National Statistics
CIRIA C697 The SuDS manual	2007	CIRIA
Community Infrastructure Levy Guidance	December 2012	DCLG
Developers' Contributions Towards Children's Services Facilities	December 2013	Hampshire County Council
East Hampshire Abstraction Licensing Strategy	March 2013	Environment Agency
Fareham Allotments Strategy	2010	Fareham Borough Council
Fareham and Gosport Strategic Transport Infrastructure Plan	October 2013	Hampshire County Council
Fareham Community Infrastructure Levy: Charging Schedule	May 2013	Fareham Borough Council
Fareham Housing Strategy 2010-2015	April 2010	Fareham Borough Council
Fareham Local Development Scheme	January 2014	Fareham Borough Council
Fareham Local Plan Part 1: Core Strategy	August 2011	Fareham Borough Council
Fareham Local Plan Part 2: Development Sites and Policies DPD (Publication Draft)	January 2014	Fareham Borough Council
Fareham Local Plan Part 3: The Draft Welborne Plan	April 2013	Fareham Borough Council

<b>Background Document Title</b>	<b>Date published</b>	<b>Author</b>
Fareham Residential Car & Cycle Parking Standards Supplementary Planning Document	November 2009	Fareham Borough Council
Fareham Statement of Community Involvement	January 2011	Fareham Borough Council
Green Infrastructure Strategy for the Partnership for Urban South Hampshire	June 2010	Partnership for Urban South Hampshire
Guide to Development Related Travel Plans	2009	Hampshire County Council
Hampshire County Council Infrastructure Statement - Version 1	December 2012	Hampshire County Council
Hampshire Minerals and Waste Plan (Adopted)	October 2013	Hampshire County Council
HCA Employment Densities Guide (2 <sup>nd</sup> Edition)	2010	Homes and Communities Agency
Housing our Ageing Population: Panel for Innovation (HAPPI) Report	June 2009	Homes and Communities Agency
Housing Provision for Older People in Hampshire: Older Persons Housing Study	November 2009	Hampshire County Council
Housing Standards Review Consultation	August 2013	DCLG
National Planning Policy Framework	March 2012	DCLG
PADHI: HSE's land use planning methodology	May 2011	HSE
Planning Policy for Traveller Sites	March 2012	DCLG
Private Sector House Condition Survey 2009 (Final Report)	April 2010	CPC with Fareham Borough Council
PUSH Economic Development Strategy	October 2010	DTZ
PUSH Strategic Flood Risk Assessment: Final Report	December 2007	Atkins
Review of the barriers to institutional investment in private rented homes (The Montague Review)	August 2012	DCLG
School Places: Framework and Analysis 2012-2016	November 2012	Hampshire County Council
SDMP Phase II Final Report: Predicting the impact of human disturbance on overwintering birds in the Solent	February 2012	Stillman, R. A.; West, A. D.; Clarke, R.T. & Liley, D.

<b>Background Document Title</b>	<b>Date published</b>	<b>Author</b>
Solent Disturbance and Mitigation Project Phase III: Towards an Avoidance and Mitigation Strategy	May 2013	Footprint Ecology and David Tyldesley and Associates
Solent Disturbance and Mitigation Project (SDMP) Briefing Note	August 2013	Solent Forum / SDMP Project Group
Solent LEP Strategic Economic Plan	March 2014 (expected)	Oxford Economics
South Hampshire Strategic Housing Market Assessment (SHMA)	January 2014	GL Hearn (for PUSH)
South Hampshire Strategy: A framework to guide sustainable development and change to 2026	October 2012	Partnership for Urban South Hampshire
Town & Country Planning (Local Planning) (England) Regulations 2012	April 2012	Statutory Instrument
Transport Delivery Plan 2012-2016	February 2013	Transport for South Hampshire
Travellers Accommodation Assessment for Hampshire 2013	March 2013	Forest Bus
Urban Design Compendium	2007	English Partnerships
Water Resources Management Plan 2009 (Final)	September 2011	Portsmouth Water
Water Resources Management Plan 2014 (Draft)	May 2013	Portsmouth Water
Welborne Interim Consultation Statement <sup>160</sup>	April 2013	Fareham Borough Council
Winchester City Council Local Plan Part 1- Joint Core Strategy (Adopted)	March 2013	Winchester City Council
Your Fareham Your Future: A Sustainable Community Strategy for Fareham 2010 - 2020	Spring 2010	Network Fareham

<sup>160</sup> This document was produced to support the Draft Welborne Plan in April 2013.

# Appendix B

## Maps and Diagrams

B.1 – Constraints Map

B.2 – Strategic Framework Diagram

B.3 – Extract of the Fareham Policies Map Covering Welborne