

# 5. DESIGN AND PLACE- MAKING PRINCIPLES

5.1

Design and place-making principles

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## 5.1 Design and place-making principles

Our Design & Place-Making Principles are concerned with the layout and design of Welborne's streets, homes, places for car parking, open space and landscape areas and the interfaces between each of these elements. The principles draw on the best practice principles identified in Chapter 13 and develop the principles set out in the Welborne Design Guidance SPD. Together, they carry forward the overarching objectives for Welborne as a well planned community.

The Design and Place-Making Principles are set out below and illustrated opposite. These will be applicable across the whole site and be articulated in more detail in Design Code(s) at the reserved matters stage:

- A community with a strong sense of civic pride;
- A legible place with an inter-connected and permeable street network;
- Streets that are well designed and appropriately proportioned;
- Streets and public spaces that are safe and well overlooked;
- Green networks, helping to provide shade, cooling and amenity;
- Sufficient and convenient provision of residential car parking;
- Homes that benefit from good sized gardens;
- Clearly defined public and private space; and
- A place distinguished by attention to detail.

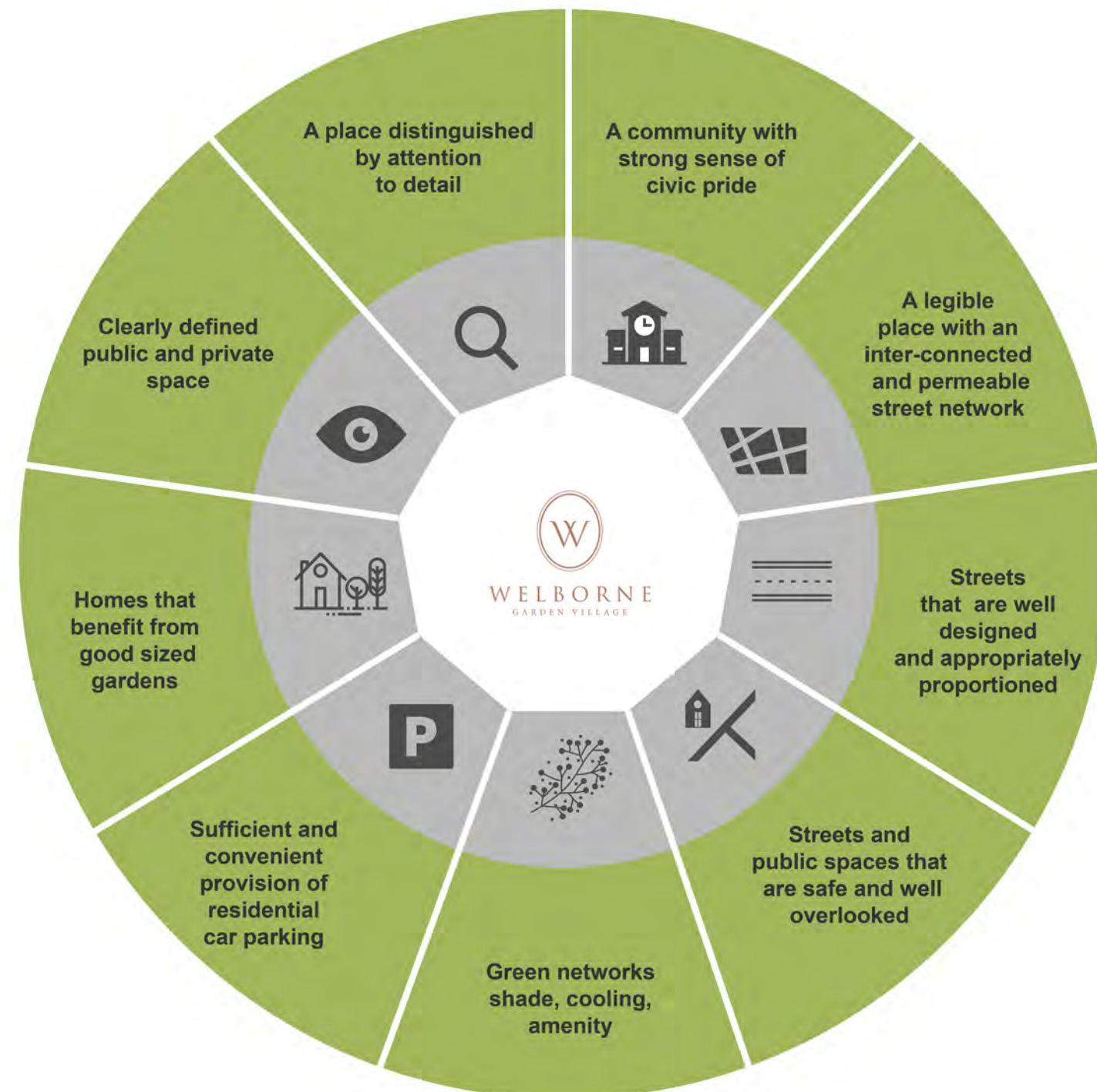


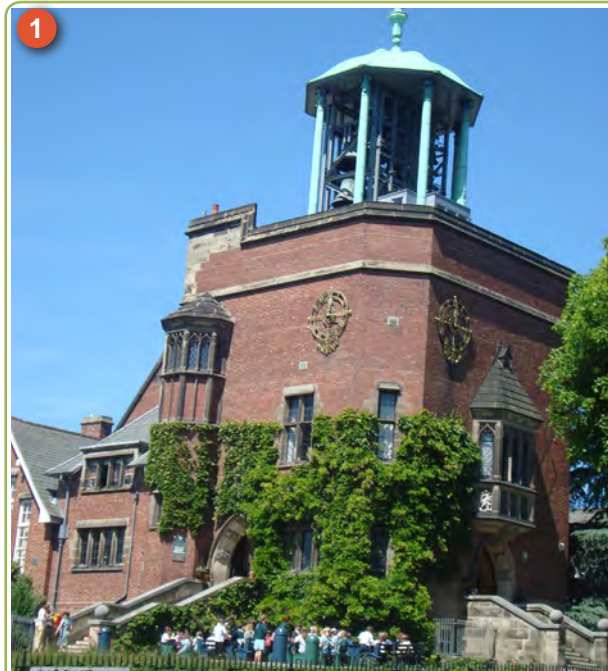
Figure 5.1 Design and place-making principles for Welborne





## A community with a strong sense of civic pride

Welborne will be endowed with a number of key community assets. These will include new public parks and open spaces, the District and Village Centres, secondary and primary schools, health centres and community centres. These places and facilities will be the focus of community life and contribute to Welborne's identity. They will be located in prominent and accessible locations and exhibit a high standard of bespoke design.



### Key to examples

- 1 Village Centre
- 2 Village Green
- 3 Primary School
- 4 Dashwood Boulevard
- 5 Dashwood Park

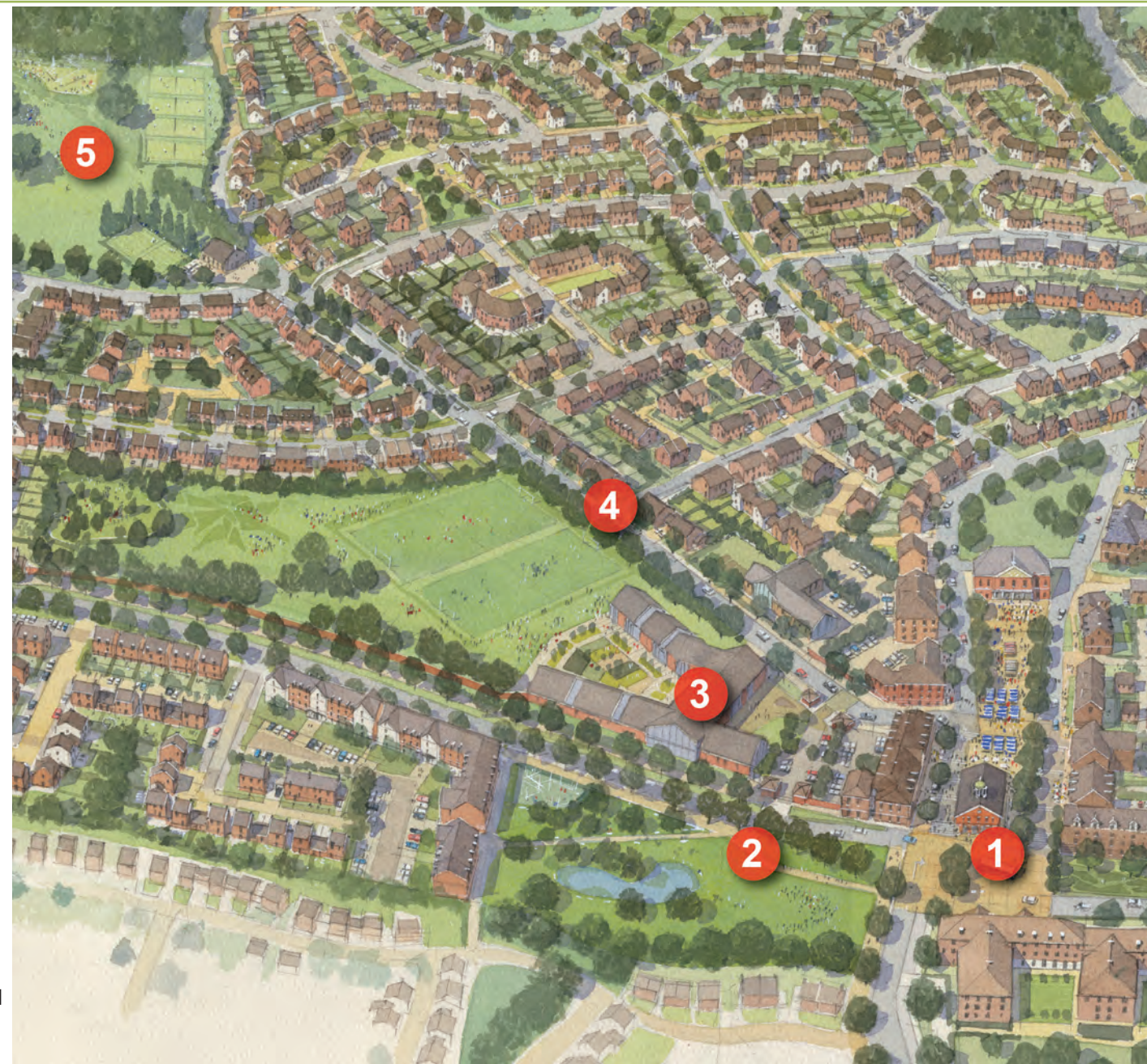


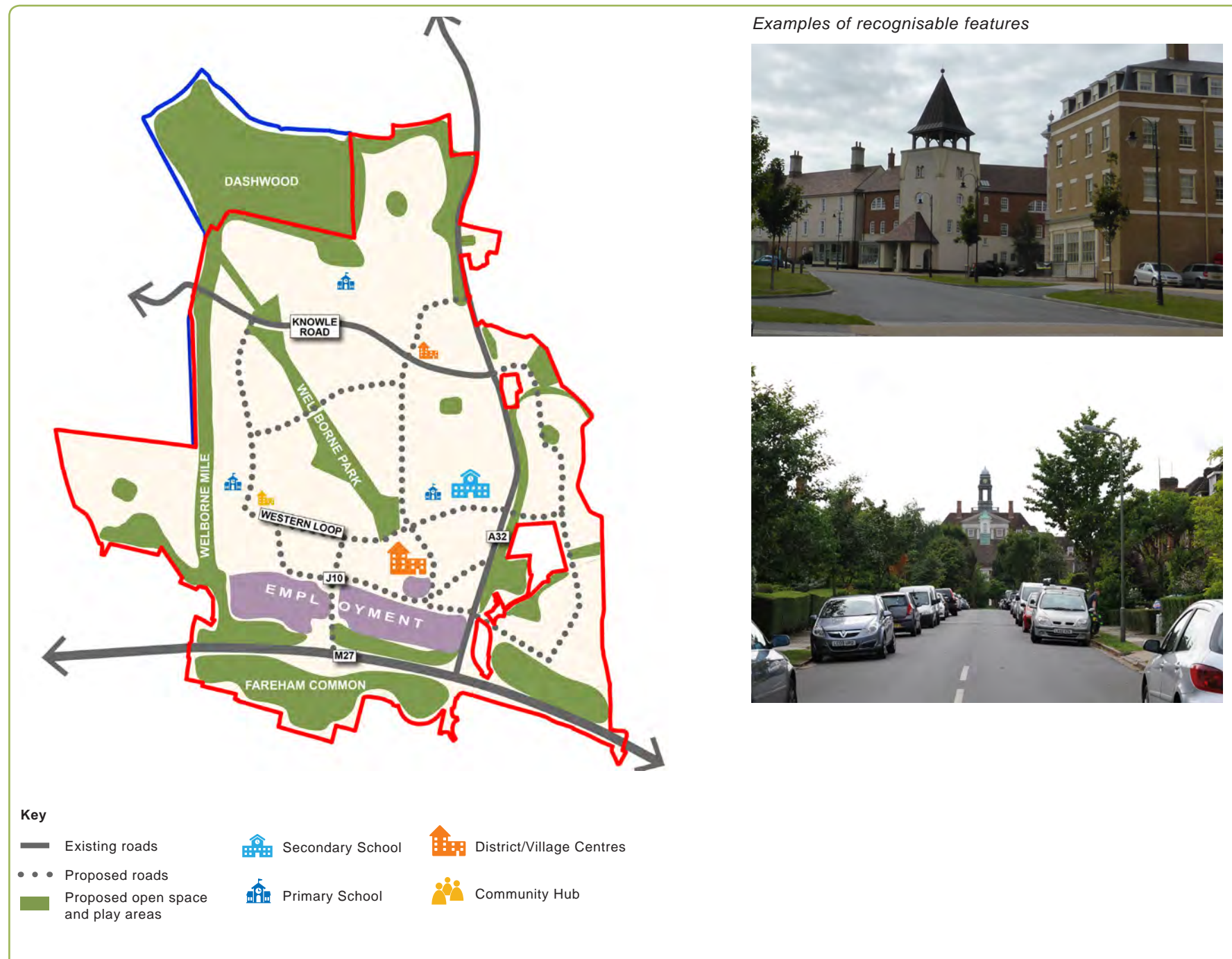
Figure 5.2 - Indicative design approach around the Village Centre based on materials used to support public consultation in 2016





### A legible place with an inter-connected and permeable street network

Welborne will have a clear and easily understood urban structure, enabling residents and visitors to easily describe where they live or work. It will contain memorable and easy to recognise landmark buildings and public open spaces. It will have a clear hierarchy of streets that lead directly between homes and shops, parks, public transport routes, schools and other key facilities. Welborne will have a coherent structure of perimeter blocks orientated to provide a choice of direct and convenient walking routes to local facilities and schools.



Examples of recognisable features



Road hierarchy in Dashwood area



Example of residential blocks in Dashwood area



Figure 5.3 - A clear urban structure with memorable landmark buildings & open spaces

Figure 5.4 - Example of a street network and perimeter blocks in Dashwood district (northern Welborne)





### Streets that are well designed and appropriately proportioned

Welborne's streets will combine a number of key functions whilst also providing an appropriate sense of enclosure and identity in an attractive environment. The functions include:

- ensuring safe access and movement by all modes (including emergency vehicles);
- providing space for on-street car parking and servicing of buildings (refuse collections, deliveries, maintenance, etc);
- accommodating space for utility infrastructure; and
- incorporating trees and green infrastructure to manage surface water, provide shade, cooling and create amenity.

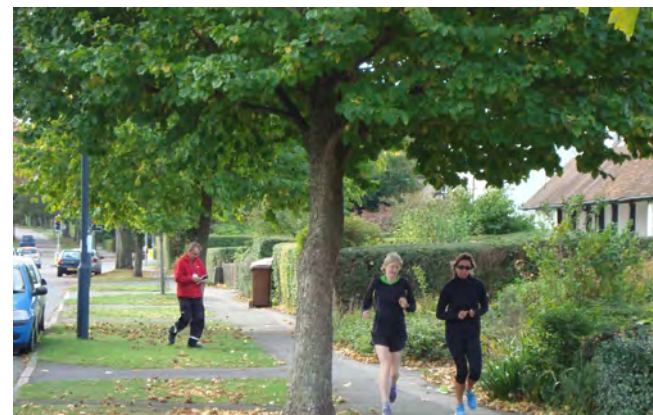
The hierarchy of streets will be designed to accommodate these requirements while creating different characters and a strong sense of amenity (Sections 10.5 and 10.6).



Further street design guidelines will be provided in the Welborne Street Design Manual



1 Appropriately sized front gardens



2 Generous footpaths and street verges



3 Green verge with integrated parking



4 Tree-lined streets

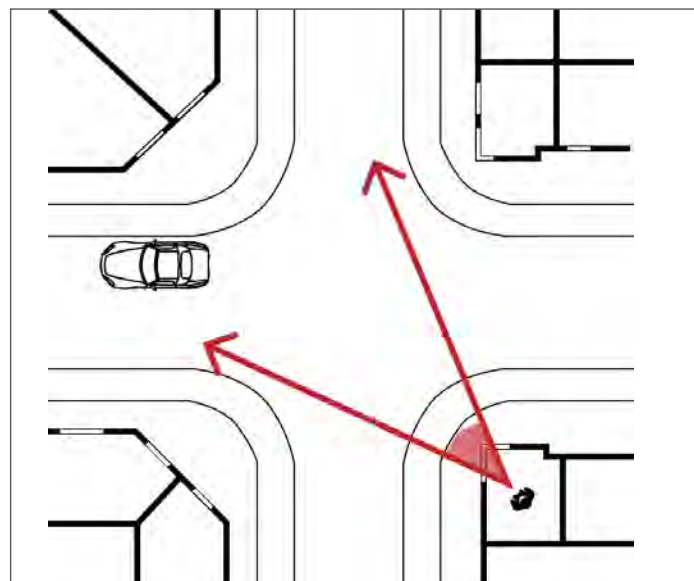
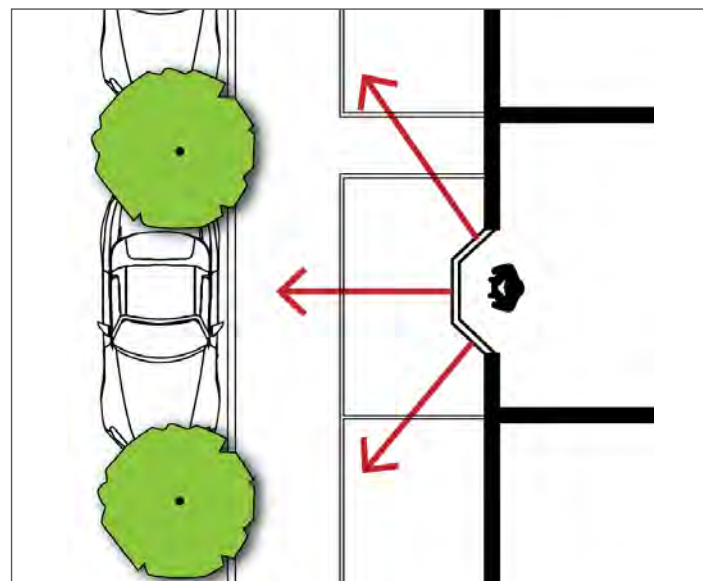
Figure 5.5 - Typical residential street (further detail on street design is included in Section 10.6).





### Streets and public spaces that are safe and well overlooked

Streets will have strong continuity of frontage to provide high levels of natural surveillance. Inactive frontage and blank facades will generally be avoided. Particular care will be taken in the design of street corners to ensure public space is well overlooked. This builds upon guidance set out on page 65 of the Design Guidance SPD.



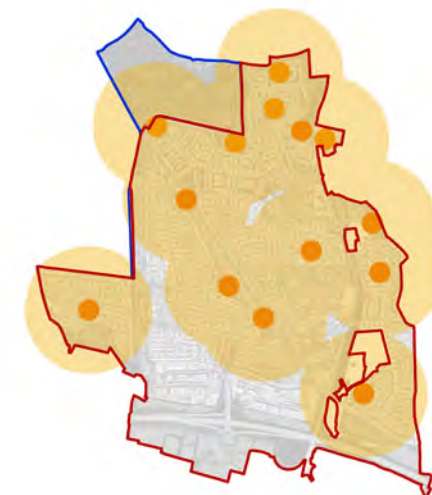
Example of open space that is well overlooked by the surrounding homes



Continuity of windows overlooking the street provides high levels of natural surveillance



Design of streets corners



Indicative locations of the play areas in Welborne  
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Figure 5.6 - Safe and well-overlooked streets





## Green networks - Providing shade, cooling and amenity

The extensive green network (also see Chapter 9 and the Open Space and Green Infrastructure Strategy for further detail) including tree-lined streets, private gardens, open spaces and green routes will serve a number of functions including:

- providing shade, shelter and cooling, particularly important in ensuring that the development can adapt to an ever-changing climate;
- reducing surface water runoff and the risk of flash floods;
- establishing the identity of Welborne as a 21st century Garden Community;
- providing amenity space for residents to create a place that people can enjoy and which provides benefits in terms of physical and mental well-being; and
- increasing opportunities for biodiversity.

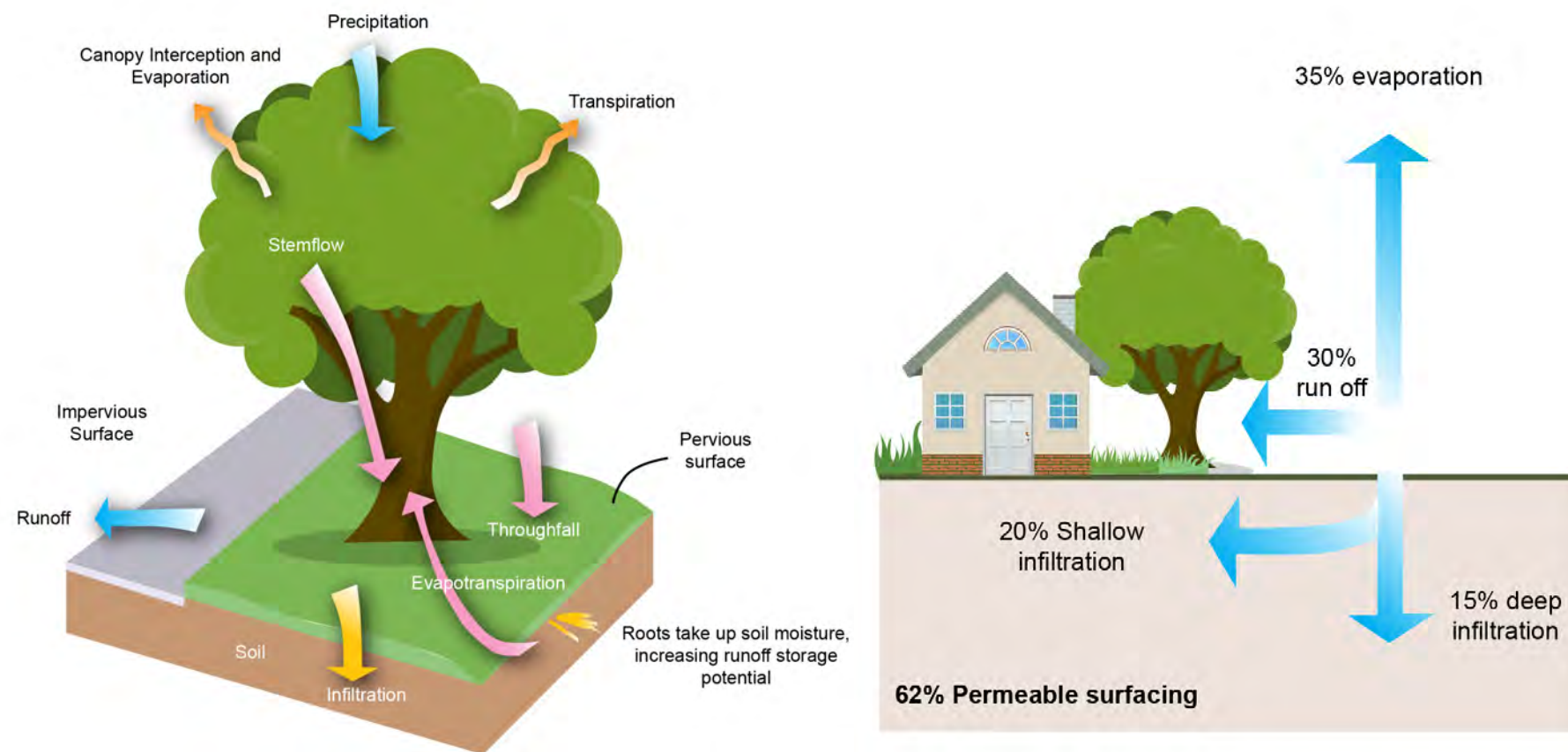
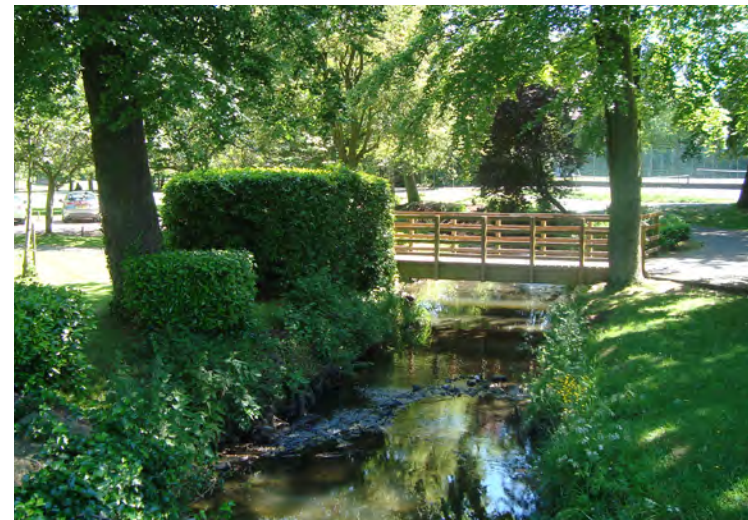


Figure 5.7 - Multi-functional green networks





*Shade, shelter and cooling*

*Managing flood risk*

*Promoting physical and mental well-being*

Figure 5.7 continued - Multi-functional green networks

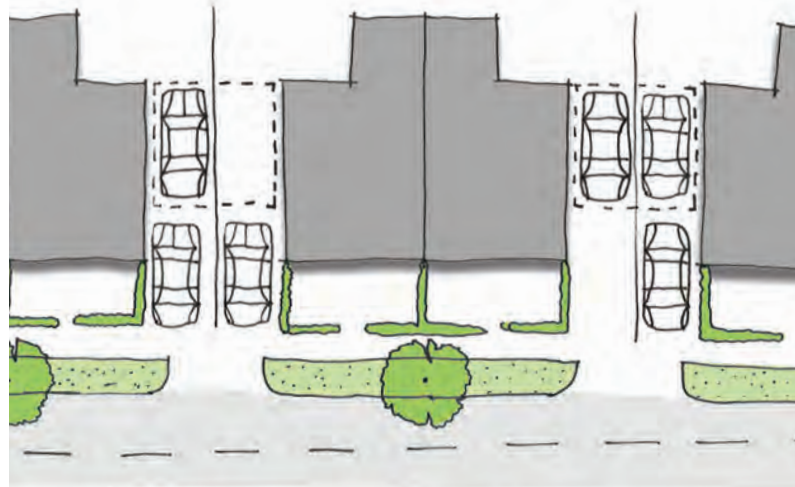




## Sufficient and convenient provision of residential car parking

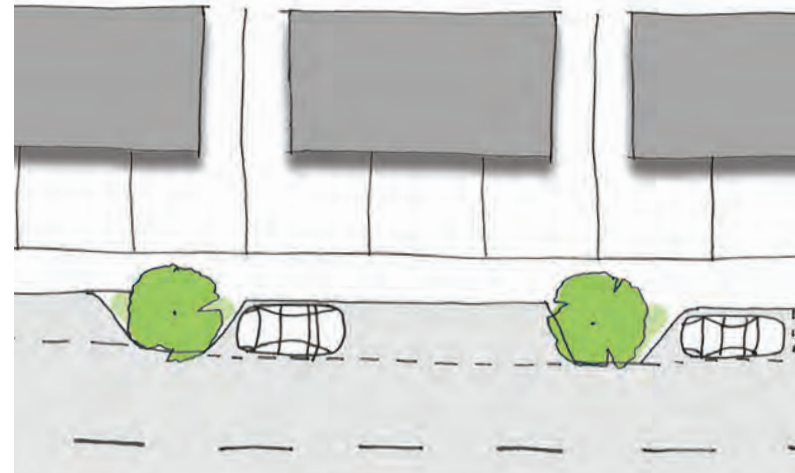
The arrangements for car parking will be safe and convenient while at the same time not undermining the quality and amenity of Welborne's streets. In line with the Design Guidance SPD (pages 68-70), residential car parking will be predominantly on-plot to the side of homes and on-street. In some instances on-plot parking will be allowed in front of homes, but this will be designed to minimise the visual dominance of the car and hard surfaced areas.

Rear courtyard parking may be provided in the higher density areas at the District and Village Centres where the aim is to create more intimate urban streets and, subject to careful design, may be used to a limited degree elsewhere with terraced housing and apartments. Front courtyard parking could be used for apartments and town houses fronting busier roads where it might not be possible to provide direct access to individual parking spaces. More detailed guidance on the design and landscaping of residential parking will be provided in the Design Code.



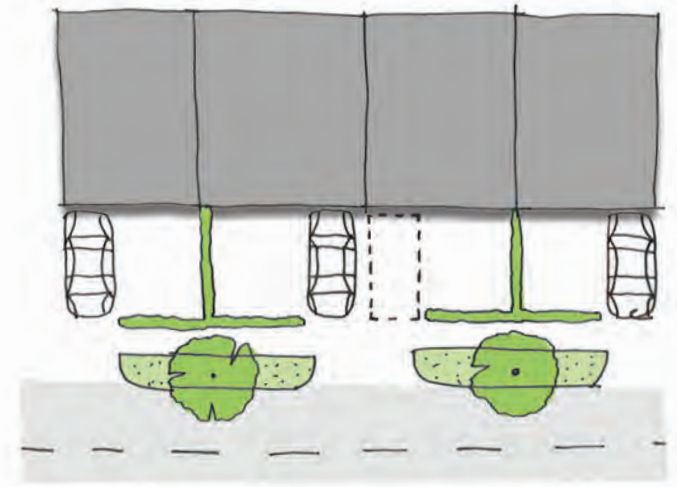
Example of on plot side parking solution in Brentham Garden Suburb

Figure 5.8 - On-plot side parking



Example of on street parallel parking solution in Letchworth Garden City

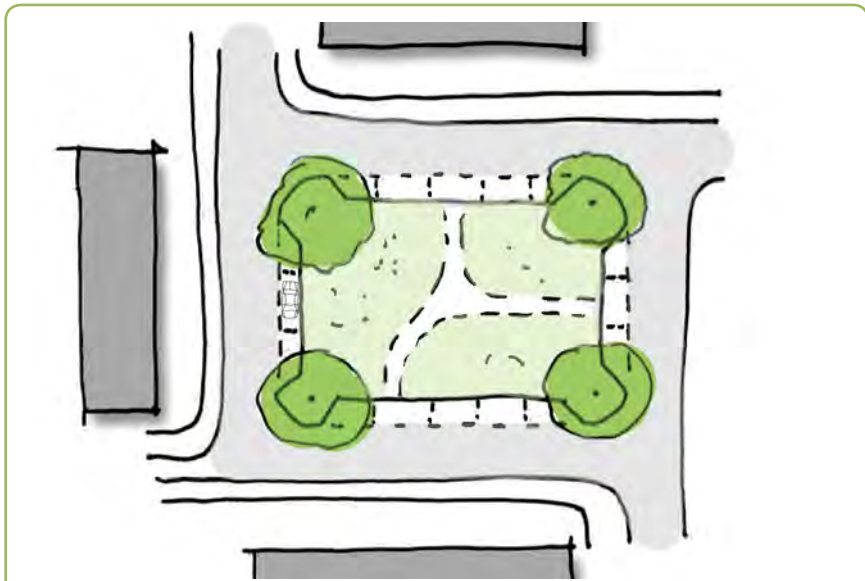
Figure 5.9 - On-street parking



Example of on plot front parking solution in Hampstead Garden Suburb

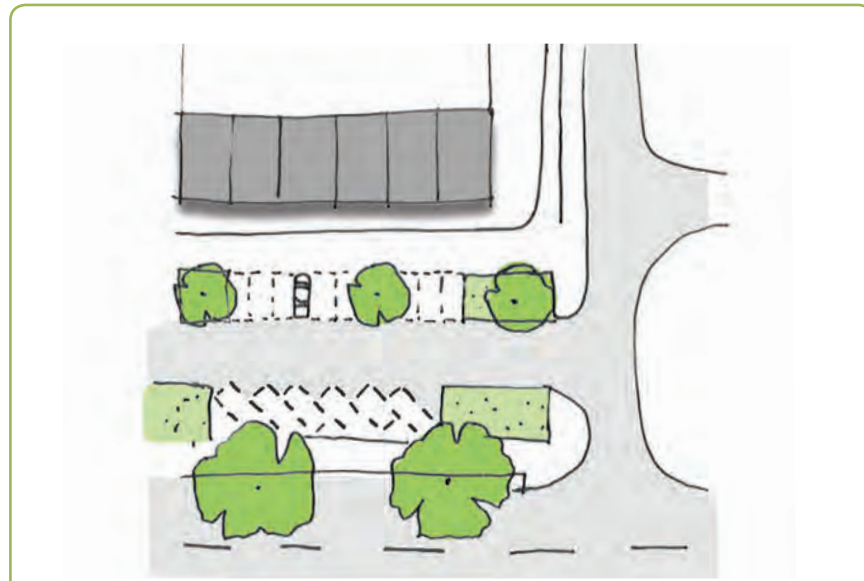
Figure 5.10 - On-plot front parking





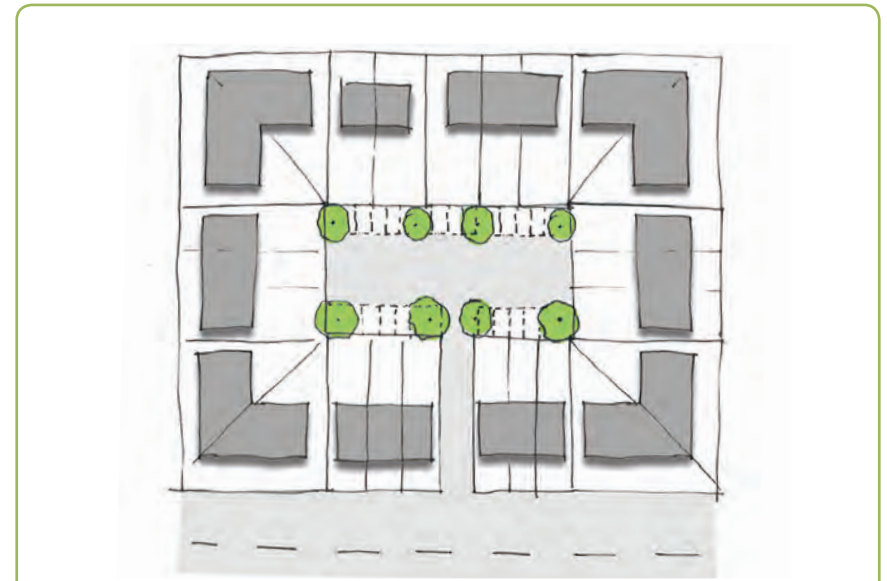
Example of on-street parallel parking arranged around a landscaped green

Figure 5.11 - On-street parallel parking



Parking courtyard or mews court to the front of properties

Figure 5.12 - Front courtyard/mews court parking



Example of rear parking courtyard

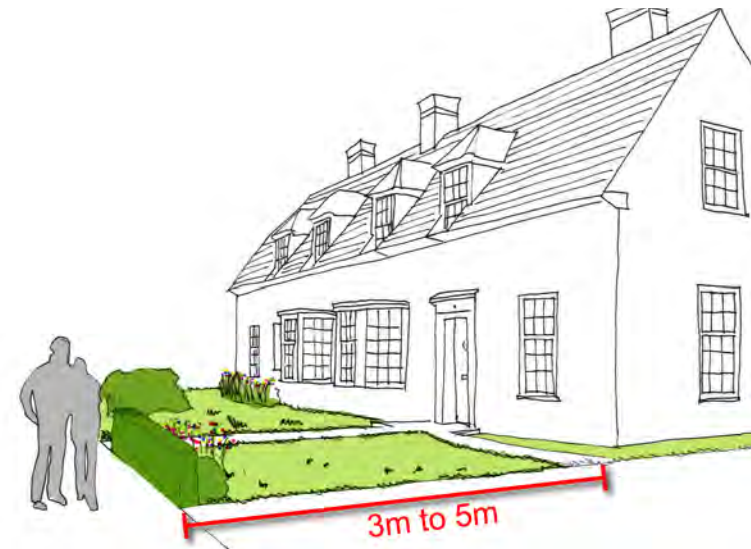
Figure 5.13 - Rear parking courtyard





## Homes that benefit from good sized gardens

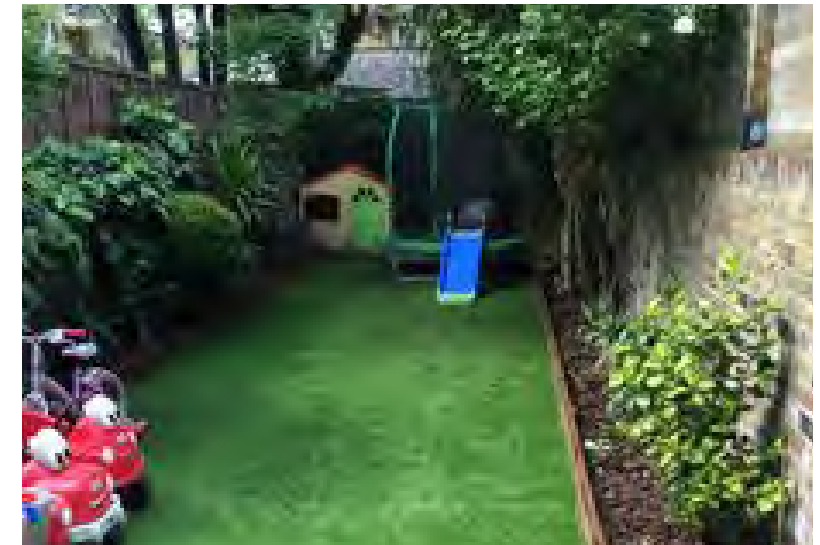
Houses at Welborne will have access to attractive private amenity space with a range of garden sizes reflecting different locations and character areas. In the District and Village Centres homes will be set close to or on the back of pavement and provide smaller gardens. In higher density residential areas, short front gardens of 1m -2.5m may be appropriate, while in medium and lower density areas, front gardens will be larger (3m-5m) to provide privacy and space for landscape and planting. Rear gardens will also vary in size between the higher, medium and lower density areas, but a depth of 11m will be an average dimension to provide privacy, space for play, tree and shrub planting, food growing and relaxation. This approach is in line with page 64 of the Design Guidance SPD.



*Illustrative example and size of larger front gardens*



*Example of a smaller front garden close to district and local centres*



*Example of more a compact back garden in central location*



*Example of a larger front garden (3m-5m)*



*Example of a larger front garden (3m-5m)*



*Example of a back garden*

Figure 5.14 - Examples of typical front gardens





### Clearly defined public and private space

Welborne will be a convivial and social place, but the design recognises the crucial importance of providing private space within and around the home that enjoys good levels of privacy. Spacing between principal habitable rooms – typically across well proportioned streets and gardens – will be sufficient to avoid intrusive overlooking and the need for curtains and blinds to be drawn. Setbacks from the street and front garden landscaping together with more detailed architectural design (at the reserved matters stage) will seek to balance privacy to front living rooms with the need for overlooking of the streets. This is in accordance with page 65 of the Design Guidance SPD.

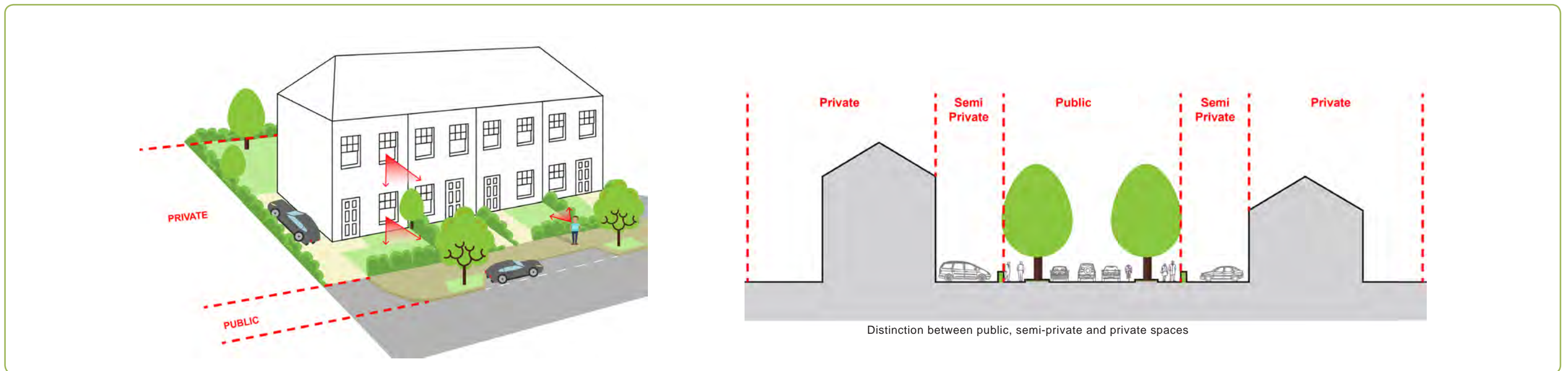


Figure 5.15 - Homes should overlook streets but still enjoy privacy

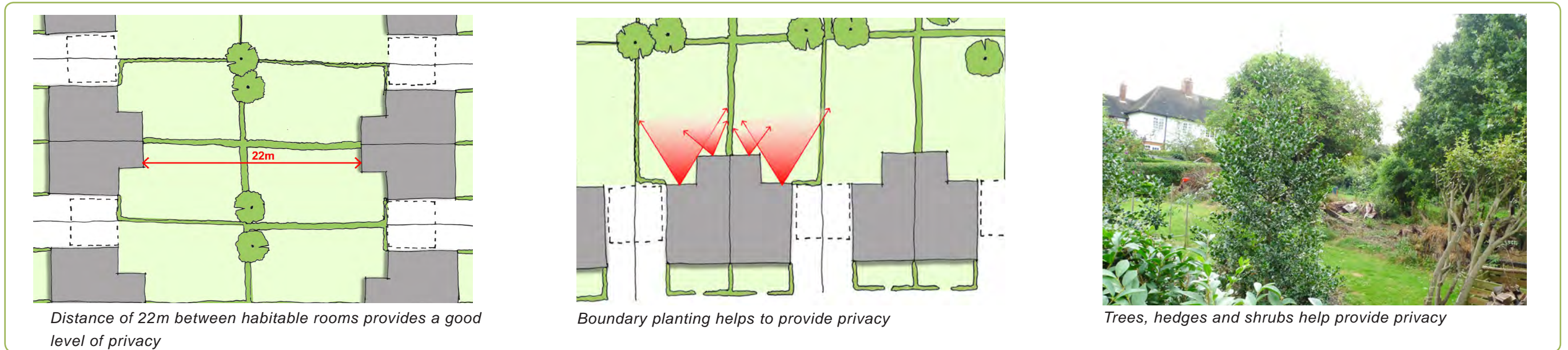


Figure 5.16- Boundary treatments for privacy





## A place distinguished by attention to detail

While this is an Outline Planning Application, it recognises the importance of attention to detail in creating a quality place. The design of the form, detail and materials of the buildings and the landscape all have a significant impact on the quality of the environment. The approach to these and other matters will be set out in a Design Code to be submitted alongside or in advance of Reserved Matters Applications.

**Materials palette** - The materials in Welborne will seek to be consistent with the character and identity of Fareham and neighbouring small towns and villages.



**Roof line** - Welborne will present a variety of roof lines providing an attractive environment.



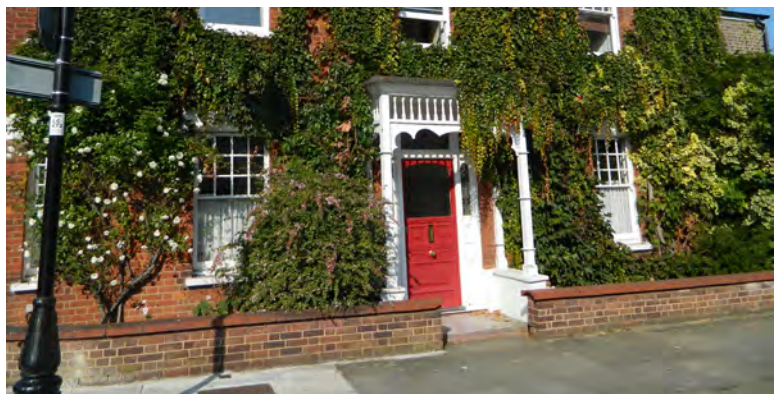
**Thresholds** - Particular attention is given to the entrance and front gardens of homes.



Figure 5.17 - Examples of materials and details for Welborne



**Public realm** - Roads and parking areas are considered as an integrated part of the public realm.



**Open space** - Open space in Welborne will have a core function in the life of the community and will be designed to a high standard.



**Cycling** - Welborne will offer a variety of cycling facilities that are an integrated part of the landscape.

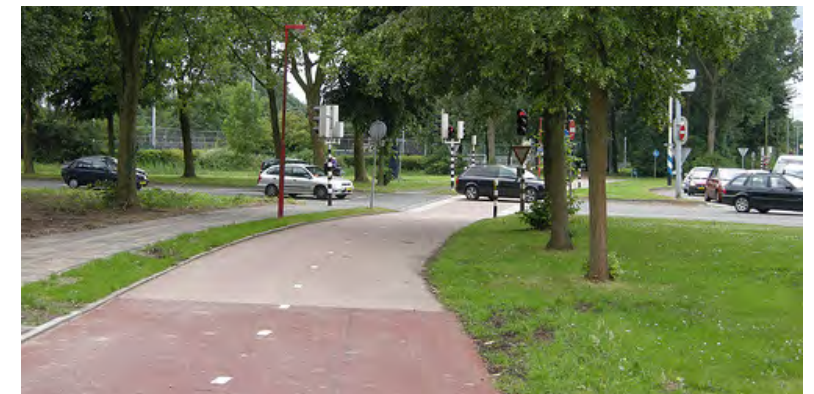


Figure 5.17 (continued) - Examples of materials and details for Welborne







# 6. ILLUSTRATIVE COMPREHENSIVE MASTERPLAN

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## 6.1 Illustrative Comprehensive Masterplan

The Illustrative Comprehensive Masterplan opposite (Figure 6.1) has been prepared to show how our Strategic Development Principles and our Design and Place-making Principles could be applied to deliver our vision and objectives for Welborne.

Figure 6.2 shows an aerial perspective illustrating the design approach to the area North of Knowle Road. This shows the Village Centre and its relationships to Dashwood, areas of Parkland, residential neighbourhoods and the primary school.

Figure 6.3 shows an illustrative street view looking along Dashwood Boulevard towards Dashwood Park.

Figure 6.4 shows an illustrative view looking west along Knowle Road as it reaches the Village Centre.

Together these illustrative images show a strong integration of urban and landscape design to create a 21st century Garden Village.

### KEY FEATURES OF THE ILLUSTRATIVE PLAN

#### Places & Facilities

1. District Centre
2. Village Centre
3. Community Hub
4. Primary schools
5. Secondary school
6. Employment area

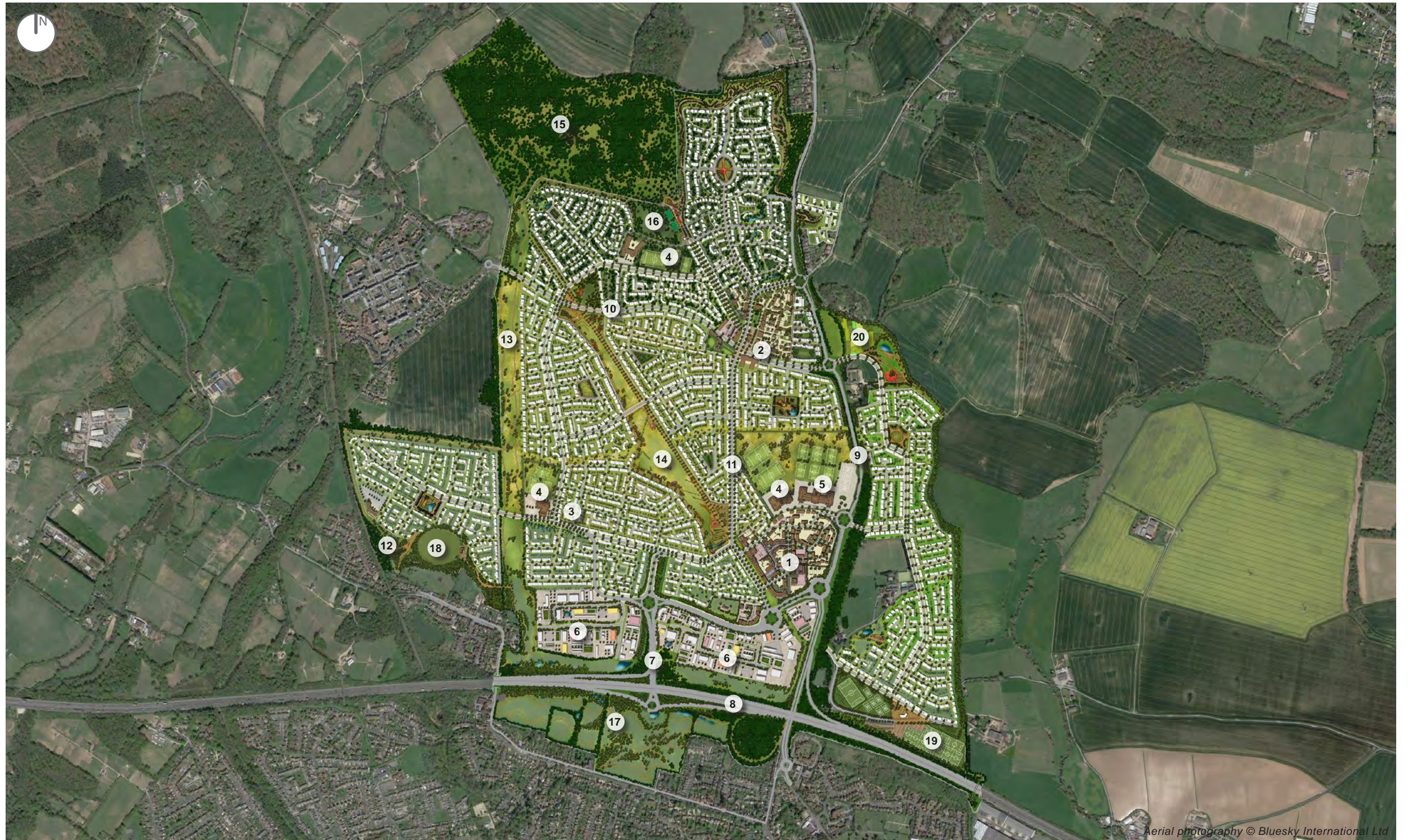
#### ACCESS & TRANSPORT

7. Junction 10
8. M27
9. A32
10. Knowle Road
11. Welborne Way
12. Railway halt

#### Parks & Open Spaces

13. Welborne Mile
14. Welborne Park
15. Dashwood
16. Dashwood Park
17. Fareham Common
18. Cricket Ground
19. Pook Lane sports area
20. Allotments





Aerial photography © Bluesky International Ltd

Figure 6.1 Illustrative Comprehensive Masterplan for Welborne



## 6.2 Illustrative aerial perspective and views

### KEY FEATURES OF THE ILLUSTRATIVE AERIAL PERSPECTIVE OF THE AREA NORTH OF KNOWLE ROAD

#### USES

1. Village Centre with community building and local shops
2. Primary School
3. Village Green
4. Northern access from A32
5. Knowle Road roundabout
6. Knowle Road
7. Dashwood Boulevard
8. Dashwood Park
9. Dashwood
10. Welborne Park
11. The Welborne Mile
12. The Welborne Greenway

*This illustrative aerial perspective is used to support public consultation in 2016. The location of the primary school has since been changed, with surrounding green space and road network realigned.*



Figure 6.2 Illustrative aerial perspective used to support public consultation in 2016









Figure 6.3 Illustrative view along Dashwood Boulevard towards Dashwood Park





Figure 6.4 Illustrative view looking to the west along Knowle Road at the Village Centre







# 7. LAND USE FRAMEWORK

7.1

Land use framework

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## 7.1 Land use framework

### Overview

The land use framework showing where land uses are located within Welborne is illustrated in Figure 7.1 opposite. The land use budget - that is the quantum of development proposed - is included in Table 1.

Figures on the following pages highlight the location of individual land uses: residential; employment; education; District and Village centres; parks, informal play spaces and outdoor sports pitches; SANGs; semi-natural greenspace.

Land Use Budget	(ha)	Notes
Residential (including ancillary GI)	175.75	
Strategic Employment	20.37	Comprising up to 30,000 sqm of commercial and employment space (B1); up to 35,000 sqm of general industrial use (B2) and up to 40,000 sqm of warehousing space (B8).
District Centre	4.48	
Village Centre	1.03	
Education	17.40	Primary school north - 2.80 Primary school west - 2.00 Primary school west reserve land - 0.80 Primary school district centre - 2.00 Secondary school district centre - 7.72 Primary+secondary school district centre reserve land - 2.08
Health & Community	0.71	
Parks & Informal Play Space	23.88	
Outdoor Sports Pitches	18.37	Area includes dual use of 7.15 ha within secondary school sports pitches.
Allotments	2.10	
SANGs	70.41	Area to be offered as SANGs. Effective SANGs area may be reduced by noise assessment with financial contribution in lieu. Figure includes Dashwood and SANGs in 3rd party land.
Semi Natural Green Space (SNG)	59.23	OPA Area includes dual use of land provided as SANGs. This area excludes 38.1 Ha in Dashwood and 1.1 ha strip adjacent to Knowle Triangle which are in WCC.
Household Waste Facility	0.80	
Rail Halt Reservation	0.90	
Junction 10 & A32 link	18.36	Includes junction with Central Avenue and highway buffers.
A32 northern roundabout	1.27	
District centre roads	1.66	
Primary road network	14.23	
Land identified for access around Albany Farm	0.63	
Land use areas in Knowle Road highway land	2.25	
Existing A32, M27 and Knowle Road	13.27	
Retained building & curtilage at Dean Farm	0.98	
Retained woodland and open land	6.31	Includes junction with Central Avenue and highway buffers.

Table 1. Land use budget



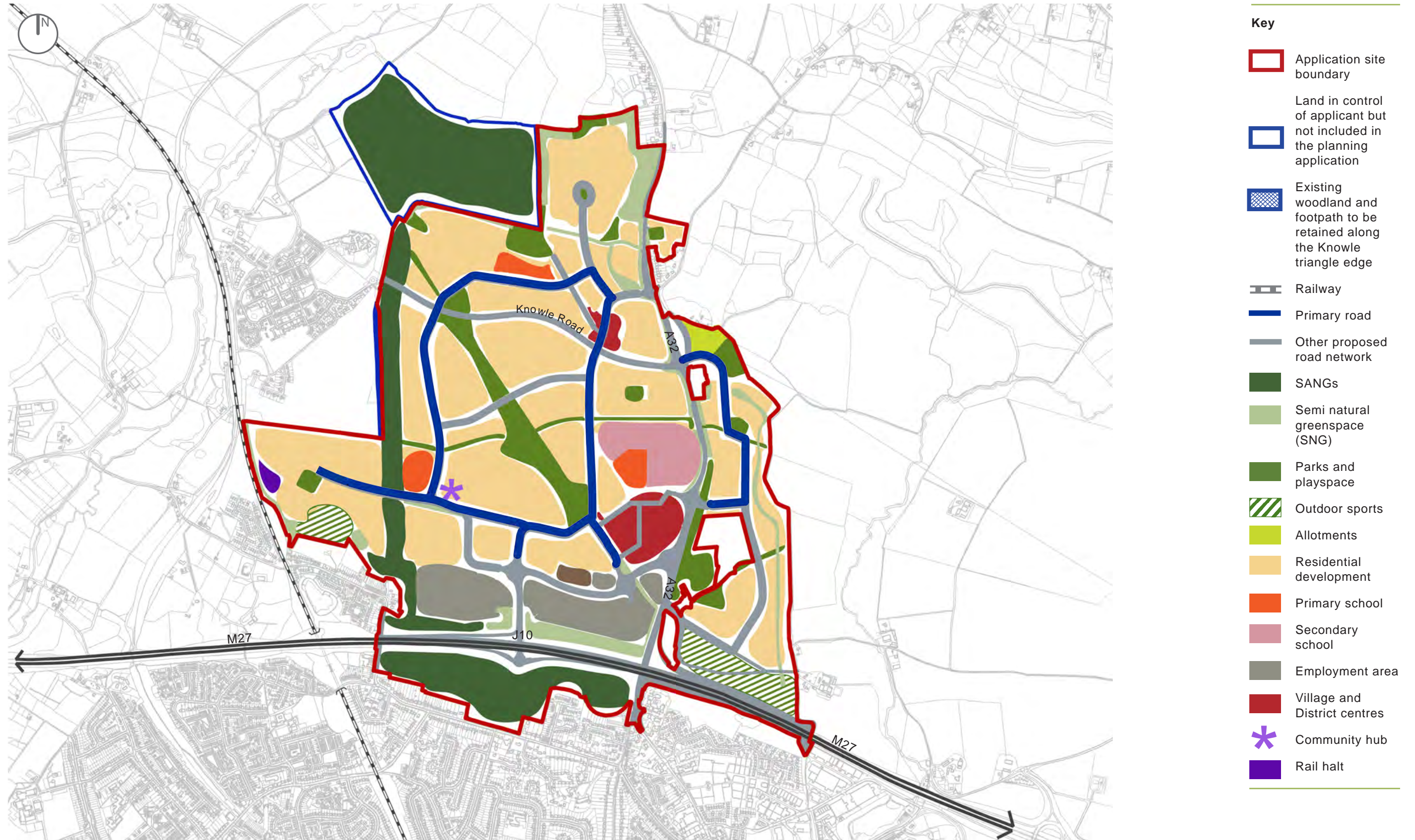


Figure 7.1 Land use framework



## Residential uses

Residential development is predominantly located in three of the character areas identified in the Welborne Plan (see Chapter 4) - Woodland, Parkland and Downland - with some in the westernmost part of the southern character area, Meadowland, as shown in Figure 7.2.

Homes in the northern part of the site will be served by the Village Centre north of Knowle Road, homes to the south by the District Centre west of the A32, whilst homes to the far west will be supported by a Community Hub adjacent to the Welborne Mile. New homes will be within walking distance of a network of different green spaces, providing a range of leisure opportunities (see Chapter 9 for further detail).

The density of residential development will vary across the site, with higher densities of up to 45 dwellings per hectare located around the mixed use District and Village Centres, and lower densities up to 30 dwellings per hectare along the northern, eastern and western edges (see Chapter 8 for further detail on density).

The majority of residential buildings will be between two to three storeys in the central part of the site with mostly two storey buildings on the northern, eastern and western edges (also see Chapter 8). Taller residential buildings of up to five storeys will be located at the District Centre and up to four storeys along Welborne Way which connects the District Centre to the Village Centre. The building types will include apartments, terraces, semi-detached and detached houses - further detail is provided under each character area in Chapter 4 and the Infrastructure Delivery Plan.

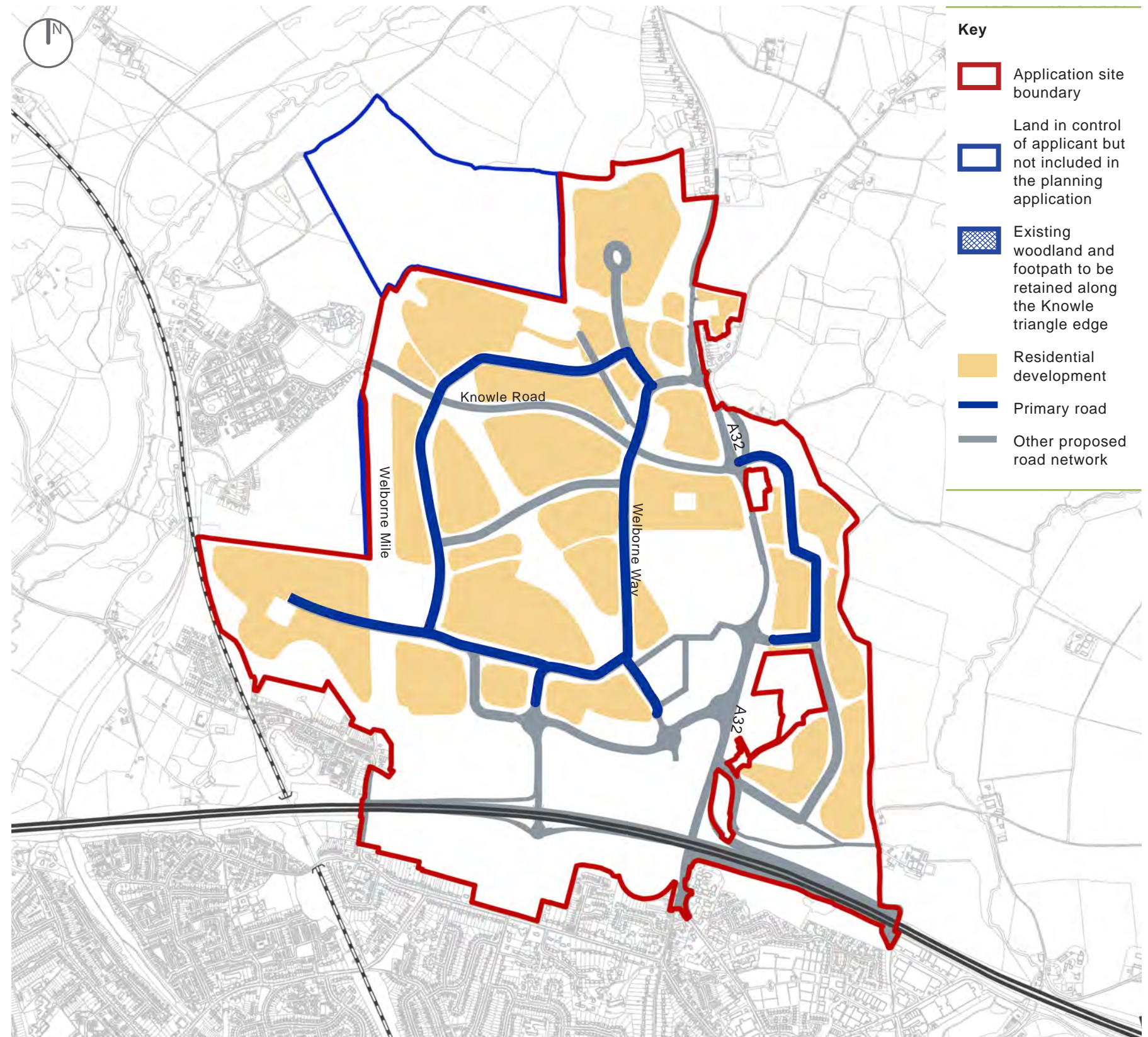


Figure 7.2 Residential uses



## The District Centre

The District Centre is the largest of the three centres and will be a defining feature for the new community as the ‘heart’ of Welborne, and with strong physical and visual connections to the development’s largest central open space, Welborne Park.

The District Centre is located in close proximity to the site, next to the new Junction 10 on the M27 and the A32, as shown in Figure 7.3. The majority of vehicular movements will go through the site along Welborne Way which connects the District Centre in the south and the Village Centre in the north, helping to sustain and support the vitality of both centres. It will also be easily accessible on foot and cycle via attractive, tree-lined streets such as Welborne Way or walking routes within key open space such as Welborne Park.

It will be visible from the A32 and M27 and will be at the southern gateway into the new community. The suggested layout of development provides for a visually identifiable commercial building to be located by Broadway roundabout and the A32. The majority of buildings in the District Centre will be four storeys high with some up to five storeys where it is considered appropriate (also see Chapter 8).

It will accommodate a range of uses to meet the needs of residents in the area - both new and existing - and will be a designated District Centre, equivalent to Porchester and Locks Heath and below the main town centre of Fareham in the Borough’s retail hierarchy, as set out in Policy CS3 of the Core Strategy. The District Centre will provide the ‘high street’ role for Welborne with a range of uses including retail, commercial, community, day care and pre-school as well as health facilities.

The secondary school (1) and one (2) of the three primary schools, as seen in Figure 7.4 are co-located with the District Centre at the eastern end of Central Avenue in order to encourage combined trips within Welborne and to create a critical mass of these key activities in the ‘heart’ of the new community.

This layout may be subject to change at the detailed design stages, but changes will not be beyond the general areas in the consented parameter plan. The current layout of the schools, hotel, square, road/bus routes has been designed to optimise footfall and passing trade.

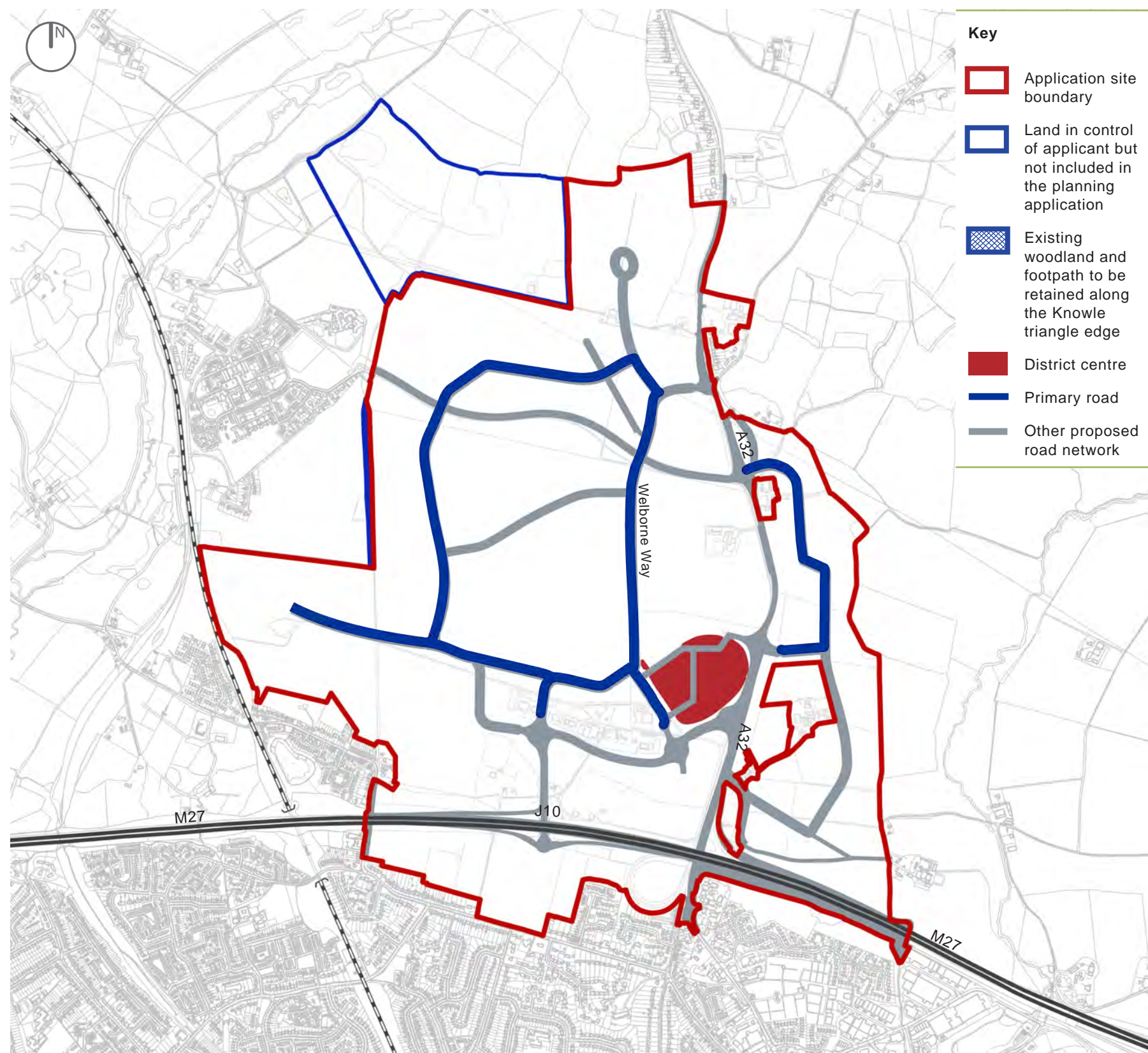


Figure 7.3 District Centre





A pub/restaurant, facing Welborne Park

Mixed use buildings

The High Street follows the line of the existing high pressure gas line which runs diagonally from the A32 Broadway roundabout through Welborne Park to the north.

Moving north mixed-use buildings give way to residential.

Avenue tree planting within a broad verge and pavement along the High Street extend the Welborne Park to the Square.

The buildings enclosing the Broadway and the High Street will be of high architectural status. Street elevations will reflect the more formal nature of these streets and spaces with continuous built frontages providing a greater sense of enclosure.

The eastern side the High Street and the Square may be enclosed by buildings of up to 5 storey.

Community facilities: health centre (Class D1, D2), day care and pre-school as well as a square/car parking space framing the access to the primary and secondary schools.

The line of the existing water main provides a distinctive north-south route from the food store to the Primary and Secondary School. The width of this street will allow for on-street parking and may be shared surface. Given the pedestrian flow to and from the primary and secondary schools as well as the food store, a mix of small retail, café and restaurant (Classes A1, A2,A3,A4,B1) uses provide active frontages at ground floor, with residential above.

Tree screening and hedgerow planting provide a visual screen to the retail car parking along the A32 Wickham Road.

The food retail store and the access to the main car parks sits at the southern end of School Walk street with a prominent view back to the High Street.

Figure 7.4 Illustrative plan of District Centre





Figure 7.5 Illustrative axonometric view of District Centre looking north



## The Village Centre

The Village Centre is the second of the three centres, and is smaller than the District Centre. It will have a different yet distinct and complementary role and identity to that of the District Centre and is intended to form functional and attractive focal points of the northern part of Welborne. It will have strong links to the adjacent woodland and open space at Dashwood and Dashwood Park.

The Village Centre is located at the northern end of Welborne Way, with connections to the District Centre and M27 in the south, as shown in Figure 7.6. Welborne Way is the main north-south route through the site and the Village Centre's position on this route is intended to ensure it benefits from vehicular movements going past this location. It will form a natural walkable hub for north Welborne, easily accessible by pedestrians and cyclists due to its location at the junction of Welborne Way and Knowle Road.

The Village Centre will provide a range of retail and other services to meet the everyday needs of nearby residents, including increasing the range of services easily accessible by existing residents of Knowle. It will include a more limited range of retail than the District Centre (and a distinctly different offer), as well as community and employment uses which are consistent with its position as a 'local centre' within the Borough's retail hierarchy as set out in Policy CS3 of the Core Strategy. These include:

- A broad range of flexible commercial and retail space;
- Public house/restaurant/hotel/café uses;
- A convenience store;
- A community building;
- A veterinary clinic and day care/pre-school will be provided if operators choose to locate here; and
- A primary school.

An indicative layout is shown in Figure 7.7.

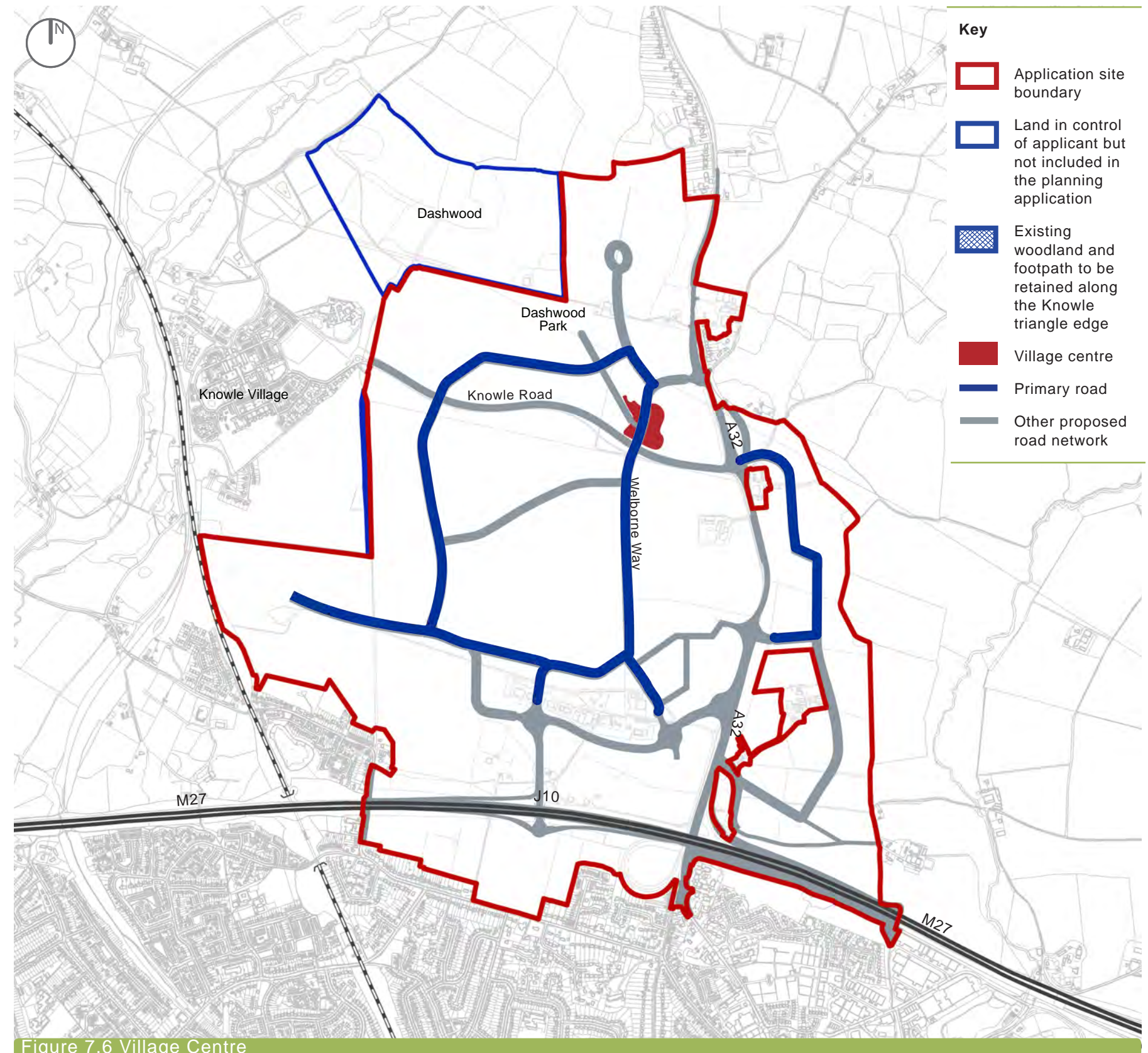


Figure 7.6 Village Centre



Dashwood Boulevard leaves the Square to the west and provides an axial route to Dashwood Park and access to the primary school, day care and pre-school facilities (Classes D1).

Welborne Way runs along the western side of the Square, here buildings are setback behind a line of street trees with parallel car parking and broad pavements.

The market hall is shown as a focal point building, closing the square and terminating the long view from the south.

The new 'gateway' shared surface space signals the 'entrance' to the Village centre and acts as the terminal point for the BRT.

Potential location for a care home.



A Green forms the northern end of the Square enclosed by ground floor small retail and/or incubator offices, cafe, restaurants (Classes A1,A2,A3,A4,B1) and possibly a veterinary surgery (Class D1) with residential over. This follows a similar pattern to the southern end. A pub/hotel (Classes A4,C1) with outside space overlooking the green terminates the northern end. To the east the mixed uses give way to residential.

The Square provides civic amenity and opportunity for markets and other events as well as car parking between street trees.

The Square or Broad Street forms a distinctive space on the Welborne Way and is the mixed-use local centre and heart of this new quarter. It is divided broadly into two parts, the southern area being a hard surface and the north a green. To the south the hard landscaped square is enclosed by a ground floor local food store and other small retail and/or incubator offices, cafe, restaurants (Classes A1,A2,A3,A4,B1) with residential over.

Corner buildings to the Square may be mixed-use forming a transition to residential.

Figure 7.7 Illustrative Plan of Village Centre





Figure 7.8 Illustrative axonometric view of Village Centre looking north



## The Community Hub

Figure 7.9 shows the location of the Community Hub. The smallest of the three centres, the Community Hub will provide a focus for western Welborne. It will provide small scale convenience retail to meet some of the everyday needs of residents in this part of the development.

It is located close to the junction of Westway and North Drive. It will also be located on a primary cycle and pedestrian route through the site as well as on the potential extension of the Bus Rapid Transit (BRT) route which would connect the District Centre to Knowle Road via Westway and North Drive.

The Community Hub may include local shops and services such as a convenience shop, hairdresser or dry cleaner and it will be located close to the third primary school. It will also provide day care facilities.

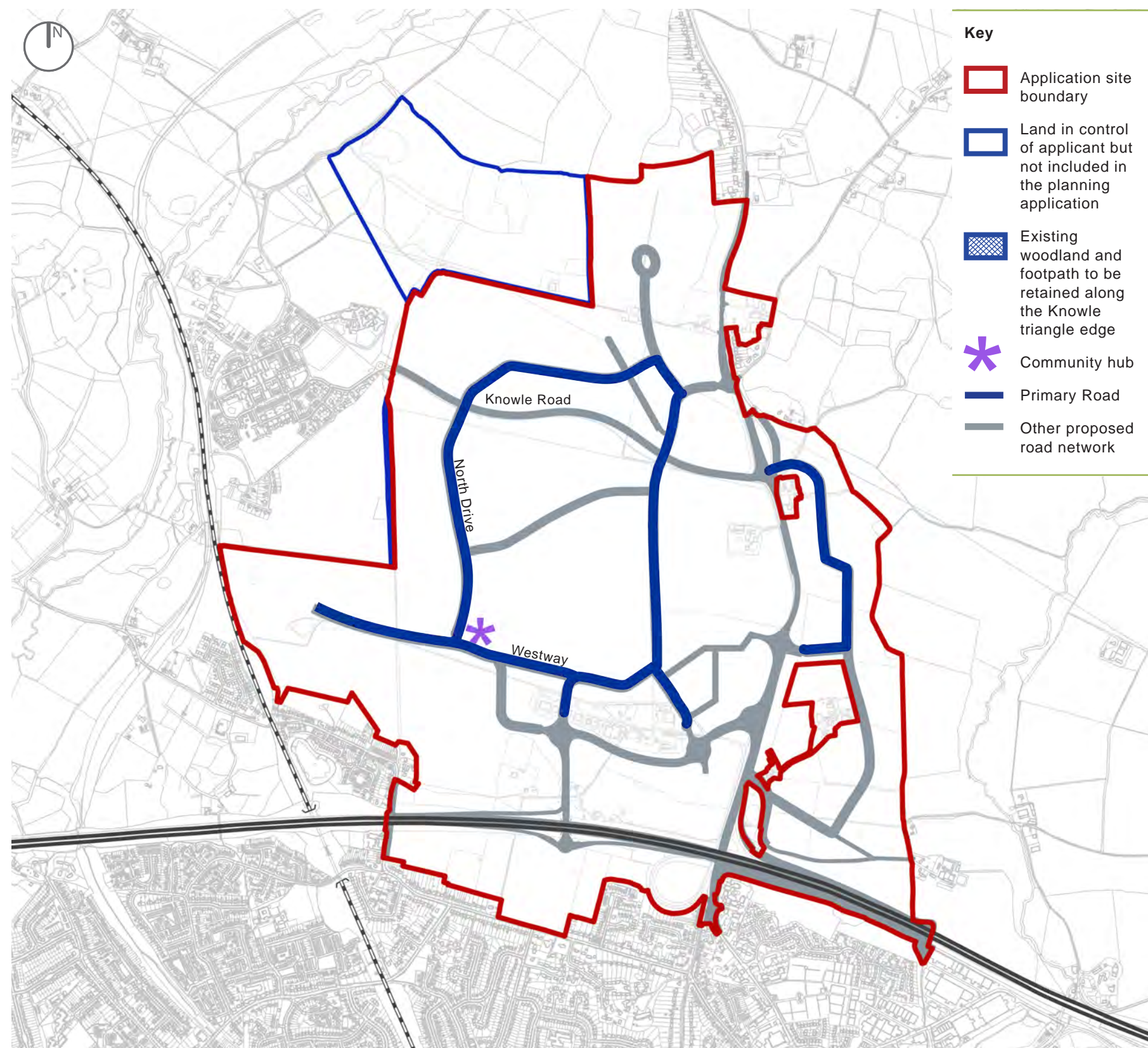


Figure 7.9 Community Hub



## Employment areas

Central to our vision and the Council's vision for Welborne is the need to provide a range of services and employment opportunities for residents which are easily accessible from their homes. To help encourage self-containment at Welborne, approximately 20 hectares of land will be given over to employment uses, in accordance with Policy WEL9 of the Welborne Plan. This dedicated employment area is located in the southern part of the development, in the Meadowland Character Area, between the M27, A32, Welborne Park and the Welborne Mile, with some existing employment uses at Dean Farm. This dedicated employment area will be complemented by other smaller scale employment opportunities in the District and Village Centres as well as in schools, health care and other facilities.

The development will provide a mix of units including offices, light industrial units and warehouses to accommodate a range of uses and sectors. This area would provide approximately 100,000 sqm of built floorspace with units in a variety of sizes (e.g. office, light industrial, warehouse). It will also include a business centre in the north east corner of the High Street roundabout in a prominent location as one approach the District Centre. A household waste facility is also provided in the employment area.

Access to the western part of the employment area would be via Westway; the eastern area would be accessed from the Broadway and off the High Street roundabout. New internal roads will also be provided within the employment areas. This location is easily accessible and visible from the M27 and A32, and is also close to the extended BRT route on Westway and close to the District Centre.

Key frontages for the employment areas will be by the Welborne Approach roundabout, along the Broadway (particularly on the southern side) and around the High Street roundabout, helping to identify the Broadway as the main route into the District Centre from the south. These frontages will be of a high quality with the offices and office elements of industrial and warehouses facing the Broadway, and parking and loading bays to the south of the parcels, away from the main road.

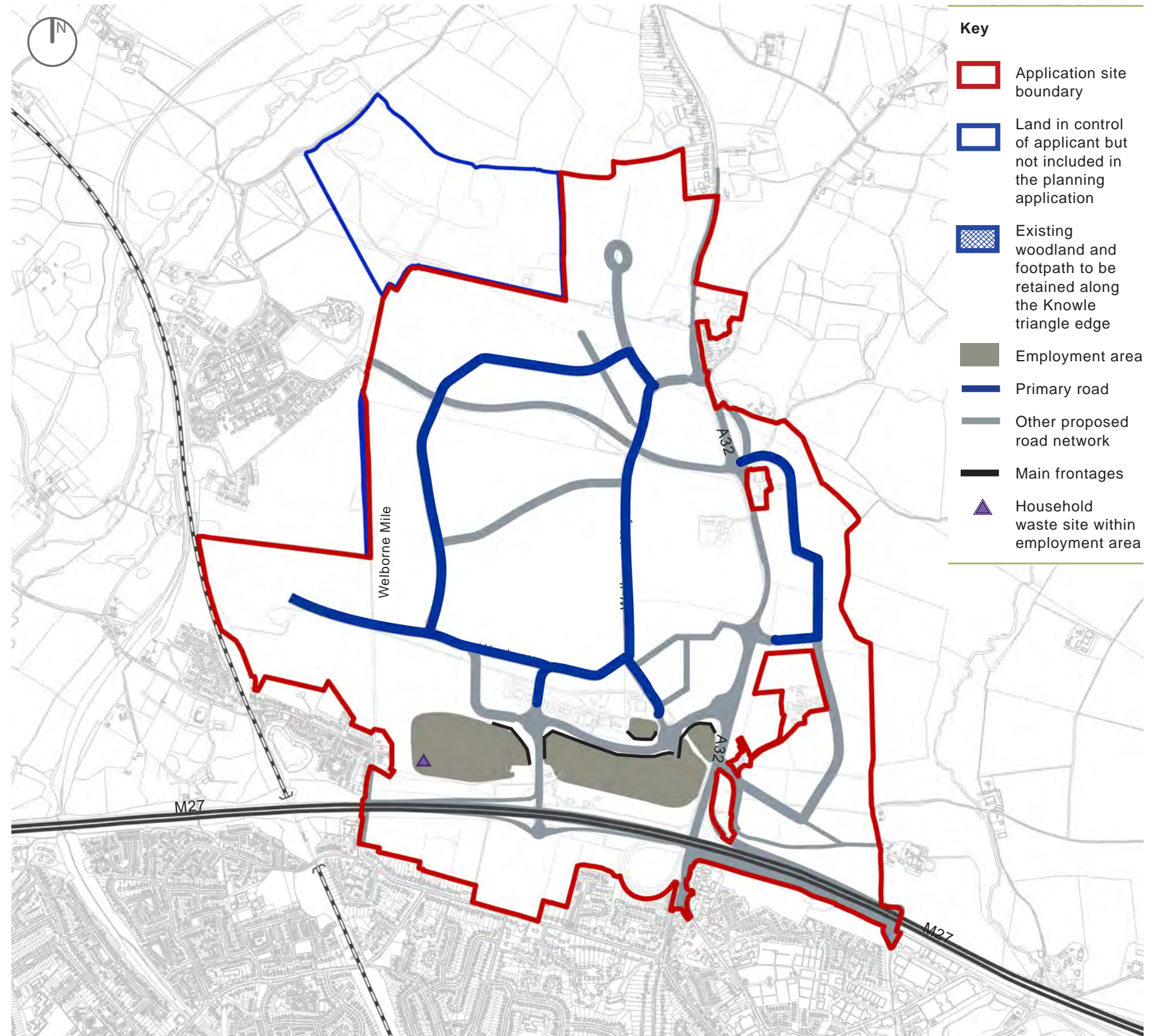


Figure 7.10 Employment areas



## Community facilities

To create a place in which people want to live and work, the physical and mental wellbeing of residents needs to be supported with a range of facilities. These comprise a mix of green open spaces, sports facilities and community buildings:

- Green open spaces including Welborne Park, neighbourhood parks, SANGs, semi-natural green space, and existing, retained greenspace.
- Outdoor sports pitches at Roche Court Sports Park and West Park with the largest provision at the former. Further detail is provided in the Open Space and Green Infrastructure Strategy which forms part of this OPA.
- Designated play facilities within the neighbourhood parks as shown in Figure 7.11 and smaller incidental play facilities at other locations throughout Welborne, to be determined at the detailed design stage. The Welborne Greenway could also incorporate intermittent play/outdoor gym equipment as part of its intended purpose as a multi-use recreational area.
- Dashwood Park - an area located towards the northern part of Welborne offers a connection into the existing woodland landscape.
- 2.10 ha of allotments at Albany Vale east of the A32, as well as community orchards within neighbourhood parks. Small community gardens may be included in the residential areas at the detailed design stage.
- A community centre building in the District Centre, overlooking Welborne Park.
- A health centre at the corner of Central Avenue and the High Street in the District Centre.
- A community building, veterinary surgery, health centre and nursery in the Village Centre.
- The Community Hub in western Welborne may also include an element of indoor or outdoor play, to be resolved at the detailed design stage.
- Day care facilities will be provided in strategic areas, including the Village and District centre, the southwestern community hub and the southeastern outdoor sport areas.

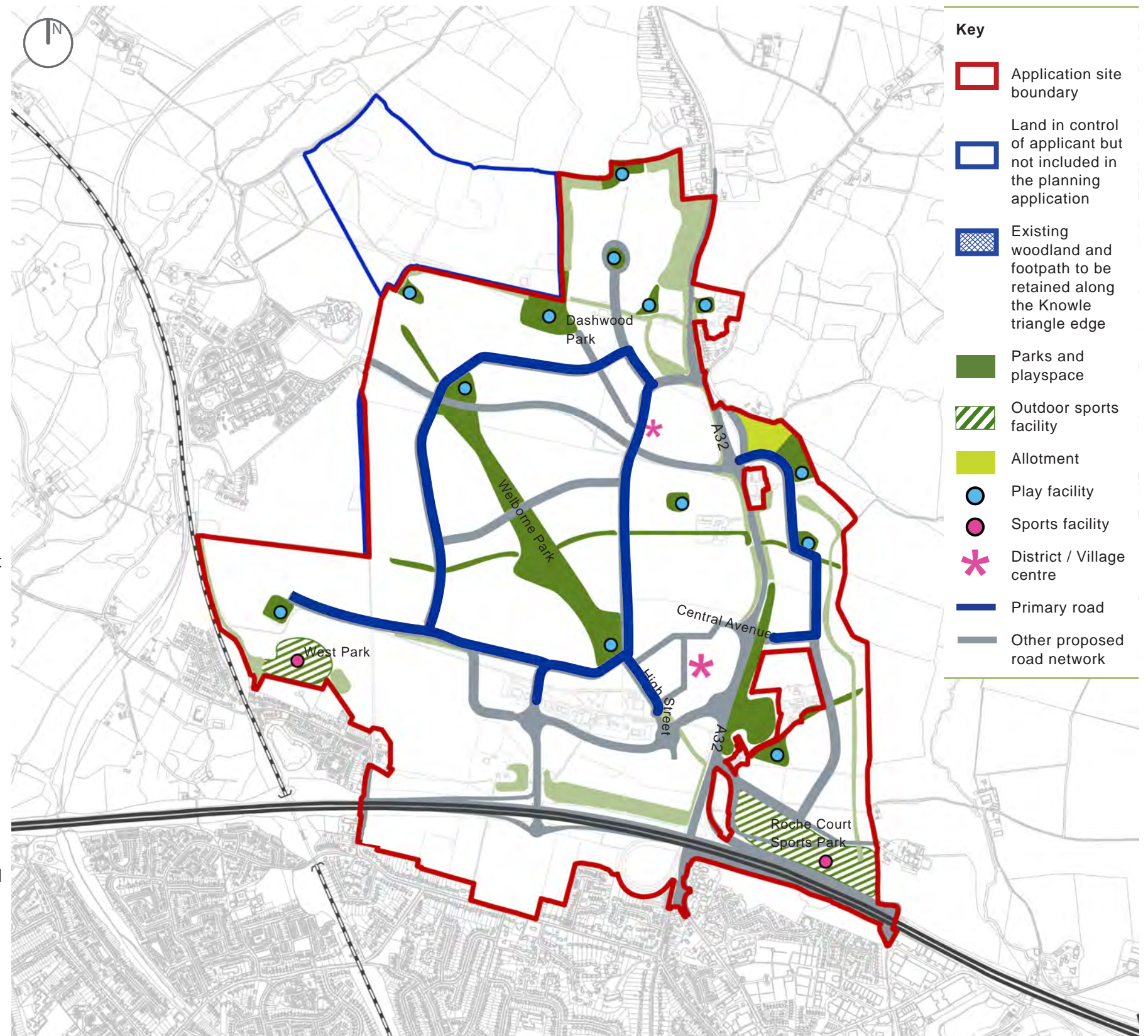


Figure 7.11 Community facilities including schools



## Schools

Welborne will offer residents a range of life opportunities, starting from an early age. In addition to Boundary Oak School which will remain in situ on-site (excluded from this OPA), Welborne will include one new secondary school and three primary schools. These schools will be co-located with each of the three centres as illustrated in Figure 7.12 to maximise synergies and reduce the number of trips generated in terms of traffic. The catchment areas of all the schools show that the majority of new homes in the development will be within 800 m walking distance (approximately 10 to 15 minutes).

- The first primary school will be located on Dashwood Avenue, serving northern Welborne.
- The secondary school and second primary school will be located next to each other in the District Centre on Central Avenue, an important east-west route across the southern part of Welborne. The primary school will serve the central and eastern parts of Welborne and the secondary school will serve a wider catchment that could comprise Knowle and Funtley.
- The third primary school will be located in Welborne West, adjacent to the Welborne Mile, serving the western part of the development.

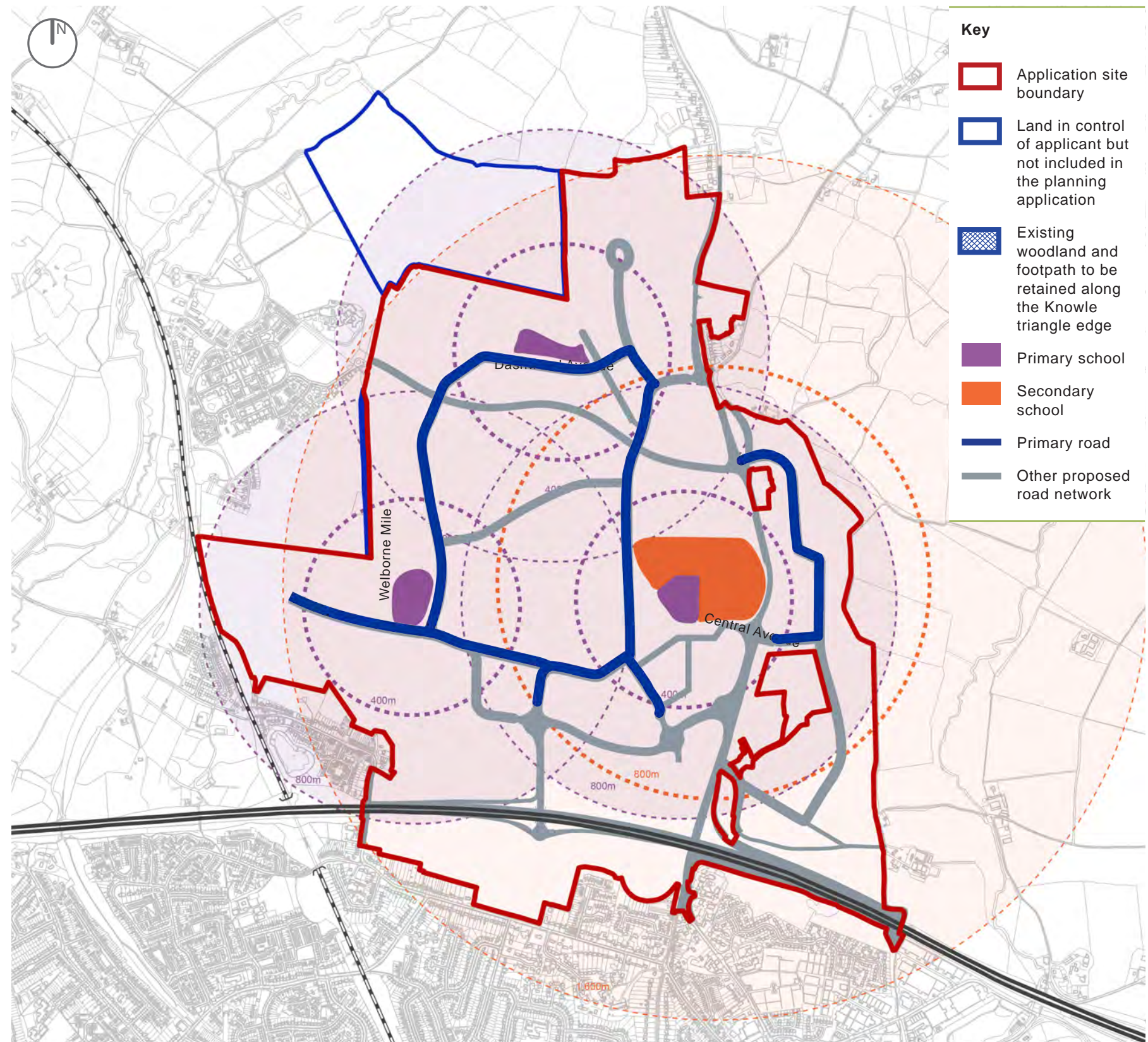


Figure 7.12 Schools and their respective catchment areas



# 8. BUILT FORM FRAMEWORK

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8.1	Built form framework	88
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## 8.1 Built form framework

Chapter 3 sets out the principles for development at Welborne which are embodied in the built form framework as illustrated in Figure 8.1 and described below. This framework will:

- Create clearly defined main pedestrian, cycle and vehicular routes through Welborne, **providing good connections** throughout which are anchored at key junctions by landmark buildings or memorable groups of buildings, particularly at either end of the Welborne Way which connects the District and Village Centres.
- Create a strong visual presence for Welborne from the M27 and A32 via the new Junction 10 and the District Centre to ensure that the development **looks to the south**.
- Allow open views towards Dashwood in the north on higher ground and the open countryside to the east and west to **respond to topography**. The most significant internal views will be from either end of Welborne Park - looking north as the park rises towards Dashwood, and looking south as land slopes towards the District Centre.
- Orientate key internal views towards the main green spaces such as Dashwood, Welborne Park, Dashwood Park and Welborne Mile, and within the residential areas towards other green spaces (i.e. pocket parks).
- Incorporate landscape landmarks within **Welborne Park**, Dashwood Park and Fareham Common as visual features to help structure these key spaces.
- Create a clear visual presence for the District Centre and Village Centre with taller buildings (up to five storeys) and architecturally distinct buildings.
- Utilise the employment areas in addition to structural landscaping to act as visual (and noise) buffers to the M27, therefore **addressing a key site constraint**.

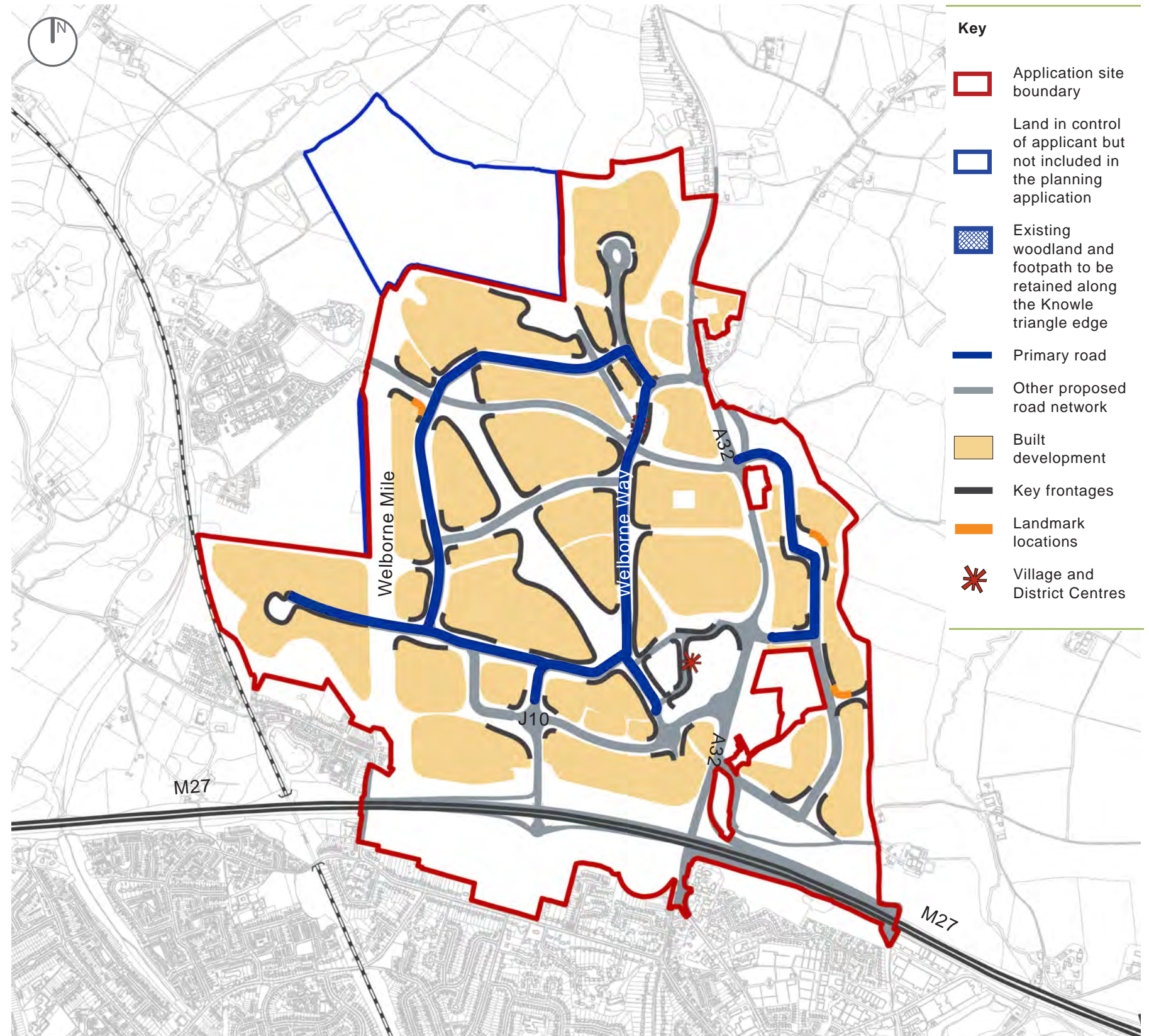
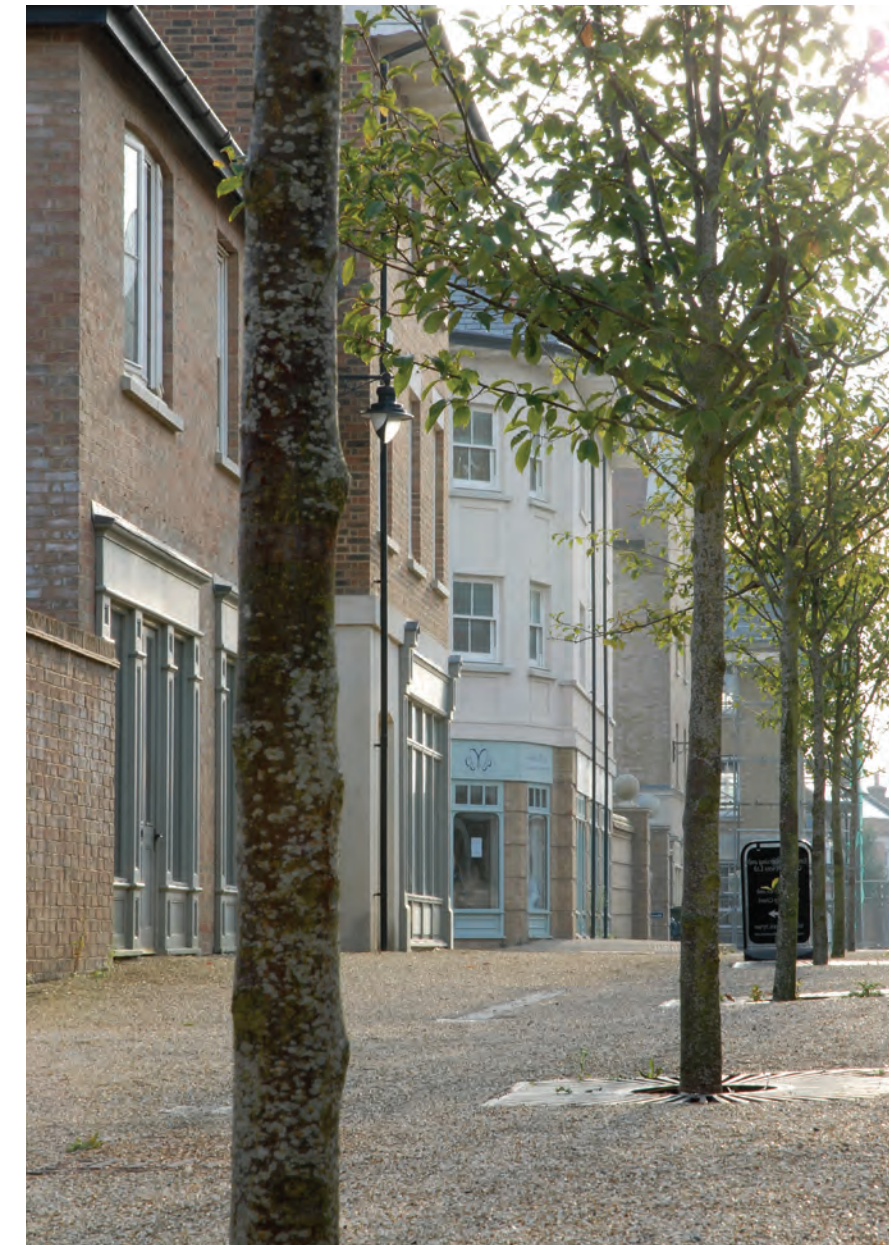


Figure 8.1 Built form framework





*Apartment buildings and short terraces enclosing a green space*



*Broad pavement and street trees to High Street*



*Simple smaller scale houses adjacent Village Centre with boundary wall*



*Feature building within square*



## Building heights

Figure 8.2 shows how the proposed building heights in the development reflect the visual importance of firstly, the District Centre and secondly, the Village Centre, as well as the Welborne Way which connects the two. The heights along the eastern and western edges of Welborne Park closest to the District Centre also reflect the visual importance and visual connections between the Park and District Centre.

The maximum height will be 20m from ground level in the District Centre with predominantly four storey buildings, with no more than 30% up to five storeys. In the Village Centre the maximum height will be 17m from ground level, with predominantly three storeys with no more than 30% up to 4 storeys.

Taller residential buildings of up to 17m or four storeys will be located around the southern end of Welborne Park and along the central stretch of Welborne Way as the main north-south route through the development. The location of these taller buildings - which will be more apartment-style buildings - will help to signify the importance of these spaces and key routes in Welborne.

The majority of the central residential area will be up to 14m from ground level with predominantly 3 storeys, with no more than 35% up to four storeys. The residential areas on the edges closest to more sensitive landscape - i.e. Dashwood to the north and the open countryside to the east and west - will be predominantly 2.5 storeys with no more than 35% up to 3 storeys or 11m above ground level.

Buildings in the employment area will be between 14m-20m above ground level with the taller buildings closer to the M27. The school buildings will be up to 15m in height.

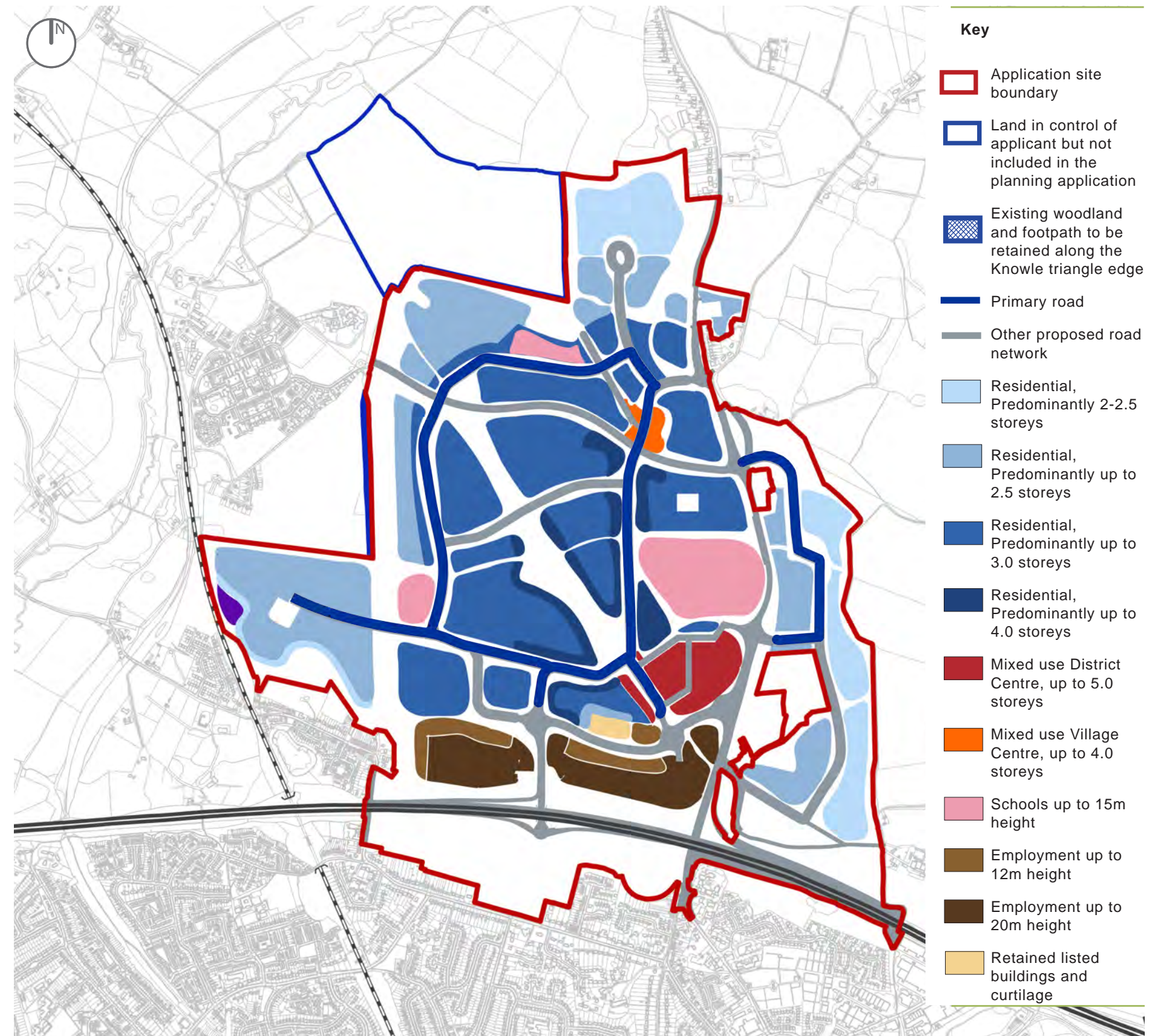


Figure 8.2 Building heights

*The residential building heights expressed as up to the stated number of storeys also includes development at lower storey heights.*





*Taller villas and apartments fronting Welborne Park*



*Semi detached and short terraces set back behind railing providing more continuous street frontages (north of Knowle Road)*



*Formal pattern of houses enclosing greenspace*



*B1 office building (Employment area)*



*Larger detached houses in larger plots (east of A32)*



## Development densities

Figure 8.3 shows the proposed development densities across Welborne which allow for a range of homes, different character areas and a sensitive response to the existing and proposed site features.

The average development density across Welborne is approximately 32 dwellings per hectare (dph) across the residential development parcels.

The lowest densities of up to 30dph will be located in the residential areas closest to Dashwood in the north, and the countryside edges in the east and west. The highest average residential densities of up to 45dph will be focused immediately north and east of the Village Centre, fronting Welborne Way, and immediately west of the District Centre. Across the rest of the residential areas, medium residential densities of up to 35dph will be applied.

In the mixed use District and Village Centres which include housing, the development density will be up to 50dph in the Village Centre and up to 70dph in the District Centre, to reflect the more urban character of these areas.

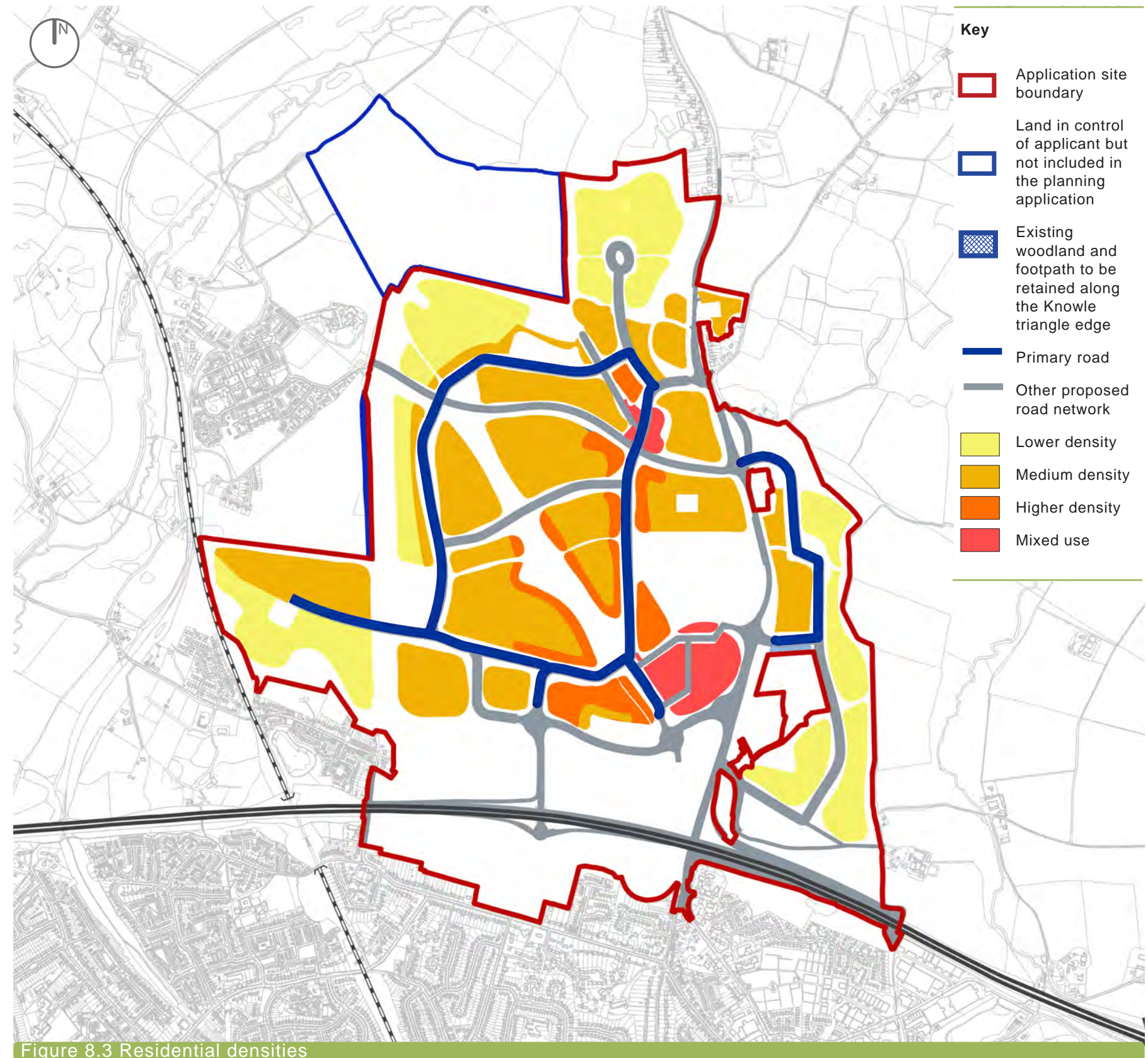


Figure 8.3 Residential densities