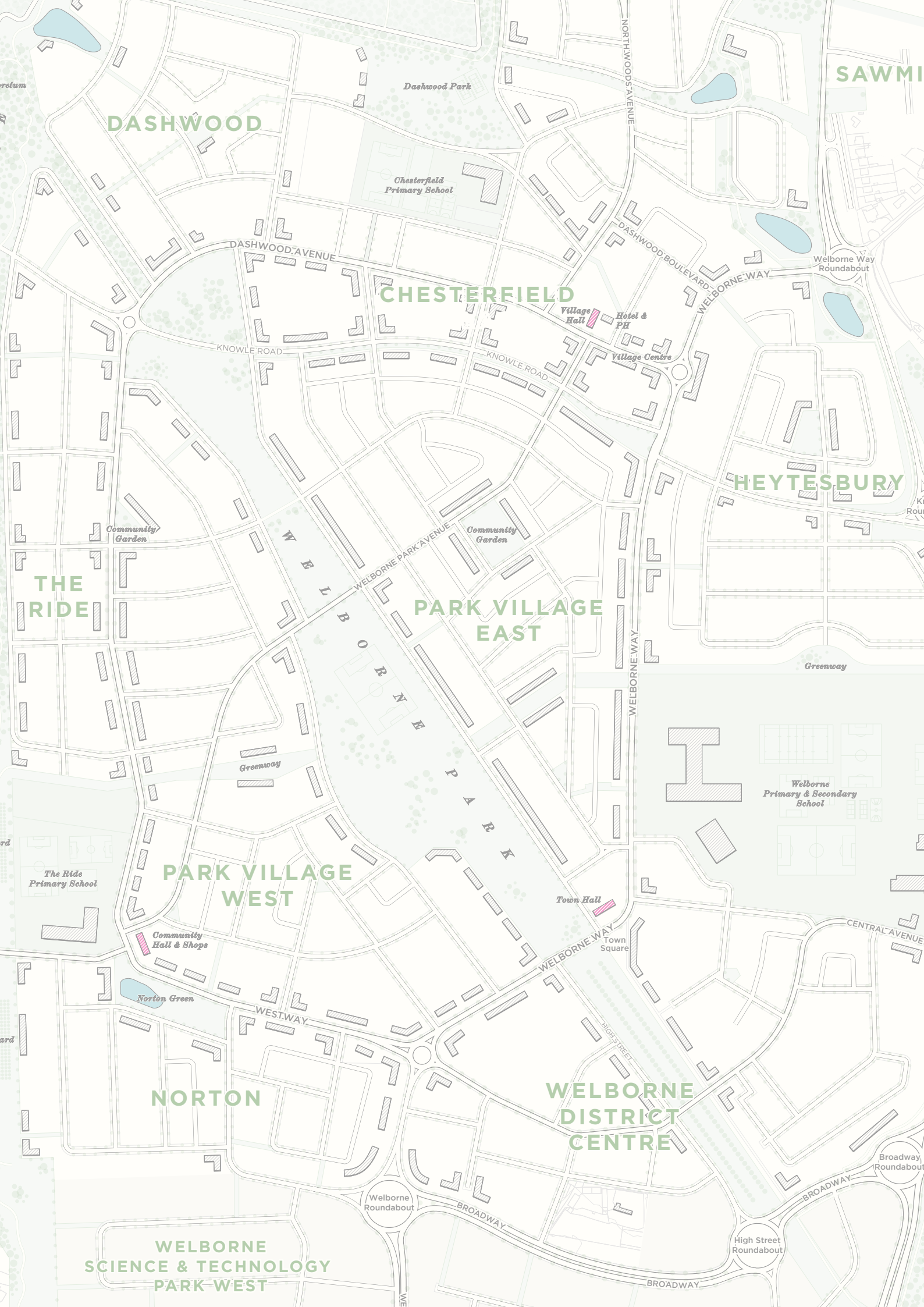


W E L B O R N E

STREETS MANUAL

EDITION 1



DASHWOOD

Dashwood Park

Chesterfield Primary School

SAWMI

CHESTERFIELD

Village Hall

Hotel & PH

Village Centre

Welborne Way Roundabout

DASHWOOD AVENUE

KNOWLE ROAD

KNOWLE ROAD

HEYTESBURY

THE RIDE

Community Garden

Community Garden

PARK VILLAGE EAST

WELBORNE PARK

Greenway

Greenway

Welborne Primary & Secondary School

PARK VILLAGE WEST

The Ride Primary School

Community Hall & Shops

Town Hall

Town Square

CENTRAL AVENUE

Norton Green

WESTWAY

WELBORNE WAY

HIGH STREET

NORTON

WELBORNE DISTRICT CENTRE

Broadway Roundabout

Welborne Roundabout

BROADWAY

BROADWAY

High Street Roundabout

BROADWAY

WELBORNE SCIENCE & TECHNOLOGY PARK WEST

1. PREFACE

Welborne is envisioned as a Garden Village for the twenty-first century. Grounded upon the principles of the Garden City movement of the early twentieth century, the vision for Welborne is to create a holistically planned, characterful and self-sustaining addition to Britain's rich legacy of new communities. Welborne will be a sustainable new settlement combining housing, shops, schools, local facilities and employment within an attractive, walkable and leafy environment realised to high standards of design and construction. It will be a place where people can work, socialise, experience green spaces and enjoy a good quality of life.

The coding documents will set out the identity, character and central vision to ensure it is maintained during the building process and for future generations.

The suite of coding documents consists of the Strategic Design Code, the Welborne Streets Manual and the Neighbourhood Design Codes, which will be produced to guide the individual neighbourhoods as they are brought forward.

The role of each coding document is as follows:

- **Strategic Design Code:** Sets the principles for the Welborne vision and the site-wide framework that will enable it to be achieved.
- **Welborne Streets Manual:** Outlines the regulations that inform the street network design.
- **Neighbourhood Design Codes:** Provides detailed guidance on street, block, building and landscape design specific to the individual neighbourhoods. The Codes are informed by the Strategic Design Code and Welborne Streets Manual, and will include a compliance checklist as a simple way to verify that the guidance is adhered to.

Overseen and enacted by the Master Developer, Town Architect and Fareham Borough Council the coding documents will provide a framework to ensure that Welborne is well planned, designed to a quality in accordance with the vision and built to last.

STRATEGIC DESIGN CODE

- 1. An introduction to Welborne**
 - Vision
 - Illustrative masterplan
 - Neighbourhood structure
- 2. Explaining the Strategic Design Code**
 - Its objectives and how to use the Code
- 3. Strategic masterplans and town-wide regulations**
- 4. Landscape**
- 5. Character elements**
 - The design elements that will shape Welborne's character
- 6. Neighbourhoods**
 - Characteristics and key components of each neighbourhood
- 7. Technical principles**
 - Site-wide principles that apply to all neighbourhoods

WELBORNE STREETS MANUAL

- 1. Introduction to the Welborne Streets Manual**
- 2. Explaining the Welborne Streets Manual**
- 3. Placemaking Principles**
- 4. Adoption, Management and Maintenance**
 - Role of Welborne Garden Village Trust
- 5. Movement Strategy**
- 6. Street Design Principles**
 - How streets will look, feel and function
- 7. Street layout**
 - Typical street, junction and driveway types
 - Special places

NEIGHBOURHOOD DESIGN CODES

- 1. Explaining the Neighbourhood Design Code**
 - Its objectives and how to use the Code
- 2. Neighbourhood context**
- 3. Illustrative plan**
 - How the neighbourhood will be brought forward
- 4. Neighbourhood layout**
- 5. Landscape strategy**
- 6. Built form**
 - Design requirements relating to appearance, scale, materials and details of buildings
- 7. Points of delight**
- 8. Key infrastructure requirements**
 - Schools etc
- 9. Applying the design principles**
 - Guidance for code-compliant design
- 10. Property owners guidance**
 - For owners wishing to carry out development or alterations
- 11. Compliance checklist**

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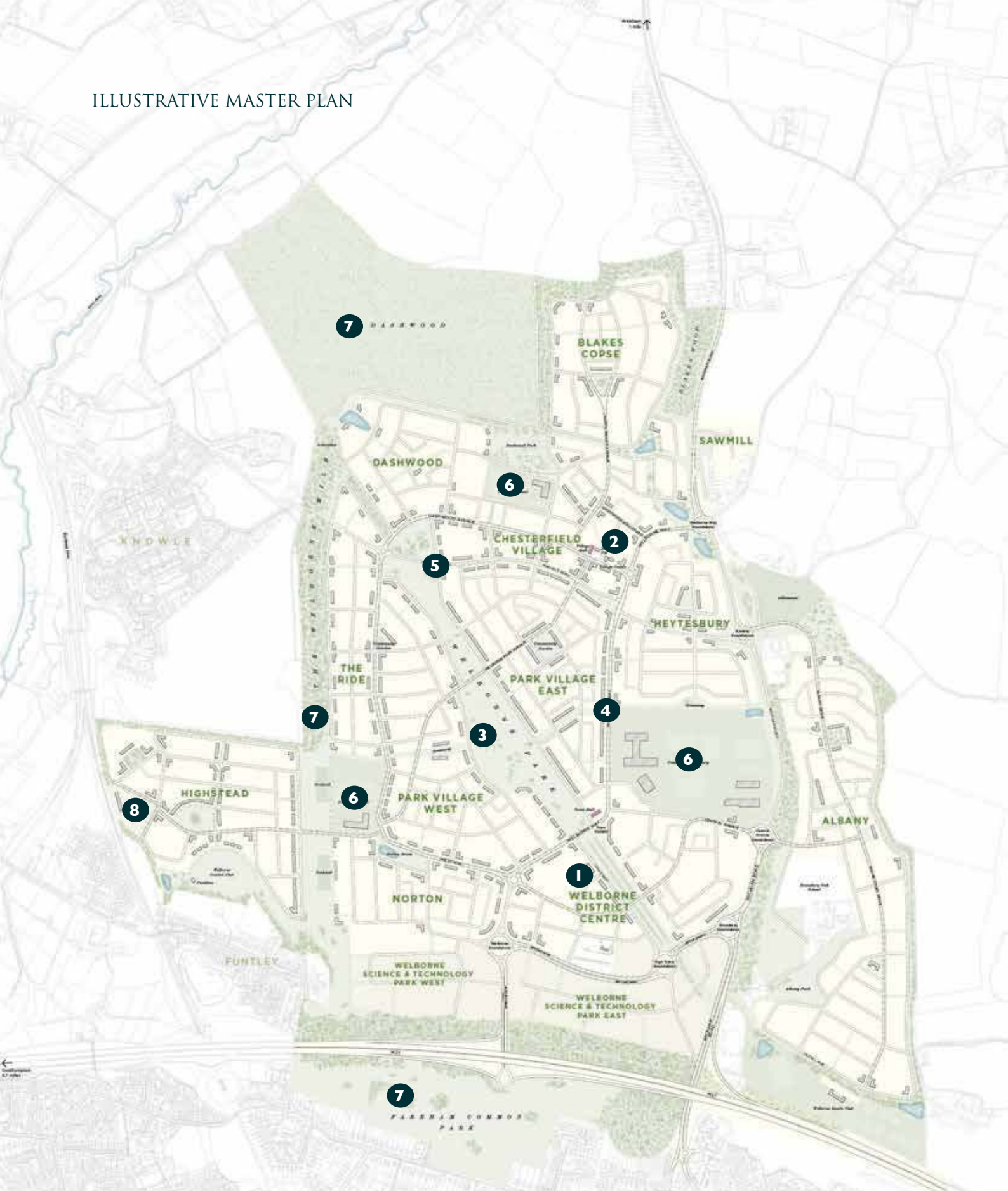
2. INTRODUCTION

Streets make up around 80 per cent of the public realm in our villages, towns and cities. They are the lifeblood of these places, bringing vibrancy and movement to a whole range of spaces and places, from town centres to villages greens, avenues, parks and quieter places. They are the 'glue' that hold our settlements together and are the conduits for good movement, for creating real communities and great places.

Far too often, though, the highway engineering of street design and the desire to accommodate motorists can dominate the placemaking elements of a street. In recent years across the United Kingdom, new streets have been built where vehicles are prioritised over pedestrians and cyclists. Such roads are a less healthy way to build and do not foster walkability and community spirit.

This is not to be the case for Welborne. Its streets will be built at a human scale with walking, cycling and the use of public transport prioritised to build an inclusive, beautiful, twenty-first-century new community. The Welborne Streets Manual has been developed through a series of collaborative workshops with Fareham District Council and Hampshire County Council to set out the regulations and principles that will govern the development of the street network. Its aim is to allow for the delivery and adoption of high-quality, tree- and hedge-lined streets within the new settlement that support a comprehensive and appropriate form of development.

ILLUSTRATIVE MASTER PLAN



KEY

- | | | | | | |
|----------|-----------------|----------|--------------|----------|-------------------------|
| 1 | District Centre | 4 | Welborne Way | 7 | SANGs |
| 2 | Village Centre | 5 | Knowle Road | 8 | Rail halt (if required) |
| 3 | Welborne Park | 6 | Schools | | |

2a. WELBORNE STREETS MANUAL: OVERVIEW

The Welborne Streets Manual sets out the regulations that will govern the development of the street network. It will facilitate specific outcomes through clear guidance and clarity of design. It will elucidate the urban and landscape tenets that make up the streetscapes, to make sure that all phases of construction come together cohesively to facilitate the delivery of the tree-lined, human-scaled streets that are integral to the Welborne vision. The Welborne Streets Manual covers the design parameters of all roads, parking, public and private footpaths and cycleways, excluding M27 J10.

The design guidance within the Welborne Streets Manual is specific to Welborne and reflects best practice urban design guidance including the National Planning Policy Framework, Planning Practice Guidance (incorporating the National Design Guide), Manual for Streets 1 and 2, Active Design and Building for a Healthy Life.

The Welborne Streets Manual also considers and responds to policies set out in the Welborne Plan and Welborne Design Guidance, including the Residential Car and Cycle Parking Standards Supplementary Planning Document 2009 and the non-Residential Car and Cycle Parking Standards Supplementary Planning Document 2015.



A typical Welborne tree-lined street

KEY STAKEHOLDERS AND AUTHORITY

Fareham Borough Council

Fareham Borough Council (FBC) will approve the Welborne Streets Manual and all other Welborne coding documentation. The coding documents will be a material consideration for any planning application at Welborne and applications for development at Welborne will be expected to demonstrate code compliance; this will be shown by fulfilling the compliance checklists found within each Neighbourhood Design Code.

Hampshire County Council

Hampshire County Council will utilise the Welborne Streets Manual when assessing the design of highways across Welborne to ensure proposals are in accordance with the agreed principles and vision.

Master Developer

Buckland is the Master Developer and will lead the development of Welborne. The Master Developer will work with all development partners throughout the lifetime of the project and alongside the Town Architect will be the custodians of the values, vision and quality of Welborne.

Town Architect

Buckland have appointed Ben Pentreath as the Town Architect. The Town Architect will review proposals for residential, commercial and public realm schemes with reference to the Welborne Streets Manual alongside the Strategic and Neighbourhood Design Codes. The Town Architect will also approve housebuilders' construction drawings and monitor the built output as each phase is completed.

Welborne Garden Village Trust

The Welborne Garden Village Trust (WGVT) is a not-for-profit community organisation that is responsible for the long-term stewardship of the Garden Village. All unadopted areas of the development will be transferred to WGVT which will be responsible for the management and maintenance of these areas in perpetuity.

The WGVT is also responsible for upholding the masterplan, characteristics and quality of the Garden Village as set out in the coding documentation.

Governance

The Master Developer will administer and implement the Welborne Streets Manual. Any development proposal brought forward for Welborne will be approved by the Master Developer and Town Architect prior to any submission of reserved matters applications to FBC. Specific highway approvals will be dealt with by HCC under Section 38 (S38) agreements or other highways approval agreements and be in accordance with the agreed principles and vision of the Welborne Streets Manual.

Codebreakers

Departures from the Welborne Streets Manual will only be acceptable when a clear justification can be provided and if the deviation can be clearly demonstrated as a positive intervention that has place-making benefits, or responds appropriately to changing legislation and guidance, unforeseen issues, circumstances and/ or technological advancement.

Codebreakers must be an enhancement which are to be agreed with the Town Architect and approved by the Master Developer and FBC. HCC shall also be consulted.

Monitoring & Review

The build out of Welborne will take many years. Over that period, technologies and lifestyles will inevitably change and it is anticipated that aspects of the design codes may need to be adjusted to reflect this. It is important, therefore, that regular monitoring of the design codes takes place to enable lessons learned during preceding phases to inform the design and construction of subsequent phases.

It is anticipated that the design codes will be subject to five- year review and update processes in consultation with Fareham Borough Council and Hampshire County Council. The review process will ensure that Welborne can adapt to changing needs whilst ensuring that the fundamentals of the core vision remain constant.

2b. HOW TO USE THE CODE


The Welborne Streets Manual includes:

Supporting design guidance: content that provides background, explanation and examples to assist with the understanding of the vision that underpins the Welborne.

6c. STREET LIGHTING

At Welborne, street trees are integral to the proposed landscape structure of the plan and so the coordination of lighting columns and trees is a vital aspect of the design.

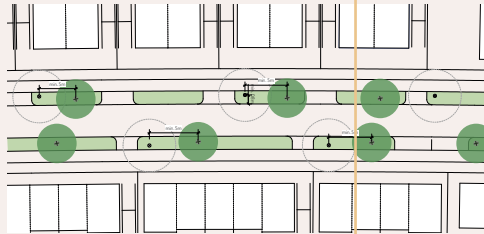
The lighting must achieve the technical and performance requirements of HCC and be successfully integrated into the proposed tree-lined streets across Welborne.



Typical HCC street light

KEY COMPONENTS *(Must be adhered to)*

- Street lighting columns will be located at least 5m from the trunk of trees.
- Street lighting columns to be a minimum of 0.8m set back from the carriageway.
- All street lighting columns will be HCC standard BS48 #1282 green column except for lay areas where there may be back to match street furniture (example Village Centre and District Centre)
- The lighting columns proposed are to be 6m high on primary streets and 5m high on secondary, tertiary and edge lanes. For green links and shared routes, 4m columns or bollard lighting will be proposed.
- Wall mounted lighting on buildings is acceptable in limited instances providing an easement for access to undertake repairs is provided. All junction boxes must be located on the external façade of the building, not in cavities.
- Unadopted roads and footpaths do not have to be lit to adoptable standards.
- Cycleways and footpaths through open space will be unlit, with the exception of key routes determined on a case by case basis - the route from [icon] to Kilm road across Fareham Common shall be lit.




Right: Illustrative plan showing placement of street lighting relative to street trees

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6d. DRAINAGE

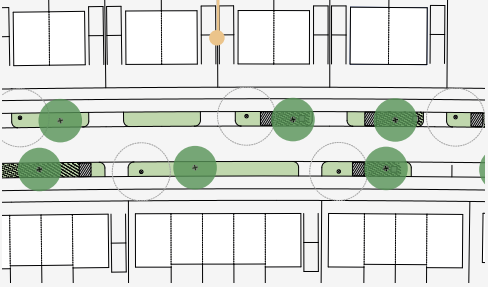
Surface water drainage is required to convey rainwater that falls onto roofs or hard paved areas away from habitable areas, and to ensure that flooding does not occur. At Welborne, the philosophy of surface water drainage is to achieve sustainable, environmentally enriching systems that closely mimic the process seen on a natural landscape. This will include swales within verges, bioretention and permeable paving to capture first flush pollution and minimise run-off from more frequent rainfall events.



Example of a swale incorporated into a verge

KEY COMPONENTS *(Must be adhered to)*

- Verges may be designed to incorporate surface water swales that will be managed by WGV. These unadopted swales will accept highway drainage.
- Parking bays and driveway crossovers will use permeable paving.
- On primary and secondary roads, highway surface run off, will be managed by WGV as soon as it leaves the extent of the highway.
- Any highway drainage apparatus, adopted by HCC required outside of the adopted highway, will require a maintenance easement.
- All unadopted lay-bys will fall away from the adopted highway.
- All streets and parking courts will incorporate 'interception storage' whereby the first 5mm of rainfall is captured close to source and disposed of via soakage or evaporation.



Right: Illustrative plan showing swales incorporated into verges on a typical street

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Key component design fixes: elements that must be adhered to. Key component design fixes are listed on selected pages with highlighted boxes.



3. PLACEMAKING PRINCIPLES

Welborne will be a mixed-use, mixed-tenure settlement that brings the amenities of small-town life into a verdant setting shaped by high standards of urban and landscape design. Schools, shops, employment centres, local services and parks will be connected via a network of green links to a variety of housing types, enabling a healthy, sociable and walkable lifestyle. The layout and design of Welborne's streets, homes, open space and landscapes, and the interfaces between each of these elements, are shaped by a series of placemaking principles. This section sets out the placemaking principles that are relevant to street design.

A legible place with an interconnected and permeable street network

Welborne will have a clear and easily understood urban structure, providing residents and visitors with a choice of direct, convenient and safe walking and cycling routes that connect homes to shops, parks, public transport routes, schools and other key facilities.

Streets that are well designed and appropriately proportioned

Welborne's streets will be appropriately designed to combine a number of key functions, including safe access and movement, parking and servicing and space for infrastructure and green infrastructure to manage surface water. Streetscapes will be an attractive environment that create amenity and identity for the new settlement's constituent neighbourhoods.



Dashwood Avenue

Streets and public spaces that are safe and well overlooked

Streets will provide high levels of natural surveillance. Inactive frontage and blank façades will generally be avoided. Particular care will be taken in the design of streets to ensure public space is well overlooked.



Welborne Park

Integrated green networks

The hedge- and tree-lined streets form part of an extensive green network, also comprising private gardens, open space and green routes. This network works in conjunction to provide cooling and climate change adaptation solutions, manage surface water and increase opportunities for biodiversity.



Multi-functional green networks

Sufficient and convenient provision of residential car parking

The arrangements for residential car parking will be safe and convenient, whilst at the same time not undermining the quality and walkability of Welborne's streets. A combination of on-plot, on-street and courtyard parking will be provided in ways that are appropriate to context and designed to minimise the visual dominance of the car and hard-surfaced areas.

Parking provision will be in accordance with FBC standards.



Example of parking solutions

4. ADOPTION, MANAGEMENT & MAINTENANCE

4a. WELBORNE GARDEN VILLAGE TRUST

It is a priority to ensure that not only is Welborne built to a high standard, but that this quality is safeguarded in perpetuity and is accompanied by a strong village-life ethos. To this end, Welborne Garden Village Trust (WGVT) will be established, a not-for-profit limited company, as a mechanism for ensuring the long-term stewardship of Welborne for the benefit of its residents.

WGVT will be set up prior to first occupation with board membership offered to representatives from Welborne Land, the Master Developer, the council and the county council.

All unadopted areas of the development will be transferred to the WGVT as a freehold or 999 year lease. This includes play areas, public open space, pedestrian and cycle routes as well as visitors parking bays, trees and verges. This estate management company will be responsible for the management and maintenance of these areas in perpetuity.

WGVT will also be responsible for the planned inspections, day to day maintenance, insurances and parking enforcement of all unadopted areas.



WGVT will carry the responsibility for ensuring that non-adopted areas of the streetscape are maintained

4b. ADOPTION

In general, where roads meet the technical standards required by Hampshire County Council (HCC), serving 10 dwellings or more they will be adopted. Agreement is required from HCC for unadopted roads serving between 10-50 dwellings where adoption is not considered to be in the public interest.

The extent of the adopted highway will be agreed on a case-by-case basis through the S38 design audit process and finalised through the applicable S38 agreement. As a minimum, the extent of the

adopted highway shall be from back of kerb or channel to the opposite back of kerb or channel. This shall be the default extent of adoption unless there is a specific strategic need, as designated by the Highway Authority, for adoption of additional areas and assets. All verges, parking bays, swales, cycleways and footways shall remain unadopted and be maintained in perpetuity by the WGVT. In the event WGVT fail to perform any of their obligations, HCC are entitled to access land to carry out necessary works and recover the costs incurred from doing so from WGVT.



4c. HIGHWAY ASSETS IN EASEMENT

STREET LIGHTING

All street lighting (including any illuminated street furniture and feeder pillars if and where applicable), will be adopted under the HCC PFI contract, subject to them meeting technical requirements. All columns and lit features to be set back as per TG 13 (minimum of 0.8m from carriageway). No multi directional LED's will be accepted. HCC will adopt wall mounted lighting on buildings with an easement for access to undertake repairs, if an alternative solution cannot be found. All junction boxes etc must be located on the external façade of the building, not in cavities.

All street lighting columns will be HCC standard BS48 #12B21 green column except for key areas where there may be black to match street furniture (example Village Centre), which will incur a Commuted Sum.

SIGNS

Any road signage required for the adoption of the road, will be managed, and maintained by HCC. All street name signage will be maintained by WGVT and outside of dedicated highway.

DRAINAGE

Any highway drainage apparatus, (drainage only taking highways surface run off, which HCC are to maintain in perpetuity), required outside of the adopted highway, will require a maintenance easement including a 3m offset for maintenance purposes, if not within the wider default easement area outlined above.

Verges may be designed to incorporate surface water swales that will be managed by WGVT. These unadopted swales will accept highway drainage.

On primary and secondary roads, highway surface run off, will be managed by WGVT as soon as it leaves the extent of the highway.

NOTE: All sewers under the adopted highway are to be adopted by a water authority or NAV company. All other pipework (for example connecting swales to the sewers) shall be adopted and maintained by the WGVT.



Street lighting columns to be in HCC standard colour



Verges may be designed to incorporate water swales

4d. HIGHWAY EASEMENTS & RESTRICTIVE COVENANTS

As HCC will have a reduced area of adopted highway than usually provided, an easement will be required to ensure that the County Council can undertake its statutory function as local highway authority.

HIGHWAY EASEMENT

The Highways Easement area will be defined on a case-by-case basis through the S38 design audit process and finalised through the S38 agreement. By default, on primary and secondary streets, the easement shall extend from the back of kerb or channel to the back edge of footway and include any intervening verge, swale, parking bay, cycleway or footway. The minimum extent of easement, on tertiary roads, shall be a 0.5m strip from back face of kerb or channel. Any other highways assets outside of this default area will also be required to be covered by an easement.

The Easement will grant HCC the following free and unfettered rights and will need to be entered into upon establishment of highway rights as part of the S38 agreements:

- To enter upon the easement land as and when required, with or without vehicles, plant, machinery, contractors for the purpose of inspection, maintenance, repair or renewal of any equipment, assets or works associated with maintaining the highway
- The right to erect any necessary temporary fencing, signage, traffic management equipment or barriers on the easement land
- The right to remove any trees, hedges, shrubs or other structures built which restrict the Council's ability in maintaining and keeping safe the highway or any of their assets within the easement land
- The right to install new assets, such as drainage, signage, street lighting, lit street furniture, ITS and all other auxiliary equipment required for safety and improvements schemes, following notification of intent to WGVT

HCC under the easement will act reasonably and reinstate to the condition prior to entry onto the easement land and make good, as soon as reasonably practicable, any such damage caused to the land.

RESTRICTIVE COVENANT

All junction visibility splays, inter-visibility and forward visibility required for the adopted roads and where pedestrian/cyclist visibility at crossing locations is required, will be covered by a restrictive covenant, where there isn't a strategic requirement for them to be adopted. WGVT will be bound to the restrictive covenant and be required to:

- Keep the land in good repair and condition
- Maintain, repair, replace, renew and keep any private retaining walls bordering the land in good state of repair and condition
- Not to do or allow anything on the land which could compromise the adjoining highway
- Not to do or allow any building, wall, fence, structure or trees, shrubs, hedges or soft landscaping to exceed 600mm of height
- Not to use the land for anything other than a visibility splay for the benefit of the adjoining highway
- To indemnify the County Council in respect of any liabilities, actions, costs, charges, claims, demands and expenses incurred by the County Council arising out of or incidental to or in connection with WGVT's obligations under the above terms
- In the event WGVT fail to perform any of their obligations, HCC are entitled to access the restrictive covenant land to carry out necessary works and recover the costs incurred from doing so from WGVT
- Comply with all other usual reasonable requirements required by HCC pertaining to restrictive covenants being registered and required where land is disposed/transferred.

4e. MAINTENANCE

WGVT will be responsible for maintaining unadopted areas, including but not limited to, the following:

- Winter maintenance as per HCC guidelines
- Management and maintenance of trees for safety and actionable nuisance and soft landscaping to avoid impact on street lighting and visibility splays
- Management and maintenance of pedestrian and cycle routes, including parking bays
- Maintaining unrestricted public access to all footpaths and cycleways within the highway easement boundary
- Grant the right to the uninterrupted free passage and discharge of surface water runoff, at all times, in perpetuity
- Not build any structure or obstruct or impede the discharge water runoff from the adjoining highway
- Retain, inspect, adjust, repair, alter and fully maintain any drainage features taking highway surface water runoff in perpetuity
- Maintain works in such good repair and condition to accept storm water and surface water from the highway so that it does not cause damage to the highway
- To indemnify the County Council in respect of any liabilities, actions, costs, charges, claims, demands and expenses incurred by the County Council arising out of or incidental to or in connection with WGVT's obligations under the above terms
- Grant the right to HCC to make future connections without fee or charge
- Grant the right to enter land without notice, for the purpose of inspection repair renewal and maintenance of the WGVT maintained drainage network, in the event of a breach of the obligations above and recover in full from WGVT all expenses and costs it incurs in so doing
- Comply with all other usual reasonable requirements requested by HCC pertaining to the requirements being registered against the title and required where land is disposed/transferred.

The management and maintenance will be in line with HCC maintenance regime for public highways as set out in Highway Safety Inspection Manual version 1.7, 18 October 2021 (or any subsequent superseding guidance).

AREAS ADJACENT TO HIGHWAY

A covenant will be placed on all residents to maintain their property frontage. The WGVT will secure step in rights with the ability to undertake maintenance works to areas directly affecting the public highway (e.g., trimming of hedgerows and overhanging trees).

Permitted development rights will be removed for the replacement of any permeable driveways and front boundaries. Any alterations or resurfacing will require WGVT's approval as well as planning approval.



WGVT will secure step rights with the ability to undertake maintenance works to items such as hedging